Celebrating 50 years of fun!

Since 1957, both North Sails and the Flying Scots have been around. What a great combination for pure fun! Join us on our 50th anniversary celebration!
From the President .................................................. 4
From the Editor .................................................... 5
Reflections from Headquarters ................................. 7
How To Win Without Even Trying .............................. 8
Sandy Reports on Schildroth Invention ......................... 8
Flying Scot History ................................................. 9
Governor’s Cup Regatta ........................................... 9
Restoration Project .................................................. 10
Those Flying Scots...And Their Builder ....................... 13
My Childhood Memories of Sandy Douglass ................ 14
Memories of Sandy Douglass ..................................... 16
50th Anniversary Special Section ............................. 17
Thirty Years and Counting...................................... 50
Memories of Sandy, The Flying Scot and Fleet 15 ......... 52
The Painting Coach ................................................ 54
Sandy Would Enjoy This .......................................... 54
The Yacht Club of Hilton Head .................................. 55
The Great River Journey ........................................... 56
Remembering Sandy ............................................... 57
My Old Flame ....................................................... 59
NOR - Atlantic Coast Championships ....................... 60
NOR - Wife-Husband Championship ......................... 61
1959 Fleet 4 Founders ........................................... 65
The Best Thing about Flying Scots ............................. 66
In Every Issue.......................................................... 66
New Members ....................................................... 62
Starting Line ......................................................... 63
Caveat Emptor ....................................................... 64
From The President
by Glenn Shaffer, FS 5213

50th Anniversary

I am sure that you will enjoy this special commemorative issue of Scots n’ Water as we celebrate the 50th anniversary of the Flying Scot and Flying Scot sailing. Our editor, Kay Summerfield, has compiled a superb collage of pictures and stories donated by all of you that recount the fun, excitement, and competition of Flying Scot sailing. Special thanks also go to Nancy Cooper, Marti Worthen, and Courtney Waldrup, whose work and devotion bring this wonderful publication to you now and six times each year.

As the following pages reveal, Flying Scot sailing has played an important role in many lives, including my own. The simple first act of going for a sailboat ride has taken our families on a journey that has strongly influenced how we spend time together, where we live, and the friendships we have made. It has been no accident that the Flying Scot has endured for 50 years. The formula for success has been, and will continue to be, a superior boat design, a high-quality and dedicated builder, and a strong class association.

This letter will be brief, as I cannot possibly tell the story of the Flying Scot and Flying Scot sailing better than you—so read on. However, there are a few noteworthy items to report to you coming out of our recent Midwinter meetings:

1. Beginning next year, the date of the Midwinter regatta has been changed so as to be regularly held during the fourth week of March. The weather will be warmer, with better wind, and more races have been scheduled. There are also plans for a new “Top Gun School” to be held during the Midwinter regatta, along with additional onshore activities.

2. We have established tentative site commitments for almost all of our sanctioned regattas through 2010, with emphasis on a balanced geographic distribution.

3. A proposed change to the specifications—requiring bow bags and transom ports for all boats participating in sanctioned regattas, starting in 2009—will be submitted to the membership for a vote.

4. The process and criteria for selecting the Fleet of the Year has been changed so that it will not be as heavily weighted towards larger fleets or fleets hosting the NACs.

5. The class association has entered into a new relationship with Coral Reef Sailing Apparel to market our own line of merchandise and sailing gear. Coral Reef will attend all our major sanctioned regattas and will provide a portion of the proceeds to the association. Check them out at http://coralreefsailing.net/flying_scot.

In closing, I would like to thank you for the opportunity and special honor to serve as president of the Flying Scot Sailing Association during this 50th anniversary year. During my progression as a class officer, I have been so impressed by the single-minded goal of our members to make Flying Scot sailing the best possible experience for everyone. I hope to see you at this year’s NACs at Fishing Bay Yacht Club and the continuing 50th Anniversary Celebration at Deep Creek Lake. Have a great time!

In Memory of Bruce Goldsmith

One of the world’s greatest sailors died tragically on Sunday, June 3, 2007, doing what he loved—sailing. Bruce was helming his J/29 at North Cape YC near Toledo, Ohio, when a major storm approached. Bruce was hit in the head by the boom, fell into the water, and did not survive.

Bruce was 71 years old and had accomplished virtually everything in the sport he’d set out to accomplish. He was a sailmaker, first for Murphy & Nye, then under his own label, Goldsmith Sails. Bruce won the Flying Scot NACs in 1979 at Lake Carlyle, Illinois. Those of you who were active in the class back then most certainly remember him. Bruce was successful in other classes, too. He won two Pan American Games gold medals, a Lightning World Championship, Thistle Nationals, and numerous championships in other classes. After losing to Buddy Melges at the 1972 Olympic Trials for the Soling class, Bruce won the Olympic warm-up regatta in Kiel, Germany.

On a personal level, Bruce was my mentor. He took me under his wing when I was young and taught me most of what I know about sailing and sailmaking. He had too much love of life to practice hard or work on boat maintenance or regatta logistics. Bruce gave that time to me and to others who shared his passion. Bruce was the center of every regatta he entered. He was teacher, social director, winner of the party, and winner of the regatta.

Bruce made so many of us better sailors and happier people. We will miss America’s most gifted sailor. – Bill Draheim
Dear Kay,

At first glance at the cover of the Scots n’ Water that just arrived, it looks like both boats are being sailed single-handed. While I often sail single-handed, I don’t have enough experience to write about it. Is there anyone who could do an article on such?

Any Scot sailors around Chaumont (Three Mile Bay – Chaumont Bay – Crescent YC), Henderson Harbor, Sackets Harbor, or Watertown, New York?

Best regards,
Samuel J. Watson
(currently FS 4464, previously FS 135)

Mobile: 202-297-6273 • Home: 703-941-1468

Dear Samuel,

Although it does look like they are sailing single-handed, their crews are hidden behind the jib.
To those sailors who do sail single-handed, now’s your chance to write an article.

Thanks, Kay

Kay Summerfield • 705 Ocean Avenue, Beachwood, NJ 08722 • 732-286-4890 • slokay@earthlink.net
Midwest Sailing
AUTHORIZED FLYING SCOT® DEALER
In Southeastern Michigan Since 1965

- New and used Flying Scots® on display
- New and used parts in stock (from clevis pins to masts). We ship UPS daily.
- Sailing Store and Service Center including:
  - Custom rigging
  - Mast & boom straightened
  - Fiberglass and trailer repairs
  - Straight centerboards brought up to race quality
  - Off-season storage and repair facility
- Also Dealer for Sunfish, Laser & Hobie Cat

Venue - Portage Yacht Club
- Located adjacent to Midwest Sailing.
- Home to Fleet 20 racing Thursday and Sunday from May through September.
- Convenient dry storage moorings on the water for quick and easy access to your boat.
- Learn to sail - Learn to race programs
- Social activities, swimming beach, shaded picnicking and dining services.

Gus Sails Win Again!

2007 Midwinters - 1st & 2nd
2006 GYA Lipton Regatta - 1st & 2nd
2006 MidWinter's - 2nd & 3rd
2006 Florida Circuit 1st Overall
2006 Wife/Husband - 1st
2005 NAC's 7 of the first 9!!!
2005 Midwinter's 1st Challenger

Congratulations to:
Bay Waveland Yacht Club, Bucaneer Yacht Club, Amy & Jeff Linton, Fred & Fred Stammer, Harry Carpenter, Richard Wade, Larry Taggart, John Dane, Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird, Natalie & Scott Mauney, Tom Lawton... and more!
Gus Sails was glad to be on board.

1830 Interstate 30 • Rockwall, TX 75087 • Phone: 972-998-5313 • New Website: gussails.net
Hope all is well with you. I have missed seeing y’all. My late husband, Ed Eubanks, started our association management company, J. Edgar Eubanks and Associates, in 1971. Bob Vance and Bill Singletary contracted with him to manage the FSSA in August of 1978. That fall we bought a Flying Scot and our family drove up to Maryland and picked it up from the Gordon Douglass Boat Company. While we were there, we had dinner with Gordon Douglass—“Sandy”—and his wife in their lovely home.

Ed loved the FSSA and going to all of the regattas. He and our son Ed raced in several regattas. He took many pictures at regattas, and many of them are still hanging in our office. We became good friends with many people in the FSSA. Ed died on May 4, 1990. Many of those good friends helped me in more ways than one as I took over the business and tried to carry on.

Ed had started giving the Executive Secretary’s Cup to the person who had done the most for the class. The year he died, 1990, the FSSA NAC was the first meeting I attended as the new owner of our association management company. Everyone was very helpful, and I was very moved when Larry Taggart presented the Executive Secretary’s Cup to me in Ed’s memory for him having done so much for the class.

I have continued to stay in touch with many of those dear friends. Jerry Frank and I were blessed to have Don and Charlotte Hott stay in our home. We see Paul and Betty Moore and Jim Harris and Betty as often as we can when we go to St. Louis. I will forever cherish the friendships of all those we came to know and love over the 15 years I attended both Midwinters and NACs. I am grateful that J. Edgar Eubanks and Associates is still the management for the FSSA. I appreciate your support and kindness to Courtney, and I wish the FSSA the very best in every way.
All out preparation is a prerequisite for winning. While psychological preparedness in the form of positive thinking is imperative, of even greater importance is the smooth and effective operation of your running rigging—especially spinnaker rigging.

My husband and I are fairly inexperienced in sophisticated spinnaker techniques and thus are eminently qualified to look at this operation with the detachment of unbiased experts. We have learned to get the spinnaker up one side and down the other and right then and there have made an invaluable discovery. Raising the spinnaker is a little bit easier with a smooth bearing bullet block attached to the dead eye on the mast. Sandy prefers the dead eye as is, so that there be some friction when letting the spinnaker down. But the little bullet block is so efficient, in fact, that the spinnaker comes down like a bullet and the halyard shoots up like one! But don’t take Sandy’s word in favor of the dead eye; remember, the old fox is after your goodies. If your spinnaker comes down too fast and the halyard shoots up to the point of no return, all you need is some control at the lower end of the halyard. And here is where our invention comes in.

So far sailors are using their hands, seats of pants, eyes, ears, and brains to make their boats go. But now we can add something quite revolutionary: OUR FEET! We have designed a foot-controlled slow release friction operated brake drum for this purpose with a foot pedal on each side of the cockpit, to be operated by skipper or crew or both of them with one set installed forward and the other aft.

My ancestral German Sea Captain would have called this: “Eine Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel.”

We urge you to purchase this ingenious device for the introductory price of only $199.99 while running rigging is still optional. We are also looking for a smart patent lawyer within this organization to protect our invention.

---

Dear Irmgard:

I want to tell you how wonderfully your new invention, the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel works. When I entered the Parsnip Patch Regatta I realized that I would have to have some special device, if I wanted to win, something no one else would have, which would give me an advantage over all of the others. That is why I wrote to you just as soon as I read about your Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel in the Scots n’ Water. It sounded like just the right thing, and your careful instructions made installing the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel quite easy. The Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel all the more important to me because my crew, while being a good Laser and Windsurfer sailor, never had handled a spinnaker, but I figured that he would have no trouble with the help of your Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel. I do hope you won’t divulge the details of the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel to any of my competitors until I have won some more races. I like to win in any way I can.

As it turned out, in the third and crucial race we had a good start and didn’t need to use the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel until we approached the leeward mark, in second place, to round up for the beat to the finish. I was tense. We were close behind the leader. If we could gain an inside overlap at the mark we’d have the race in the bag. If we could carry our spinnaker for just a few seconds after our competitor dropped his, we could gain that overlap. It would all depend on the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel. Would it come up to our expectations? That’s the nice thing about the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel. It doesn’t make the boat go any faster, it’s just for convenience.

How did it work? The boat ahead dropped its spinnaker, but we carried ours right up to the mark, and we had our inside overlap. Perfect! But then, as I was feverishly freeing the spinnaker sheet and guy, steering with the tiller between my legs, frantically sheeting in the main sheet, lowering the centerboard and trimming in the jib—I like having all these lines leading aft where I can reach them—my foot slipped off the pedal of the Fuss-controllierte langsam-losgehende angekurbelte reibungssoberierte Bremsentrommel, the chute came down like a bullet—thanks to that new “super smooth bearing bullet block attached to the deadeye on the mast” to make hoisting the spinnaker a little bit easier—as you suggested—and right into the water and under the boat. Fortunately it didn’t take us more than a couple of minutes to clear it from the centerboard, and we finished seventh. But your invention is a great convenience, especially for a two-man crew. And it’ll be a blessing for the wives, letting them compete against the “gorillas.”

Hoping you are the same,
Sandy Douglass
In 1959, Tom and I were looking for a two- to three-person sailboat to race. The Lightning fleet was dying at the Riverside Yacht Club (RYC). Chuck Rettie (FS 19) and Lou Howe (FS 28) from the Old Greenwich Boat Club (OGBC), the next cove over, had bought Scots a year or two earlier. Lou took us for a sail and we were hooked.

Tom convinced five other RYC members to buy Scots; combined with three from OGBC, we became Fleet 7. The boats left from separate clubhouses and mooring areas to join and race on Captain’s Harbor and Long Island Sound. So to promote sociability and sailing expertise, every Sunday afternoon after the race we would have a “critique” in someone’s backyard. After a social hour at which non-racing spouses and children were included, the winner would step to the chalkboard and explain how he had won. These sailors became some of our best friends.

When new boats were ordered, Sandy Douglass would trail two boats double-decked-up from Oakland, Maryland. He would show each new owner how to rig and, in season, how to sail the boat. In our case, on our maiden voyage with Sandy at the helm, he cut a nun in the channel and ran us straight into a rock, leading to Tom’s first experience in patching the centerboard. Sandy’s boat was FS 100, so we got FS 200.

Sandy, his wife, and their son usually raced at Nationals and often won. He was very proud of the Flying Scot and shared his racing expertise.

In preparation for running the Nationals in 1962, Tom and I went to the Nationals in Detroit in 1961. My main memory is the strength of the current in the Detroit River and the shallowness of Lake St. Clair. Riverside Yacht Club has since run the Nationals several times. At one time we had about 40 boats in our fleet, but this number has dwindled.

---

Bill Myatt, at the helm of FS 440, was instrumental in getting Scots started in eastern North Carolina as the factory rep in Raleigh. Bill was at least 6’7” and very laconic in his speech and actions. Despite the best efforts of Sandy Douglass to get Bill out of the corner, he said, “That’s where it’s comfortable, so that’s where I sit.”

He is seen here in his usual laid-back racing mode, trying to sail through the lee of FS 399 in the 1963 Carolina Sailing Club Governor’s Cup Regatta. CSC is celebrating the 50th anniversary of the Governor’s Cup this summer, June 16-17, at Kerr Lake. Bob New, FS 5143, participated in the first Governor’s Cup (in a Hampton One Design) and will be back this year for the 50th.

The Governor’s Cup goes to the winner of the largest fleet participating in the regatta. The Flying Scots became so popular in the area that George Kirkland won the Cup in 1974. Other Scot sailors who have won the Cup over the years include Floyd Davis, Dick Schultz, Bubby Egan, Paul Newton, and Larry Lewis.
My first encounter with a Flying Scot was in the middle of a lake in Ohio when I had a broken mast on my homebuilt catamaran. My wife thought I was trying to do her in. We were newlyweds. We had a broken mast and broken luck. This guy in a Scot came to the rescue and was doing figure 8s around our broken boat, while trying to keep my bride from killing me. I thought to myself, “Someday I’ll have to have one of those boats.”

Twenty years later, after we raised two beautiful daughters, the day finally came. Living not far from Deep Creek Lake, Maryland, we often took day trips to enjoy the lake and snow ski resorts. What a haven. Stopping in the visitor center, I came across a brochure for Flying Scots; I’d never realized they were made there. I put the brochure in my glove box and carried it around for a year or so.

Traveling through the area one day on a trip, I found the factory where these beautiful boats are made. When I walked into the factory, one of the workers asked if I needed some help. I said I was looking to buy a boat. He said, “Let me get Harry.”

Harry Carpenter, the owner, immediately stopped what he was doing to show me the facility and take care of me. What a pleasure that was, and it has been that way since we met. After talking to a lot of Scot owners, I’ve learned that this is the way things are all the time. I knew this was where I wanted to be. What a great family.

Part of our conversation on the first day was how the boat has been made for such a long time. Having an aviation background, I know exactly how far ahead of the times the Scot was when it was conceived. In 1957, composite construction was unheard of; the boat is still very...
advanced today. Gordon Douglass was a genius.

Ok, back to my conversation with Harry…. He told me about the 50-year celebration and also gave an invitation to sail First One later in the week. This was something one could never turn down. After Harry took us out on First One, we were hooked.

After hashing out whether to buy a new boat or used, I decided on a used boat. With the help of our sailing friends Tom Hohler and Cris Czapleski, using the FSSA Web site we located a boat from the Berlin Yacht Club fleet on Lake Berlin, Ohio. The former owner, Steve Spackey, took my wife and me out to sail and compete in our first race the day we bought the boat. The winds were 15 to 25 knots. We came home with the boat bruised and beat up, but we were hooked big-time. My wife just won’t give up!!

After we got the boat home last fall, I started to polish her. I wanted to do something special on this boat, knowing the 50th anniversary was coming up. I asked Carol Locher, a friend we met at Moraine State Park at the sailing club, if she knew anyone who could do the artwork on the boat. Carol—an art teacher—decided to give the name of an artist she knew of through her friend Fran. Highly recommended to do the work that needed to be done, Donna Pitaro was the person to make it happen. Donna is a renowned artist, known for decorating our military aircraft and inspiring our military men and women to serve our country proudly. Her nose art on our military aircraft is something to behold. Donna and I teamed up to do FS 4265 in honor of the 50th.

Now Donna has created one more masterpiece. It is a symbol of the American dream. What better way to show the pride than to have the boat carry the American flag. The eagles are symbols of strength taking on the world.

We’re dedi cating this boat to the longevity of the Flying Scot and the company—and to all the family of great people who own and sail this great boat. I hope everyone is planning on celebrating the Flying Scot—this masterpiece that all of us love.

“We’re dedicating this boat to the longevity of the Flying Scot and the company—and to all the family of great people who own and sail this great boat.”
Sailing Strong After 50 Years...
At Flying Scot® Inc., Quality Endures.

While other classes have come and gone, the Flying Scot is still sailing strong after 50 years. At Flying Scot® Inc., commitment to quality is uncompromised and unchanged since Sandy Douglass built the first Scot in 1957. And to make sure your Scot is always ready to sail, we maintain a complete parts service department. No searching or waiting. All parts are available and most ship in 24 hours. Because you own a Scot, yours is an open account.

We build new boats to order — boats built to last.

Flying Scot® Inc.
157 Cemetery Street • Deer Park, MD 21550 • Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943 • Visit us on the Web at www.flyingscot.com

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.
Those Flying Scots…
And Their Builder

From The Lake Norman Magazine, Vol. 1, Number 11, January 1984

It looks like a lot of work, sailing. All that bouncing and turning, and hanging over the side of the boat getting splashed. Someone is always telling someone else what to do. And then there’s the risk of being whacked on the side of the head by the boom.

But in the small boats (under 20’) you see in abundance around Lake Norman, it also looks like a lot of fun! Even in the middle of winter.

Though Lake Norman boasts a growing number of larger cabin boats suited best for cruising (except in the strongest breezes), the majority of sailors who visit or live on our waters are seen in 16- to 19-foot day sailors.

Among the most popular classes are Thistles, Highlanders and Flying Scots. All are well represented in regional and national regattas held on Beautiful Lake Norman each year. And all are the one-design offerings of Gordon K. Douglass to his sport.

“Sandy” Douglass, as he is known to the thousands of sailors who own his boats, is described by SAIL magazine as “a legend in good shape...one of the best small boat helmsmen this country has developed.” At age 79 he is still winning races.

Douglass grew up living in the celebrated Dakota Hotel in New York City and learned to sail on the St. Lawrence River. He won his first race in 1914 at age 11 and continued racing while attending the Collegiate School (oldest prep school in the country) and later Dartmouth College.

In the summer of 1945 Douglass built a sailboat. He expanded the hull design of small boats he had been sailing into a 17-foot boat of his own creation—the Thistle.

Douglass and his wife, Mary, entered the new Thistle in a race on Lake Erie and one week later they had orders and deposits for 30 boats just like it. As soon as the war was over and materials were available, the Thistle went into production.

Douglass joined Ray McLeod who owned a boatyard, and the two entrepreneurs successfully placed Thistles on lakes all over the U.S. The popularity of competitive sailing led to other designs. Douglass-McLeod developed the 20-foot Highlander to accommodate “family sailing”—the boat was large enough for the wife and children to go along, too.

In 1957 Douglass went out on his own in the development of his most popular and enduring design, the Flying Scot.

Advertised as the “culmination of the best features of other Douglass designs,” the Flying Scot quickly caught the eye of small boat racers.

The first person to call him was Irmgard Schildroth, a resident of the Mooresville community and a member of the Lake Norman Yacht Club.

Irmgard and her husband, George, were living in Chattanooga, TN, at the time.

“I saw an ad in Yachting magazine and thought this would be the perfect boat for inland lake sailing,” remembers Irmgard.

“When I called Sandy, he said I could have the first one he built.”

The Schildroths enjoyed sailing the “Number One” as much as they thought they would. All fiberglass in construction, the Flying Scot required little maintenance. Douglass had designed the 19-foot open deck for stability. The Schildroths discovered it could be handled by one person alone and at the same time could be a comfortable boat for as many as eight passengers.

Before long Irmgard became a dealer’s representative for the fast-growing class. Today she still actively promotes the Flying Scot. She and George have lived all over the U.S. and in Guam, but say they have found no boat better. They joined Flying Scot Fleet #48 at the Lake Norman Yacht Club and race whenever they can.

The Schildroths no longer own the “Number One.” But last year they had an unexpected treat when skipper Harry Carpenter and his wife won the annual Great 48 Flying Scot Regatta on Lake Norman in the 26-year-old “Number One.”

The Schildroths enjoy the camaraderie of Flying Scot sailors.

“We always say we’ve met a lot of sailors, but never one we didn’t like,” smiles Irmgard, who knows there are over 3900 Flying Scot sailors in the U.S.

“People of all ages can enjoy this boat,” she says. “It’s great for retirement age couples or active young boys alike. We can thank Sandy Douglass for his great idea!”

The Schildroths maintain a friendship with Douglass and share their sailing stories with him by phone regularly.

“We’ll get him down here one of these days,” says Irmgard. “Sandy would love sailing on Lake Norman.”

Memories by Dan Muss, FS 5316

It was a summer evening sometime around 1985 at the clubhouse of the Deep Creek Lake Sailing Association, and we were being entertained by our local kiltie band. In marched the band with pipes and drums rattling away, with Sandy (also dressed in full kiltie regalia) bringing up the rear but with no obvious contribution to the music. They played for about 30 minutes with Sandy just standing there. At the end of the last piece, there was a moment of silence when Sandy brought out a small triangle and deftly hit it once. It brought down the house.

Same place and era but on the lunch line between Saturday races. Both of our sons were at the time, avid Thistle racers. Younger son, James, found himself behind Sandy. In awe of the person he was talking to, James said, “That’s one great boat you designed!” Sandy drew himself up to his full 5-foot height and answered, “I designed three great boats!”
Flying Scot #105 was delivered to my parents, Bill and Virginia Claypool, on Labor Day weekend, 1959, by Sandy Douglass. My parents were new members of the Milwaukee Yacht Club (“MYC”) and liked the boat so much that they campaigned this new class of boat with an eye toward building a fleet at MYC. FS 105 was a striking addition to the boats at MYC not only because it was bright red with a white waterline but also because it was the first fiberglass boat in the area.

Dad worked with Sandy to get people to buy new boats and, for those who didn’t want to buy a new boat, my father would sell them our boat and then buy a new one himself. As my father kept upgrading, we went through boat numbers 105, 460, 1010, 1460, and 3445, always made by the Gordon Douglass Boat Co., Inc.

Sandy started a tradition that remains to this day, with the Flying Scot builder developing personal relationships with his boat owners. As my father helped sell Flying Scots, Sandy became a very good friend of the family. I remember having Sandy Douglass stay at our house every time he delivered a boat or came to give a presentation about the Flying Scot. Given that he was not only the boat designer but also the boat builder—and an excellent racer—it was like having a celebrity in the house. My impressions of him were that he was very dignified, he was very smart, and he was very well-spoken. Sandy had a strong sense of self and was passionate about the Flying Scot. He was authoritative and had an answer for everything, especially when anyone challenged him about the boat.

Dad worked tirelessly to promote the Scot, traveling, participating in regattas, and serving as class president. I have many memories of sitting in the back of a station wagon with a Flying Scot behind the car—whether we were going to a regional regatta, to the Nationals, or to Oakland, Maryland, to pick up a new boat to deliver for Sandy on the way home. Going to Oakland was like going to Mecca. Actually, it was interesting going to the factory and watching and learning how the boats were built, plus Sandy was always there, personally involved in every aspect of the process.

Sandy’s involvement also extended to protecting the boat from those who wanted to “tinker” with it in order to get a leg up on their competition. As we traveled to different regattas, I remember listening to Flying Scot sailors, including some very well-known racers from Texas, who wanted to modify the boat to make it go faster. I remember Sandy being a stalwart and sticking to his design standards. While the boat has undergone some class-approved modifications over time, his insistence on maintaining standards has served the class well.
Sandy was an excellent racer. He had won so many races over the years that he mentioned to my mother that he had so much silver, he would really like some other kinds of trophies. In 1970, the Milwaukee Yacht Club hosted the Nationals. My mother, who is Swedish (or, as we call her, the original Viking of the family), wrote to Svensk Glas in Stockholm, Sweden; she told them that she’d like Swedish crystal for trophies, and she described what she wanted. Svensk Glas created some absolutely gorgeous Orrefors vases. The trophies were prominently showcased in the yacht club’s display cases on black velvet fabric. We were all excited because, even if Sandy didn’t win the championship, it was a slam dunk that he would be winner of at least one of these trophies.

I don’t recall which race it was in the series, but Lake Michigan was all rollers and whitecaps. Sandy was on port tack and came upon a starboard boat whom he told to hold its course. He always seemed to be able to perfectly judge the speed and performance of the Flying Scot. However, just as he finished crossing the starboard tack boat, a wave caused the corner of his stern to come up and barely tap the starboard boat. Since the rules back then didn’t allow 720s, he withdrew from the race and sailed in. I can remember all of us being stunned; this wasn’t supposed to happen to Sandy Douglass. Being disqualified ruined his chance of winning the Nationals, and we knew that it was unlikely that he would win one of the other trophies. Even he seemed quite surprised at the unfortunate turn of events. When asked later what had happened, he calmly and simply explained that he had “misjudged” the waves.

Most people know that Sandy was Scottish, and Scots are known for being thrifty. However, many people who got to know Sandy thought that he wasn’t just thrifty, he was a tightwad. Not true. One day at a regatta, he asked my father what colors he would like on a spinnaker and my father told him. A while later, my father received a new spinnaker as a “thank you” for selling a few Scots.

Another example of Sandy’s generosity was that he offered our family a week at his cottage on Deep Creek Lake in appreciation for all the support my parents had provided. Rather than having us sign a guest book, Sandy asked us, as he did all his guests, to carve something on the sliding closet doors on the lower level. Now, as a child, I had been told to take care of things, keep my feet off the furniture, don’t mark up the walls, etc. So I was absolutely astounded that Sandy wanted us to carve on these doors. Before we left, we watched Dad carve the outline of the state of Wisconsin with our last name inside it.

Sandy surrounded himself with good people. Because of our relationship with him, we also got to know Eric Ammann. My mother recalls that Eric didn’t get to come to Milwaukee, because Sandy had so much fun there that he reserved those trips for himself. A boat needed to be delivered to Ephraim, Wisconsin, and Eric got the assignment. When Eric arrived at our house, the left side of his face was purple and the size of a grapefruit. He had trimmed a tree in his yard and a limb had hit him in the face. He was nearly knocked unconscious and definitely didn’t feel like working. Sandy asked him, “Since it’s going to be painful for a while, would you rather sit at home with the pain or deliver a boat with the pain?” We’re glad Eric decided he would deliver a boat to Ephraim. He ended up staying with us many more times and became a good friend of the family as well.

Not long ago, FS 3445 was passed along to me. Although I’ve sailed and raced it many times since it was delivered to my parents in 1979, it’s wonderful to own a boat that has kept its value for almost 50 years, is now a staple in the one-design arena, and can still compete with boats that are twenty years younger. The unmistakable man in the Glengarry hat would be very proud.
I have known of Sandy since I was ten years old.

In the early 1960s, our family began taking sailing lessons on the Outer Banks of North Carolina. We were learning in Tech Dinghies when a very fast sloop appeared in Kitty Hawk Bay one afternoon. It turned out to be a Flying Scot and had sailed down from Elizabeth City. I was seriously impressed. Dad began a search for a sailboat that winter and we considered everything out there, including the Thistle, Highlander, and Flying Scot—which, in due course, I discovered were all designed by one Gordon K. Douglass. The final choice was an 11’ Rhodes Robin, which we built from a kit and began sailing on inland lakes near our home in Pittsburgh. That brought us to Deep Creek Lake—and to the Flying Scot class—several years later. And that Scot we saw on the bay? We ended up buying her in 1968. FS 784 is still in the family, and three generations have raced her.

The first time I met Sandy, Ed Gibbs was showing our family around the lake in his motorboat. We were thinking about joining the Deep Creek Yacht Club (Turkey Neck). He pulled up next to a guy in a small double-paddle canoe who turned out to be Sandy. I believe I was silent in his presence; I later found out that he had once been an Olympic-class paddler. I do have a very clear memory of the first time he spoke to me, however. I was coiling a line on the yacht club lawn when Sandy came up to me and stopped. My coiling “method” of wrapping the line around my elbow and hand was not quite up to the accepted best practice, in his opinion. He dismissed my technique as being “fine for washerwomen but not for sailors; here’s how to do it right.” And, yes, I do think of Sandy every time I coil a line.

Most of what I learned about sailing came from Ed Gibbs (I crewed for him on FS 1328)—the rest from Sandy—and a lot of what Ed taught me was prefaced with “Now Sandy says ….” Sandy gave regular racing talks and seminars at the club, so I was exposed to his ideas on the one-design philosophy and boat handling at an early age.

In 1973 and 1974, I ended up spending a lot of time with Sandy. Morgan France, who at the time was planning to buy into the Gordon Douglass Boat Company, asked me to crew for him at the 1973 NAC in Riverside, Connecticut. Sandy rode in the Travelal with us and provided a nonstop commentary on every subject under the sun. At twenty, I was not aware that you could know so much. Although Sandy had strong opinions on just about everything, they were not capricious or flippant. He had reasons for his positions. You didn’t necessarily always see eye-to-eye with him, but he usually had a point. Sandy seemed to get through life with the least fuss of anyone I’d ever met. He was quite good at avoiding trouble.

For the 1974 NAC in Cleveland, my brother Brian and I were trying to figure out how to get there. Our trailer was rusted out and we only had one car in the family. Somehow Sandy got word of my predicament and approached me for the second time in my life. He offered to drive us (in his Mercedes), put the boat on one of the company trailers, and “Oh, by the way, would you like me to crew for you?” I apparently stammered out something affirmative, because Sandy Douglass crewed for me, a twenty-one-year-old nobody, in the 1974 NAC. It was like having Arnold Palmer fly you to Augusta in his jet and be your caddy; I was overwhelmed. The drive to Edgewater Yacht Club was long and hot. The Mercedes did not have air-conditioning, but the hotel room we all shared did. Since I paid for the room, we got to keep the a/c on. It was the only time Sandy conceded to me. We sailed well and won the qualifying series. I remember him calling home to his wife, Mary, and telling her: “Hang on to your hat—we’re in first place!” I’m afraid I choked on a couple of the races that counted; we ended 11th with a few good finishes toward the end. As we pulled out of the yacht club parking lot afterward, he turned to me and said, “I didn’t want to say anything to you earlier, for obvious psychological reasons, but your jib is not very good!”

So the ’74 NAC was an intense mix of exceeding some expectations, fulfilling others, and falling short on a few more. It was all of life crammed into five days, all of it in Sandy’s presence for him to see me at my very best—and worst. At the time, I was honored, grateful, and humbled. I remain so, 32 years later. It was the high point of my life in sailing and will always be so.
**FLYING SCOT SAILING ASSOCIATION**

**PAST PRESIDENTS**

2005-2007 ............................................. Glenn Shaffer
2003-2005 ........................................... Bill Ross
2000-2003 ........................................... Jim Harris
1998-2000 ............................................ Dan Goldberg
1996-1998 ............................................. Terry Dees-Kolenich
1994-1996 .......................................... David P. Jacobsen
1991-1994 .......................................... Bernard Knight
1987-1989 ........................................... E. Paul Moore, Jr.
1985-1987 ........................................... Jack Stewart
1983-1985 .......................................... Hallam Walker
1981-1983 .......................................... Allen M. Douglas *
1979-1981 .......................................... Donald C. Hott
1977-1979 .......................................... Robert F. Vance
1975-1977 .......................................... Dr. William V. Singletary *
1974 .................................................. Lewis B. Pollak, Sr.
1972-1974 ........................................... Theodore G. Glass
1971-1972 .......................................... Bearns Smith *
1970 .................................................... Ernest L. Godshalk *
1967 ................................................... Dr. Thomas F. Meaney *
1965-1966 .......................................... William E. Claypool
1964 .................................................. Charles B. Hall *
1963 ................................................... J. Richard Eyerman *
1962 ................................................... H. W. Sawyer *
1961 ................................................... Robert E. L. Greene
1960 ................................................... John A. Beierwaltes *
1959 ................................................... Truman B. Clark *
1958 .................................................... None
1957 .................................................... None

*Deceased

**NORTH AMERICAN CHAMPIONSHIPS**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>CHAMPION</th>
<th>CHALLENGER</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>(RACE CANCELLED-INCLEMENT WEATHER)</td>
<td></td>
<td>CORINTHIAN, MA</td>
</tr>
<tr>
<td>2005</td>
<td>MARC EAGAN</td>
<td>PAUL LABUTE</td>
<td>HOUSTON, TX</td>
</tr>
<tr>
<td>2004</td>
<td>KELLY GOUGH</td>
<td>CHARLES BUFFINGTON</td>
<td>CARLYLE, IL</td>
</tr>
<tr>
<td>2003</td>
<td>BILL DRAHEIM</td>
<td>JERRY &amp; GENE LANE</td>
<td>LAKE NORMAN, NC</td>
</tr>
<tr>
<td>2002</td>
<td>BILL DRAHEIM</td>
<td>FRANK GERRY</td>
<td>PENSACOLA, FL</td>
</tr>
<tr>
<td>2001</td>
<td>GREG FISHER</td>
<td>ALLEN TERHUNE</td>
<td>TOMS RIVER, NJ</td>
</tr>
<tr>
<td>2000</td>
<td>HARRY CARPENTER</td>
<td>CHARLES FOWLER</td>
<td>INDIAN HARBOR</td>
</tr>
<tr>
<td>1999</td>
<td>JOHN DANE</td>
<td>ANTON SPEAKER</td>
<td>GULFPORT YC, MS</td>
</tr>
<tr>
<td>1998</td>
<td>KELLY GOUGH</td>
<td>THOMAS LAWTON</td>
<td>LAKE CARLYLE</td>
</tr>
<tr>
<td>1997</td>
<td>KELLY GOUGH</td>
<td>JOHN REEBY</td>
<td>LAKE NORMAN, NC</td>
</tr>
<tr>
<td>1996</td>
<td>JIM CAVANAGH</td>
<td>GREG FISHER</td>
<td>OSWEGO Y.C., NY</td>
</tr>
<tr>
<td>1995</td>
<td>KELLY GOUGH</td>
<td>ROD BOWEN</td>
<td>DALLAS, TX</td>
</tr>
<tr>
<td>1994</td>
<td>GREG FISHER</td>
<td>B. SUMMERFELDT</td>
<td>NORTH CAPEYMI</td>
</tr>
<tr>
<td>1993</td>
<td>ROD STEPPLE</td>
<td>JOHN DOMAGELA</td>
<td>PENSACOLA, FL</td>
</tr>
<tr>
<td>1992</td>
<td>GREG FISHER</td>
<td>JERRY DEES</td>
<td>LAKE CARLYLE, IL</td>
</tr>
<tr>
<td>1991</td>
<td>RUBENSTEIN</td>
<td>MERRIFIELD</td>
<td>RIVERSIDE YC, CT</td>
</tr>
<tr>
<td>1990</td>
<td>AEGAN/FISHER</td>
<td>MERRITT/SQUIBB</td>
<td>NEW ORLEANS, LA</td>
</tr>
<tr>
<td>1989</td>
<td>GREG FISHER</td>
<td>RALPH RIEU</td>
<td>OSWEGO, NY</td>
</tr>
<tr>
<td>1988</td>
<td>HARRY CARPENTER</td>
<td>JON LANTCRO</td>
<td>LAKE NORMAN, NC</td>
</tr>
<tr>
<td>1987</td>
<td>GREG FISHER</td>
<td>BOB MACKENZIE</td>
<td>LAKE CARLYLE, IL</td>
</tr>
<tr>
<td>1986</td>
<td>MARC EAGEN</td>
<td>JACK STEWART</td>
<td>GULFPORT YC, MS</td>
</tr>
</tbody>
</table>

**FLYING SCOT SAILING ASSOCIATION**

**EDITORS OF SCOTS N’ WATER**

1959 - 1966 .........................................Author J. Beck
1966 - 1967 .........................................Ralph G. Frisch
1967 - 1969 .........................................Lewellyn S. Howe
1969 - 1970 .........................................Thomas F. Mooney, M.D.
1970 - 1971 .........................................Robert B. Meise
1971 - 1972 .........................................J. Mason Pelcher
1972 - 1974 .........................................Charles E. Selbee
1974 - 1976 .........................................Robert B. Hanna
1976 - 1978 .........................................Richard Elam
1978 - 1980 .........................................Paul Newton III
1980 - 1984 .........................................Pat Barry
1984 - 1986 .........................................Paul Nickerson
1986 - 1990 .........................................Sunshine Hartman
1990 - 2002 .........................................Kay Sommerfield
2003 - PRESENT .....................................Rick Banning
SANDY DOUGLASS
BALLAD

(Tune)
(Casie Jones)
Sandy Douglass is a sailor’s name;
On his 19 footer, boys, he won his fame.
(Sweet Adeline)
Across the blue in his canoe
He sets his sail and then did hail
(Drunken Sailor)
What do you do with a racing sailor?
One who has mastered the wind and tiler.
Well, he goes to work to build one better.
(Shanandoa)
So Sandy went and built his Thistle
And his Highlander did make them whistle.
But with all of these he did not slow
For his family boat was soon to show.
(Clementine)
Bag pipes playing, kilts a swaying,
New boat coming? Like as not.
Sandy’s there with a flare,
There she is, his Flying Scott.
(Scotland)
Oh you take the high tack
And he’ll take the thumb line
Sandy’ll finish aore ye.

By E. Paul Moore Jr.

In Memoriam
Gordon K. (Sandy) Douglass

On February 12th, the legendary One-Design Sailor died after a long illness.
Gordon K. Douglass, known as “Sandy”, began his life in Newark, New Jersey, went to Collegiate School New York, and to Dartmouth College. After graduation from Dartmouth in 1926 with a bachelor of science degree, he steered the course of his life until he found his “groove” for success: sailing, designing, building, and promoting small sailboats. He built his designs, Thistle, Highlander and Flying Scot with pride and integrity. In fact, if one were to describe Sandy Douglass with one word, it would be “integrity”. And being a man of principle he expressed his sincere opinions in undisguised language.

Sandy devoted passionate energy to the sport of sailing and fought valiantly to keep his boats uncomplicated and One-Design. He clinched many a championship with only basic rigging and his wife Mary as crew. She was his favorite crew.

The joy Sandy gave to thousands of small boat sailors is immeasurable. But he was also an artist, writer, barbershop singer, town councilman, participant of Habitat for Humanity, husband, father and selfless friend.

Now this friend and mentor is gone and greatly missed. His body was cremated and his ashes were scattered in the wind from Sandia Crest near Edgewood, New Mexico, his last residence.

Gordon K. (Sandy) Douglass has crossed the final finish line. Let us salute him.

Irmgard Schildroth
FS 3921

Choosing a Name

Believe it or not, the biggest problem in designing the Flying Scot was in deciding on a good name for the class and then a suitable emblem. With some 600 classes already on record, the field has become somewhat restricted. “Flying Scot” has been the name of the famous London, England to Edinburgh, Scotland express train. There was also a famous yacht in the ‘90s by that name. It seemed to be a good choice to go with the names Douglass, Thistle and Highlander.

The emblem presented an even more acute problem with even fewer choices. After long hours of trying to come up with something Scottish but not too intricate for the sailmaker, such as bagpipes would be, I decided to use the two letters, F and S. But two letters do not make a good emblem. After more experiment, I designed and added the squiggle, transforming the two letters into a good emblem; an emblem with recognition value. The squiggle actually is a very stylized word, “lying” which, with the F, gives the Flying F.
The Beginning
By Robert Meese
CLU, Mansfield, Ohio

Dave Upham, one of our local Flying Scot (No. 59) skippers, has shared with me the issue of Scots n’ Water, including the picture taken upon the occasion of the Flying Scot Sailing Association Organization Meeting in Mansfield, Ohio, in February, 1959. I would like to suggest that the gentleman with the glasses, standing next to Dick Peake, is Charles Silsbee from the Wilmette Fleet, rather than the other individual’s name.

Seeing the picture of the Organizational Meeting, brought back many fond memories of the year 1959. At the Organizational Meeting in Mansfield, Tru Clark was elected President, and I was elected Secretary. Nine of us in Mansfield had talked Sandy Douglass into selling us nine Flying Scots all at one time. The original Fleet included:


Tru and I, accompanied by our wives, spent many pleasant evenings around my dining room table writing a monthly newsletter to all registered Flying Scot owners, responding to many inquiries of one variety or another, promoting membership in the FSSA at five dollars a pop, and promoting attendance at the first International Flying Scot Regatta, which was held in August of 1959 on Clearfork Reservoir in Mansfield.

We conducted a contest to name the publication Scots n’ Water which was very unfair. We named it Scots n’ Water because we wanted to call along.

Among the many individuals who helped us promote our efforts were: Creck Stewart and John Thierman of the Columbus, Ohio, Fleet; Jack Bierwaltes, and Charlie Silsbee and Bob Schneider of the Wilmette Fleet; Bob Greening of the Edison Boat Club, Detroit; Dick Peake and John Melville of the Cowan Lake Fleet; Don Hott and Sandy Douglass of the Keyser Lake Fleet; and Ken Perkins of Edgewater in Cleveland. I am sure there were many others who helped tremendously.

As for me, the 24 hour or 48 hour stands required in most of the Lake Erie Off Shore Races have become almost too demanding. The obvious answer is to return to small boat racing locally, which I may do someday.

It is almost unbelievable that those early beginnings since 1959 have developed into a three-thousand plus boat class. My congratulations to all of those, including the present leadership, who have contributed so much to help it along the way.

Reprinted from March/April 1980
The Past

1. Buckeye Winners: John Aras [1], Scott Jones, Jo Baughner [2], Dan Miller, Herb Miller [3], Mark Allio, Jean Seifrick, Jack Seifrick [4], Jeff Walters. (1978)
2. Major Hall and Tom Ehman (1977)
3. 1980 Carolinas District Champion Kent Taylor (FS1296) and Crew Del Foster sailing to windward on Lake Norman. (1981)
7. Builder Eric Ammann demonstrates that two men...380 pounds...float with bow plate and transom above water. (1978)
8. Sandy Douglass discusses the demonstration rides with planner, George Fischer, right, and FSSA Executive Secretary, Ed Eubanks. (1980)
9. WHAT A START! – Getting out of the berth can be half the problem as Floyd Davis (right) finds himself between a piling and Tom Ehman’s boat as his crew tries to shove off. Ehman, in background, and Davis also tangled on the course in duels in the last three races. (1974)
11. Defending Champ – Tommy Ehman, 1973 FSSA champion, relaxes with crew member Dan Lyons (left) after winning the championship last year on Long Island Sound, off Riverside, Conn. Ehman put together a 4-2-2-2-7 series to hold off Paul Schreck by one-half point. (1974)
12. Sandy Douglass makes his point in chat with champ Art Ellis. (1975)
13. The Mid-Winters means good company and good conversation. Relaxing outside the St. Andrew’s Bay Yacht Club in Panama City, Fla., are Paul Schreck of Lillian, Ala., Floyd Davis of Panama City and Bill Singletary, of Durham, N.C. (Photo by Bryson’s of Pensacola) (1974)
14. Floyd Davis winner Executive Secretary Award. (1980)
15. Wally Lineburg presented the Foremost trophy to the Flying Scot Association. And President Bob Vance, right, presented the first winner, Larry Taggart of New Orleans. (1978)
17. Charlie Dees and Granny
18. Attendees at the 25th Anniversary Regatta who have been involved with Flying Scots for 25 years. Top row, left to right: Creston Stewart (No. 70), Dick Peake, (No.18 and founder of Fleet 1), Ken Perkins (No. 11), Jack Brown (no 4), George Spencer and Don Hott (No. 29). Bottom row, left to right: Bob Greening (No. 30), Eric Ammann and Sandy Douglass. Also present: Ted Glass.
The Past

A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skipper while Anne McBride and Dunkin McLane hike. [Photo by Lynette Dean].

1

2

3

4

5

6

7
The Past

1. A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skippers while Anne McBride and Dunkin McLane hike. (1978)

2. GOING OUT AS CHAMP – Immediate past president and new commodore Ted Glass takes the microphone to accept the trophy for winning the Challenger Division at the NAC in Cleveland. NAC general chairman Rolf Krotseng (left) and new FSSA President Lewis B. (Buddy) Pollak flank Glass. (1974)

3. CHAMP – Carolinas’ District winner Macon Singletary with parents Dr. and Mrs. William Singletary. Dad crewed. (1973)

4. Juniors learn leadership and responsibility from FSSA leaders like Gulf District Governor Mike Johnson who is always present for events in his area. (1980)

5. Scot designer Gordon Douglas

6. FSSA North American Champion Paul Schreck and crew Hunter Riddle and Rick Zern (FS 10) won third place honors representing the Flying Scot Class in the Championship of Champions.

7. Measurer, Sailmaker, Boat Builder - Waiting for the fog to clear are measurer Dan Hatt, sailmaker Al Schurr, and boat builder David Bell.

8. NAC Champs, Andy Fox, sitting and crew Andy Kleen, standing. (1981)


11. Trophy winners and Panama City, Florida hosts are, left to right, Allen Douglass, regatta chairman; Mike Douglass, fourth place finisher; Hoagie Herman, second; Marc Eagan, champion; Tom Ehman, third, and Commodore Lytle of St. Andrews Bay Yacht Club. (Photos by Hal Marcus) (1978)

12. Scot designer Gordon “Sandy” Douglass offers Paul Schreck congratulations on his third NAC victory, crew John Bionski beams his approval of winner’s plaque (1975)


15. Top ten finishers at Clear Lake, Indiana, were (left to right) front row: John Stanley 10th; David North, 8th; Bob Edwards, 6th; Tom Ehman, 1st; Dan Miller, 3rd. Back row: John Moyer, 4th; Bob Welty, 9th; Jim Horein, 5th; Bob MacKenzie, 7th; and Jack Seifrick, 2nd. (1978)
Flying Scots Will Hold Nat’l Regatta Off RYC

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the

PICTURED HERE IS THE “MAIDEN”, shipped out and owned by

The “Maiden” was the last member of the
JIM HARRIS AND BETTY

PADDLE, PADDLE, PADDLE...

1999 GREATER NY DISTRICT CHAMPIONSHIPS

1975 PYC WARMUPS
RICK GRAVIRENA 1ST PLACE
FACES FROM THE PAST

CLARENCE A. ROSE
NE Dist. Governor

DONALD S. CHURCH
Texas Dist. Governor

Jack SEIFRICK
Ohio 1973

JACKSON T. WITHERSPOON
Pacific Dist. Governor

ROBERT E. DAVIS
Capitol Dist. Governor

BEARNS SMITH

WILLIAM V. SINGLETARY, MD,
Carolinatas Dist. Gov.

JOHN MORROW
Gulf Dist. Governor

Robert E. Schneider
Midwestern Dist. Gov.

THEODORE G. GLASS

Gordon “Sandy” Douglass
Designer

ROBERT F. VANCE
Treasurer

Donald C. HOTT
Measurer

Edward G. Sharp
Secretary

Lewis B. Pollak
1st Vice President

JAMES R. SMITH
Mich-ONT. Dist Governor

1987 NAC: STEWART’S 6TH
PLACE CELEBRATION.
Fleet of the Year

Perhaps the ability to handle the pressure of high-wind, high-speed sailing is transferable to other contests. Perhaps the members of this year’s FSSA’s Fleet of the Year Honor did just that in winning one of the closest contests in years.

This year’s voluntary entrants numbered ten fleets. A wide variety of sailing locales and conditions were represented. Fleets considered in the 1985 competition were:

Fleet 3 Lake Michigan
    Wilmette, Illinois
7 Long Island Sound
   Riverside, Connecticut
9 Klinger Lake
   Sturgis, Michigan
21 Barnegat Bay
   Loveladies’ Harbor, New Jersey
27 Kerr Lake
   Henderson, North Carolina
31 Upper Barnegat Bay
   Shore Acres, New Jersey
34 Clear Lake
   Ray, Indiana
71 Smith Mountain Lake
   Roanoke, Virginia
83 Lake Carlyle
   Carlyle, Illinois
124 Duxbury Bay
   Duxbury, Massachusetts

All entrants were judged in sixteen categories based on information supplied in their application. Areas of the application that received the highest points and closest scrutiny were (1) percentage of local boats that belong to the FSSA, (2) the number and type of regattas hosted, and (3) the participation of fleet members in the N.A.C. A large discretionary section could have awarded up to fifteen points and covered areas such as local promotion, public relations, and local fleet development.

The competition among the top three finalists this year was very close with Fleet 31 edging Fleet 27 by only two points, 72 to 70. Fleet 7, host of this year’s N.A.C., came in third with 67 points. In all, a maximum of 132 points were possible.

Although Fleet 31 was strong in all areas, two stood out and pushed them to the top of the entrants. First, the fleet has been very successful in promoting the Scot in their area. Although chartered 22 years ago, the fleet stayed small (3-6) members until 1980 when their numbers jumped to 20. The following year saw 30 members and the growth has continued until there are presently 44 members. But not only are there many newScot’s sailing the blustery waters of Barnegat Bay in the last several years, Fleet 31 has been remarkable in that all 44 of this year’s fleet are members of the Association! Quite an accomplishment, indeed.

Those familiar with the Scot have probably heard the names of Ralph and Ethel Maneel mentioned over the past several years and with good reason. They have been the driving force behind the dynamic growth of this year’s winning fleet. Promoting the Scot, with the assistance of the Douglass Boat Co., at local shows, (continued page 9)
1976 Jr. NAC

1988 Jr. NAC

1988 Jr. NAC TOP FIVE SKIPPERS & CREWS

1974 NAC

1995 NAC CREW
CHUCK BENICK & SKIPPER BERNIE KNIGHT

1995 NAC
CHALLENGER WINNERS

HARRY CARPENTER AND BILL DUNHAM RELAXING DURING A DELAY BETWEEN RACES AT NAC’S.

1995 NAC
CHAMPIONSHIP WINNERS

1995 NAC
CHALLENGER WINNERS

2002 NAC

2002 NAC
CLOCKWISE, L TO R: MARK HEDERSON OFF MARINA DEL RAY, '94; 1987 BUCKEYE RIZATTA TOP 10 CREWS; THE GOUGH’S, FS 4545, JOIN BRIAN PACE & RICK BAUER, FS 4800, AT ’95 NAC PRELIMS.; 1996 PHOTO BY DICK BENE; ’94 CANDLEWOOD LAKE INVITATIONAL; STEVE RAPER CRUISING AT SMITH MOUNTAIN LAKE; WIFE-HUSBAND FS 12909 DIANE & BILL ROSS AND WENDY & GEORGE EVANS, LAKE TOWSEND, GREENSBORO, NC. CENT: SKIPPER JOE BRAKE WITH HIS CREW, DAD, ROGER BRAKE.
left: Scott Self and “Red Doc” Jones in FS 4317 jockey for position in the starting line in one of the preliminaries of the ’95 NAC at Rush Creek, below left: Another fine mess! Bill Dreheim and Jeff Progelhoff, FS 4271, sail to a different drummer at Rush Creek.

Minna & Curtiss (right) Torrance accept the SAYRA Sportsmanship Award.

below (l): 2002 Editors Awards (l) Peter Atkins in ’94 with FS 3479

above: Ohio District’s Pam & Brian Pace with Harry Carpenter; above (r): Sail for the Grail in Ohio; far right: Charlie Fowler holding a clinic; right: Greater NY Districts Shore Acres YC, NJ.
LEFT: Working on an early issue of Scots n’ Water Magazine.

LEFT AND DOWN: Past and present issues of Scots n’ Water Magazine.

ABOVE: Flying Scot Tidewater Trophy.

ABOVE: Sandy Douglass (Photo courtesy of Stone’s Studio, Inc.

LEFT: Flying Scot Tidewater Trophy.

RIGHT: ‘It never rains in Southern California,” sings Pacific Dist. Gov. Chuck Bureck, as storm clouds pass thru Los Angeles in route to Alamitos Bay to meet Fleet 176 in ’94.

RIGHT: Fleet 42 Activity Award (Photo courtesy of Bob Stampler).
The Best thing About the Flying Scot is the PEOPLE!
How to Back a Scot Out of a Slip

Gordon K. ‘Sandy’ Douglass
FS 3000

Many yacht clubs, such as our Deep Creek Yacht Club, present a recurring problem to small-boat sailors resulting from our long pier extending at a right angle to the prevailing wind. Such a pier offers safe mooring to many boats lying abreast, trailing before the wind. Before races we often will see a dozen Scots in a row.

Not all of these boats will be ready to go at the same time, and herein lies the problem for any but the outermost boat. Backing out of a slip is not easy. The problem comes from the nature of sailboats to luff into the wind. The skipper who orders his crew to cast off and shove the boat astern may find that even before he has backed clear of the adjacent boats, his own boat has fallen off enough to fill the sails. Soon losing its sternway, the boat charges ahead and, despite his best efforts with the rudder hard over, the skipper finds his boat luffing up into the other boats.

How should this maneuver be carried out? What is the proper procedure for backing out of a slip? First of all, it is not enough merely to have the main sheet slack. Because the centerboard gives control when it is down, that belief is only partly true. The centerboard does give control when we want the boat to go to the windward. It prevents the boat from sliding off sideways. But when we are trying to leave the slip we want the boat to slide off instead of luffing. We want the boat to slide off, and without any board down this is what she will do.

The correct way to leave the slip, then, involves:
1. The main sheet should be run out to give it plenty of slack so that the main will not fill.
2. The centerboard should be raised all the way up.
3. The crew should give a hard shove directly astern, then come aboard and prepare to back the jib on the onshore side, but not before the boat is astern of, and clear of, the other boats.
4. The skipper should steer the boat to keep it moving straight astern and head to wind but, if anything, tending to fall off in the direction of the open water.
5. Once the boat is clear astern of the others, the skipper pushes the tiller to head the boat out, the crew backwinds the jib to throw the bow away from the shore, and then, as soon as the boat is safely in the clear, he trims the jib and lowers the centerboard while the skipper bears away and sheets in the mainsail.

Photograph: The Dunclus and McLaughlins cross tacks on Lake Norman
FUNDAMENTALLY SPEAKING

Understanding the Terms: Sails

At the sailboat marina where I work in the summer we have both privately owned and rental sailboats. On really beautiful summer days when ‘fair-weather’ sailing is at its best, many of the local sailors engage in a sport called ‘rental watching.’ While rental watching involves all aspect of observation of less-experienced sailors, the most easily observed renter activity is sailraising. What sailors later do out on the lake is difficult to see (unless you are a true watcher and carry field glasses!) but how sailors, particularly inexperienced ones, attempt to attach and raise their sails is easy to watch from the deck of the boat or the end of the dock. This month’s column is dedicated to those sailors who are not familiar with the parts of a sail and thus have some difficulty attaching, raising, or using them properly.

Basically, sails are cut into a shape which resembles some form of a triangle. The head, or top, of the sail is right where you would expect it to be. The bottom of the sail, or the foot, is also logically named.

From there on it becomes a little trickier and you may want to refer to the drawing. The front edge of the sail is called the luff. The back edge of the sail is called the leech.

A sail, in order to work properly, must not be flat like a bed sheet. (If it were that simple, a lot of sailmakers would be out of business!) Instead, it must have some shape built into it, much like a pair of pants does in the seat or a shirt does in the chest. In order to produce this shape the panels of the sail, which are normally 36” wide, are adjusted slightly on the seams to create the draft, or fullness of the sail. Depending on how much the seams are adjusted, the sail will be flat, full, or somewhere in between. And, depending on where the seams are adjusted, the draft can be moved into different locations of the sail. If you drew a straight line from the head to the outer end of the sail, you would find that the sail shape is actually convex. The material outside this line is called the roach. In order to prevent this area from flapping over due to gravity, thin strips of wood, plastic, or fiberglass are used. These are called battens. A Scot mainsail has four, all of which are removable to facilitate folding and storing the sail. The jibsail on a Scot has two, both of which are permanently sewn in. Because they are small and short, the sail can be folded easily with them in the sail.

In order to attach the sail to the mast and the boom, the mainsail on a Scot has a rope sewn onto the luff and the foot; this is called the boltrope. By feeding this into the track on both the mast and boom, the sail is properly attached. The three points of attachment to the mast and boom are at the head, the tack, and the clew. When pulling the sail out of the bag the head is usually easy to find because it has a heavy board, called appropriately enough the headboard. The tack is also easy to find because most sailmakers want you to remember who made this sail for you and conveniently attach their insignia right there, near the tack of the main. By process of elimination, the other end is the clew and is pulled out the boom. At all three points of attachment, there are grommets made of brass or stainless steel sewn in.

The jib also has a head, tack and clew, but does not have a headboard or a boltrope attached. Instead, a wire runs up through the luff of the sail. It terminates at the bottom (tack) in a loop of the wire and at the top in a similar loop. The foot is not attached to a boom, but is instead controlled by lines – sheets – that attach to the clew grommet and run to blocks on the deck.

In order to raise either sail, you must attach the halyard to the head with a shackle. The sail is raised by inserting a handle into the winch on the mast and turning clockwise as the sail raises. You can adjust the wrinkles out of the luff of the jib or main by cranking up the sail just until they disappear and no more. You can adjust the wrinkles out of the foot by pulling the line attached to the foot’s clew in a similar manner; pull the line just until the wrinkles disappear.

By attaching the halyard to the appropriate grommet or loop at the head and by removing any horizontal or vertical wrinkles along the foot and the luff, you will be secure in the knowledge that you not only have your sails adjusted properly, you have also ruined the moment for any ‘rental watchers’ in the vicinity. Enjoy!

SCOTS N’ WATER
Hull requirements
1. Constructed of Molded fiberglass.
2. Hull weight must be less than 675 lbs when stripped of all normally removable gear, such as spars, sails, rudder, centerboard, standing rigging, running rigging, etc.
3. There shall be no structural changes in the hull, rudder, centerboard & spars, and no tightening of existing parts.
4. Rotation- See specifications.

Centerboard Requirements
1. Fiberglass construction 105 5 lbs.
2. Aprox. 80 lbs. lead enclosed in lower tip.
3. Shape shall conform to official mold.

Mast Requirements
1. Aluminum centered 6" 2" ± 2" from bow measured along deck.
2. Mast shall not weigh less than 30 lbs. completely rigged with all stays, guy lines, and winches.
3. Pivot mast not permitted.
4. Center of balance 12" ± 1/2" above heel with both stays attached to spinaker pole ring in lowest position and shrouds and forestay dressed along mast to heel.
5. Extrusion from official die, and uniform cross section throughout.

Hull & Fitting Plan

Boom Requirements
1. Shall not weigh less than 11 lbs.
2. Boom must be capable of being hoisted easily.
3. Design of gooseneck (optional)
4. Sliding gooseneck not permitted.
5. All-1/3 clear on sides.

Official Plan

* Denotes Critical Measurements
These measurements must conform to F.S.S.A. specifications for boats entering sanctioned competition.

Flying Scot
Designed by Gordon K. Douglass
F.S.S.A.
Class Specifications

<table>
<thead>
<tr>
<th>Sail Plan</th>
<th>Boat &amp; Sail Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drawn by G.K.D.</td>
<td>Redrawn by B. King 8</td>
</tr>
<tr>
<td>Redrawn by R. Schneider 8</td>
<td>Revised by B. King 8</td>
</tr>
<tr>
<td>Revised by E.B. Cobb 8</td>
<td>Revised by B. King 8</td>
</tr>
<tr>
<td>Revised by E.B. Cobb 8</td>
<td>Revised by E.B. Cobb 8</td>
</tr>
<tr>
<td>Revised by S.T. Griswold 8</td>
<td>Revised by S.T. Griswold 8</td>
</tr>
<tr>
<td>Revised by S.T. Griswold 8</td>
<td>Revised by S.T. Griswold 8</td>
</tr>
<tr>
<td>Revised by D. Hott 8</td>
<td>Revised by D. Hott 8</td>
</tr>
<tr>
<td>Revised by D. Hott 8</td>
<td>Revised by D. Hott 8</td>
</tr>
<tr>
<td>Revised by D. Hott 8</td>
<td>Revised by D. Hott 8</td>
</tr>
<tr>
<td>Master Redrawn 8</td>
<td>Revised by R. Netto 8</td>
</tr>
<tr>
<td>Revised by R. Netto 8</td>
<td>12-30-98</td>
</tr>
</tbody>
</table>
FUNDAMENTALLY SPEAKING

Reading the Wind, Part I

A few years ago, I worked a seminar in which a participant suffered a most embarrassing moment. After the early morning briefing on the day’s sailing activities, the sailors rigged their boats and began to head out for the course. As the sailors slowly glided off the shore in what appeared to be only 1 or 2 mile an hour winds, a Scot unceremoniously flipped. As the embarrassed skipper stood in the apparently calm 3 feet of water and easily righted his boat — amid a chorus of good-natured catcalls and guffaws — many asked the obvious question: Why? This article will look at that most perplexing of topics for most sailors, how to read the wind.

Because the wind is invisible, many sailors are never really sure where it is coming from. Obviously, though, nothing in sailing can be more important. Since the wind is our fuel, all sailors need to know where it is coming from, and at what velocity, at all times. For many, the good sailor’s ability to “read” the wind is as mystical and magical as picking the “right” stock in which to invest. Actually, though, the good sailor combines both a knowledge of wind and weather theory and experience in order to make those educated guesses which, more often than not, seem to be accurate. This month we will look at some basic theory of how the wind works.

Perhaps the most helpful way to view the wind is to look at it as a fluid. As such, it bends and flows much the same way as water might in similar circumstances.

The perspective of the wind when sailing on the water is much different than the perspective you can gain by looking at the wind on the water from a higher elevation, say from the top of a nearby hill. There you see that the wind moves in patterns across the water; patterns that can be better studied from on high.

The fellow who so unceremoniously capsized in apparently calm wind perhaps did not understand the difference in how the wind acts near shorelines. As wind comes over the typically higher structures and buildings on the shore, it drops to the water level. But that drop is gradual and may take many more feet to “drop” than one might expect. Thus, while the water near the shore looks calm, there is a point where the wind starts to drop that may catch the unaware sailor off guard. (See Diagram 1) This off-shore breeze requires, then, a look farther out into the lake so that the sailor has an idea what the wind is really doing, not what it seems to be doing near the shore.

On-shore breezes are easier to understand since the wind direction and velocity can be more accurately determined while standing on the dock or on shore. While the wind again bends, in this case upwards, it does so only when it hits solid objects, thus you can “read” it more accurately, at least until it begins to go up and over the trees and buildings. (See Diagram 2)

Once on out on the lake the wind, as you undoubtedly have realized, does not stay all that consistent. It changes angles and velocity, often with seemingly little rhyme or reason. While it may be difficult to predict at first, you should learn to identify what the wind is doing when it changes directions.

Wind changes can be classified into two major groups: oscillating and persistent changes. Oscillating winds are those that come from generally the same direction down the lake, but change headings from 5-10° from the average wind direction. If you time them, you may find that oscillating winds often shift in a timed pattern, say every two or three minutes. Knowing that can make the shift less unpredictable and more manageable. (See Diagram 3)

We can label either type of shift direction change with the same terms: veering or backing. A veering wind shifts in a clock-wise direction from the original wind. A backing wind shifts counter-clockwise. (See Diagram 3)
Fundamentally Speaking

Persistent shifts in wind are those that move away from the average wind direction a fairly significant amount, usually more than 10°, often as much as 30-40°, and occasionally as much as 180°! They also move from the average for significantly longer periods of time, maybe as long as the rest of the race or until you finish your sail home. (See Diagram 4)

As wind flows down the lake, it not only shifts, but it also is affected by any land masses, such as islands and shorelines. The wind, like any fluid, bends and may change direction, sometimes quite drastically. Actually, though, these changes are more predictable than you may have once thought, once you understand

GO FAST
Super Schreck Sails

You can't beat 46 years of sailmaking and 58 years of sailing. Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and many others.

Our prices are fair and our delivery is prompt.

Get the edge over your competition now with your own set of Super Schreck Sails. Call about our Special Yacht Fleet discounts.
the idea that the wind flows around and over objects. For example, you have probably noticed that there is very little wind in the lee of an island. Diagram 5 shows why. And you may have noticed that you may sometimes sail on a different course near the shore than farther out on the lake, especially nearer the windward shore. Again, the diagram shows you how the wind bends. (See Diagram 6)

Finally, you should know that as a puff of wind hits the water, thus increasing velocity, it does not hit in the same way over the entire area. The wind actually “fans out” over the water. Thus, the wind near the edges of the puff will vary in direction than that at the center. (See Diagram 7)

While all of these concepts may seem difficult to master, they really aren’t — as long as you think of the wind as a fluid. When sailing with this knowledge, you can begin to understand and even predict what the wind direction is going to be, thus making your sailing less anxious, more enjoyable, and perhaps, even safer. And, in some cases, certainly less embarrassing!

Next month we will examine some easy, effective ways to actually read what the wind is doing both before you leave the shore and out on the water.
It's getting everybody's “aye”

SLEEKER OUTSIDE, ROOMIER INSIDE, THE ’61 BUICK IS TURNING HEADS EVERYWHERE IT GOES.

There’s an old saying that goes: “You can’t judge a book by its cover.” But when it comes to the 1961 Buick, this saying simply doesn’t apply. The Buick is sleek outside and roomy inside, which is why it’s turning heads everywhere it goes.

The Buick’s exterior design is sleek and aerodynamic, with smooth lines and curves that make it look like a modern masterpiece. The interior is equally impressive, with plenty of room for passengers and comfortable seating.

But what makes the Buick truly special is its performance. It’s powerful and responsive, with a smooth ride and handling that makes it a joy to drive. Whether you’re cruising down the highway or going through tight city streets, the Buick handles like a dream.

So if you’re looking for a car that’s not only stylish but also a joy to drive, then the 1961 Buick is definitely the car for you. It’s the perfect blend of style and performance, and it will surely turn heads wherever you go.

BUICK AD ON THE BACK COVER OF THE JANUARY 9TH, 1961 ISSUE OF SPORTS ILLUSTRATED (LEFT), FEATURING FLYING SCOT FROM THE DETROIT YACHT CLUB. THE GORDON DOUGLASS BOAT COMPANY AD (BELOW) REFERENCES THE ADVERTISEMENT, AND TELLS THE STORY OF HOW THE FLYING SCOT WAS CHOSEN TO REPLACE DETROIT’S OLD CLUB CATBOATS. A SUITABLE REPLACEMENT THAT FILLED ALL OF THEIR NEEDS WAS NOT FOUND UNTIL THE DEBUT OF THE FLYING SCOT IN 1957. THE REST, AS THEY SAY, IS HISTORY....
Congratulations
FLYING SCOT 50th
FROM FLEET 114 – DELAVAN, WI.

FLEET 150
SCOT’S ARE FLYING AT LAKE EUSTIS SAILING CLUB

Congratulations
On Your 50th Anniversary!
COME JOIN US FOR SOME GREAT SAILING DURING THE WINTER MONTHS IN FLORIDA

Congratulations on 50 Years of Fantastic One Design Sailing From All The Great Fleets of the Greater New York District!

CONGRATULATIONS TO FLYING SCOT INC. FOR FIFTY YEARS OF EXCELLENCE.
Thanks for All the Good Sailing and New Friends You Have Provided Us Through the Years.
Best Wishes for the Next Fifty.
Fleet 142, Sprite Island, Norwalk, CT
Congratulations

and many thanks to the Flying Scot for providing 50 years of excitement, pleasure, lasting friendships and great fun to over 5700 owners.
Barbara and Don Griffin, FS 2259

Barbara and Don Griffin, FS 2259

Flying Scot
50 Years and Going Strong
Congratulations Flying Scot on Your 50th Anniversary
Ed and Kay Summerfield

Congratulations
50 Years of Flying Scot – Fleet 162
Toms River/Lower Barnegat Bay – Host of the 2007 ACC and 2008 NAC
Congratulates Flying Scot on their 50th Anniversary

HAPPY 50TH
ANNIVERSARY

Mary Jane and Randy Williams
Marblehead, Massachusetts
Fifty years of the Flying Scot have passed. Of those fifty, I have had the pleasure of sailing the last thirty years on Flying Scots. It all started in 1977 at Candlewood Lake in Connecticut. My parents purchased FS 2440 (a yellow-hull boat), and that started the sailing bug in our family. I was twelve at the time; what a great age to start. We started racing every Sunday on Candlewood. There were a number of Scots on the lake at the time. The races were always a fun and social event. Most of the Scots were raced by families. After the races, we would all gather together and have picnics and hang out at the club. Boy, those were the days! As time went on, my parents sold FS 2440 and purchased a Catalina 22. Oh, no! I know what you are thinking—another sailor biting the dust to enjoy the days cruising. Our family continued to race on the Catalina, and I crewed on other Scots.

In 1990, I had the distinct pleasure of racing with the late Dr. Jack Orr. Doc was a great skipper and friend and taught me a lot. Our first regatta together was at Sprite Island in Norwalk, Connecticut. We sailed a great regatta and took first place. What a birthday present for me! We sailed together a lot that year, and I made a lot of new friends all over the Northeast. The friendship that existed in the Flying Scot class persuaded me to purchase my first Flying Scot. Through Dave Jacobsen and Jim Cavanaugh, we located FS 2516 in Massachusetts. In 1991, I recruited John Cooke to race with me. Boy, did we rock! The Nationals were held in Riverside, Connecticut. We placed eighth overall in the Challenger Division, including taking first place in one race. Over the winter of 1991, I started to see one great gal, Cathy, who was also a Scot sailor. In 1992, Cathy crewed for me and, when she had to work,
my father crewed for me. 1992 was a year to remember: Cathy and I got engaged, and we lost our best friend, Doc, to a sailing accident at Saratoga, New York.

In 1993, Cathy and I got married, and my father became my regular crew. My dad and I raced all over the Northeast, and we sure had a lot of fun. The following year, my son Adam was born. In 1996, the NACs were held at Oswego, New York. A week before the NACs, my dad called to tell me that he had fallen off a ladder and was pretty banged up. Well, I wouldn’t take no for an answer, and my mother and I convinced him to go anyways. Sailing conditions ranged from no wind to heavy winds and huge waves. During the week, Cathy called to tell me that a tornado had hit our area at home. One tree fell down and just brushed the side of our house. Someone was looking over them. At the last race on Friday, we crossed the finish line with the bow submerged up to the mast, and we wound up in eighth place overall in the Challenger Division. Talk about an exciting week! The following September, my daughter Keri was born.

My dad and I continued to race together over the next few years when we could. There was a family to raise and sailing time was limited. Regardless, we always went to the Saratoga and Massapaug regattas. After several years, I purchased FS 2431 and restored her. My father later purchased her from me, and he started racing with my mother. They raced the Wife-Husband at Saratoga and did several regattas together.

My dad and I always talked about buying a Scot together. In 2001, we purchased FS 4735 out of Frederick, Maryland, and sold FS 2516 and FS 2431.

In 2003, we purchased a new Flying Scot, FS 5516 in honor of FS 2516. We raced the 2003 Midwinters and placed in the top 20 of the Challenger Division. As time went on, we continued to race and, on occasion, my son Adam would join us. To have three generations on a Scot is a great feeling.

This past year, I joined Cedar Point Yacht Club in Westport, Connecticut. Racing there was exciting and very competitive. With Warren Schutt crewing for me, we finished the season second overall. Adam also came along for some races. In September, Adam and I headed to Massapaug for our first regatta together and sailing alone. That first race was something to remember. It was a close race up to the next-to-last leg. Adam and I caught a shift to the windward mark and left everyone behind. When we crossed the finish line and were taking the chute down, Adam asked how we did. I told him we finished first that race. He couldn’t believe it, and he caught the sailing bug, just like when I was twelve. We raced the rest of the day and became “Massapauged.”

The past thirty years have been a lot of fun, and I am looking forward to the next thirty years.

Congratulations to Flying Scot, Inc., for fifty years in the making, and best wishes for many more! Not only that, congratulations to my parents, who will also be celebrating their fifty years of marriage this year!*
Memories of Sandy, The Flying Scot and Fleet 15
by Max A. Doolittle, FS 4755 (and friends)

My wife, Mary, and I were sailing in a Rebel-class national regatta at Put-in-Bay on Lake Erie in about 1957. We were impressed with everything about the Scot. We called the Gordon Douglass (Flying Scot) Boat Company and talked to Sandy Douglass for information. Sandy told us that if we contacted Chuck Kirsch, the owner of the Kirsch Curtain Rod Co., at Klinger Lake near Sturgis, Michigan, he would give us a ride in a Scot. We went down to meet him and found that it was windy (blowing-the-dog-off-the-chain), with whitecaps all over the lake. We’d had some “turtle time” in our Rebel, so we thought that we should pick another day. Chuck told us that he had a meeting in New York that evening and did not want to get wet, either. We planed all over the lake, and our first time on a Scot completely sold us on its outstanding features!

The next spring, Sandy and his wife, Mary, brought Flying Scot 147 to Beautiful Gull Lake. Sandy put the boat together, including stepping the mast and lifting the centerboard into the trunk, all by himself.

We launched FS 147 in the bay of Beautiful Gull Lake off the “Laughing Gull” dock. The Kalamazoo Gazette took pictures of the event—the first Flying Scot on Gull Lake. In the picture were Sandy Douglass, Max Doolittle, and Jack Blanke and John Deal, who ordered their own Scots. Sandy liked the picture taken by the Gazette so well that he used it in his Douglass Boat Company Scot advertising. In fact, the ad with our picture in it appeared in many magazines, including Yachting. (cf. Yachting, 3/62, p. 196, and ibid, 11/60, p. 134, both shown as Fig. 1 and 2.)

That was when Fleet 15 was first established. Its first members were Max and Mary Doolittle, Jack and Joanne Blanke, John and Eleanor Deal, Harland and Barbara Beers, and Phil and Phyllis Ross. Mary Doolittle was named the executive secretary of the Flying Scot Sailing Association and served for almost three years. Because of her skill and long hours of labor, she brought the FSSA up to 75% membership. (cf. Scots n’ Water, May 1970, pp. 1-2, Fig. 3 on next page.)

About this same time, Max Doolittle served on the FSSA board of directors. Max and Mary donated the “Max and Mary Doolittle Trophy,” to be presented annually to the woman skipper who finished the highest in the Challenger Division of the Flying Scot North American Championships. Fleet 15’s Mary Robinson won this trophy in about 1985. (cf. Scots n’ Water, 11-12/86, p. 20, Fig. 4, next page)

Fleet 15 hosted the Sears Cup Regatta and Tom Ehman, Jr., came over from Pinckney–Ann Arbor, at age 13, and won the regatta.

Fleet 15 has suffered the loss of good members but has gained great new members over the years, just as other fleets have done. We are fortunate to be part of the Gull Lake Yacht Club, which is home to our fleet and to Stars, 210s, J24s, mis-
Tom did not mention that Mary Doolittle, Max’s favorite crew, suffered a disabling stroke last summer and has been hospitalized ever since. This is why their friends are helping with this article.

And, yes, Max still wears deck shoes of different colors—the left one red, the right one green (unless he gets them mixed up!)—and Max has the Scot with the bright red sails—usually the first boat on the lake in the spring and the last one off in the fall. Max has been commodore of the Gull Lake Yacht Club and has taught sailing to literally hundreds of young and older people over the years. He is, truly, the “grandfather” of our fleet. Thanks, Sandy. You inspired the Doolittles, and they have inspired all of us!
The Painting Coach
by Charles Buffington, FS 5347

The course and sailing instructions are I joined the Deep Creek Sailing Association in the spring of 1974 while still a student in Morgantown, West Virginia. I was invited to join a work party for the annual “dock push” and dutifully showed up in old clothes on a warm Saturday in early May. Over the winter, the club had added a new covered deck that needed painting. When the job boss found out that I’d spent a summer painting steel in a coal mine, he immediately put me up on a ladder with a bucket of paint and a brush. I painted all morning and had a steady stream of admirers but no volunteers to take over the task. One of my recurrent visitors was an elderly man with a sharp eye for spots I had missed or areas where the paint wasn’t exactly right. He kept coming around and pointing out my problems. Not wanting to offend a senior member of the club I’d just joined, I kept working away, even after the lunch bell sounded and everyone else stopped to eat. In fact, this elderly gentleman wouldn’t let me down off my ladder until I’d completed the entire corner I was working on. He had a knack for showing up just when I’d come to a good stopping place and was beginning to descend. Finally, the job was done to his liking and I got some lunch. Later, someone asked if I’d enjoyed meeting Sandy. “Sandy who?” I replied. “Sandy Douglass, your painting coach,” was the response.

Sandy Would Enjoy This; My Introduction To The Flying Scot by David Jacobsen, FS 4937

Recently Margaret and I were going through some old issues of Scots n’ Water. When we came to the Sandy Douglass memorial issue (Volume XXXIV Number 4, Sept/Oct 1992), we found on page 2 an advertisement for a ’61 Buick parked on the dock alongside a lineup of Flying Scots from the Detroit Yacht Club. We thought that it might be fun to show you that an early ’60s car, namely a ’64 Studebaker Gran Turismo Hawk, could still tow a Scot in 2006. By the way, if any of you remember NASCAR Night at the Nationals of 2003 at Lake Norman, this is the same Studebaker that was dressed up with racing numbers and won a bottle of Flying Scot wine.

In 1967 I bought a summer cottage on Candlewood Lake in Sherman, Connecticut. I had a small rowing/sailing boat with daggerboards called a “foldboat,” in which I was attempting to teach myself to sail. My neighbor Walt Gundersen had a Flying Scot and asked if I would like to go sailing in his boat. I agreed, but I felt that the Scot was way too big for me to handle.

With some persuasion from Walt, I skippered his boat and then crewed for him in Candlewood Yacht Club races. Wow! I was hooked!

I found FS 937 in an advertisement in the New York Times. It was out in the Hamptons, Long Island; no trailer, no spinnaker. Walt was kind enough to take me, with his trailer on the back of his new Lincoln, to Long Island. I bought the Scot on the spot and we trailed it home.

Walt taught me about racing and, by the end of the season, I ended up beating him regularly. The following year, racing at Candlewood, Jack Orr and I went head-to-head; sometimes I won, sometimes he won. I won Series A and he won Series B, and for the season he beat me out of first place by one point. The rest is history.
Within every fleet there’s a character or two who surpasses all others with acts of heroism or feats of comical yet suicidal efforts. We have a gentleman who has been a constant Flying Scot sailor since 1976, that I know of. This year he and his friend and co-owner of their Flying Scot have decided to retire from active racing and have relinquished ownership of their winning boat to another avid Flying Scot sailor. But in the fifteen years that I’ve been on the island, I’ve raced against this gentleman hundreds of times and have witnessed some astonishing events that Ripley would have eagerly submitted for publication.

During one awful Flying Scot regatta in the May River, with the winds howling at over 30 knots, he threw his anchor line over but failed to get his leg out of the way bow and knifed into the water in less than a foot of space between the boat and the dock. With a swift current, it was a challenge to find him and haul him onto the dock. Kind of reminded me of a large fish I once landed.

Just one other tale, out of many, was that this same gentleman, in a brisk wind, maneuvered his boat to a dock with the intention of docking it to haul it out. This time his partner (usual skipper) was on the bow with the line to throw to us on the dock. He hit the dock, knocking his partner off balance and into the drink. Needless to say, his partner had no sense of humor when he was hauled out over millions of dock barnacles.

We’ve all had our tales at sea, but since you asked for input, I just couldn’t resist. There are no names in this article, because they are friends.
The Great River Journey
Of FS 270, “Harm’s Way” – McKeesport PA to St. Petersburg, FL – 1986

LEFT TO RIGHT, EACH ROW: DAY 1: Getting ready to put the boat in the Youghiogheny River which flows into the Monongehela River (at bend in teh distance) Stowing gear while camera crew from KDKA-TV Pittsburgh comes by to film for the 6 o’clock news – a surprise! 2: Harry waves good-bye as we motor off on the Monongehela. DAY 2: Ouor first lock – Dashield’s– on the Ohio River. DAY 6: Anchorage in the lee of an island downstream of Glenwood Station, WV. 2: Marilyn washing her hair while we motor toward Huntington, WV. So who needs showers? DAY 17: Marilyn wading ashore at Hickman, KY on the Mississippi to re-stock grocery larder and liquor cabinet. DAY 19: Heading up the Chickasaw toward Memphis at dusk. “Memphis Queen” coming toward us, August 22nd. DAY 21: Greenville, MS Yacht Club. We stopped for a beer and a shower at the club – our first shower since leaving home three weeks earlier! We talked to a crop duster pilot in the bar who later “saluted” us in his plane as we motored south. Very hot day on the river – high 90’s. Day 28: We pass by New Orleans, leaving the Mississippi River about 5PM and enter the Industrial Canal connecting the river with Lake Pontchartrain. This is a bascule bridge opening for us on the canal. DAY 43: “Harm’s Way” resting on the gulf side of Anclote Key near Tarpon Springs. DAY 48: Journey’s end. Harry and Marilyn, “Harm’s Way” and her new trailer, and our “new” 1968 Ford Galaxy are ready for the trip back home.
Remembering Sandy
by Irmgard Schildroth, Fleet 48, Lake Norman Yacht Club

My late husband, George, and I met Sandy for the first time at our home in Chattanooga, Tennessee, when Sandy delivered FS 1 to us. It was quite an occasion. Sandy and I had met via correspondence about his brand-new boat advertised in the “Design” section of Yachting magazine.

At that time we were the owners of a Highlander that did not like us and threatened to dump us at every opportunity. The specifications of the Flying Scot impressed me seriously, as they promised more stability and easier handling in strong winds. There was the added convenience of easy maintenance of the fiberglass construction and no varnishing required of the aluminum rigging. And the whole design of this boat was ideal for lake sailing.

In my enthusiasm, I wrote to Sandy and offered my service as representative for this fabulous product. After some exchange of correspondence, we came to terms and Sandy offered to bring his FS 1 to Chattanooga. That was the first time we spoke over the phone, and Sandy’s voice sounded like that of a tall, strong Scotsman. “My God,” I said to my husband, “I wonder if the guest bed is big enough.” And then he arrived....

We had a delightful “meeting of the minds,” and Sandy offered endless sailing tales. So began our association with the Gordon Douglass Boat Co. (later “Flying Scot, Inc.”) and our friendship with Sandy.

Next day we sailed at Privateer Yacht Club, and George and I fell in love with the boat and bought her. Then we demonstrated during the afternoon and found a new, eager buyer. And so Dr. George Farris became the proud owner of FS 1, which he kept 'til the 25th anniversary of the class.

Over the years, we got to know Sandy quite well. He believed in his design and construction of the Flying Scot and in the simplicity of the running rigging. He had strong convictions, and he opposed many of the changes in running rigging that developed over the years. He was always honest and direct, and he was a man of undeniable integrity.

He was also an honest and direct salesman. At a boat show in Boston, Sandy executed an impressive sales demonstration. A potential customer asked why the Flying Scot cost so much more than a boat of similar design and size down the line. So Sandy asked the man to take off his shoes and step on deck. Sandy then told the man to hold on to the mast and jump up and down. The perplexed show-goer obliged and was surprised that the deck did not oil-can. “Now,” said Sandy, “ask my competitor to do that on his boat.” Well, the message was loud and clear. That was Sandy!
Dear Scot Sailor,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing. The results are spelled out in the catalog.

Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for sick sailors like you and me.

Thank you for your business.
My “Old Flame”
By Bob Summerfeldt, FS 5656

For what they may be worth, here are two pics of my former FS 264 – ‘My Old Flame’ from the 80’s & 90’s, one at Smith Mountain Lake, VA in light air (right), the other at Carve Run Lake, Morehead, KY.

---

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

<table>
<thead>
<tr>
<th>Sailors’ Tailor</th>
<th>Competitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typically lasting 7-10 years</td>
<td>Industry norm is 5 years</td>
</tr>
<tr>
<td>PTFE Teflon thread at <strong>NO UPCHARGE</strong></td>
<td>Chemically stripped polyester thread lasts 2-3 years</td>
</tr>
<tr>
<td>Unique waterproof Vinylike double-coated Poly Army Duck</td>
<td>Uncoated, or laminated fabric that delaminates &amp; leaks</td>
</tr>
<tr>
<td>Flat-Felled seams double stitched through 4 layers</td>
<td>Single or chain stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Double-folded hems stitched through 3 layers</td>
<td>Turned-up hems stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Ample reinforcing over all stress points</td>
<td>Little or no reinforcing over wear spots</td>
</tr>
<tr>
<td>Stand-up flaps that snap around stays</td>
<td>Gaping cut-outs or velcro closures that are shot in a year</td>
</tr>
<tr>
<td>5/16&quot; elastic shock cord in the hem AND tie downs</td>
<td>You secure somehow</td>
</tr>
<tr>
<td>Supplied hardware</td>
<td>A trip to the hardware store</td>
</tr>
</tbody>
</table>

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050
Or Call for the FREE Sailor’s Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

The Sailors’ Tailor, Inc.
Tel. 1-800-800-6050
1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370

---

Skirted Mooring Cover above. We also make
“Mooring” without skirt, Trailing-Mooring, Mast,
T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

Comprehensive Website www.sailorstailor.com
NOTICE OF REGATTA
Flying Scot Atlantic Coast Championships • September 22-23, 2007
Hosted by Flying Scot Fleet 162 • Toms River Yacht Club • 1464 Riviera Ave • Toms River, NJ 08753

Rules: This regatta will be governed by rules as defined by the Racing Rules of Sailing.

Eligibility and Entry: This regatta is open to all members of the Flying Scot Class. Current membership in the class is required for all skippers. Completed entry forms must be received by the organizing authority by Sept 10, 2007 or be subject to a $10 late fee.

Schedule of Events:
- Sept 21 1800: TRYC open cash bar and dinner available-boat set up
- Sept 22 0830: Registration
- 1000: Registration Deadline; Competitor’s Meeting
- 1030: Harbor Gun
- 1200: Warning Signal, Races 1-3
- 1800: Dinner and Party, TRYC Clubhouse
- Sept 23 0930: Harbor Gun
- 1030: Warning Signal, Races 4-5 (No race will start after 1300)

Awards presentation will be in the TRYC clubhouse immediately following final race.

Fees and Registration: Regatta Entry Fee: $100.00 U.S. Sailing Association members; $115.00 non-members. Registration includes continental breakfasts, 2 lunches daily per boat, beer after races, and dinner Saturday night for two. Additional lunches will be available for $5 per lunch and additional dinner tickets will be available for $15 per person.

Sailing Instructions: Sailing Instructions will be available at Registration.

Racing Area: The racing area will be in the Barnegat Bay, south of the Tom’s River Bridge.

Courses: The courses to be sailed will be Windward Leeward, Triangle-Windward Leeward, or Trapezoid as described in the Sailing Instructions and pages 117-119 of the RRS.

Scoring: The Low Point Scoring System, Appendix A of the RRS will be used. There will be no “throw-outs”. Five races are scheduled, of which one shall be completed to constitute a regatta.

Trophies: Trophies will be awarded to the top 5 competitors in the championship division and the top 3 competitors in the challenger division.

Further Information:
PRO-Allan Terhune Sr - 732-349-8377 or windekind@aol.com

Accommodations:
Holiday Inn, Rte 37, Toms River - 732-244-4000 (approx 2 miles from club), Howard Johnson, Rte 37, Toms River - 732-244-1000 (approx 3 miles from club), Quality Inn, Rte 37, Toms River - 732-341-2400 (approx 7 miles from club)

Directions and registration form can be found at: www.tryc.com

PRE RACING CLINIC - held by Allan Terhune Jr. - NORTH SAILS

---

CRSA
Coral Reef Sailing Apparel
888.224.0641

WWW.CORALREEFSAILING.NET

Online Catalog and New Lower Prices
Custom Artwork Design
Custom Team Logo Apparel
On Site Inventory For Your Event
Professional Artwork Designed for Your Regatta
Sell Your Event Products in Advance
We Staff Your Event
No Financial Liabilities, Commission Paid on Every Item Sold

The Best in Sailing and Flying Scot 50th Anniversary Apparel

60 Scots n’ Water | Volume 51 | Number 3 | 2007
NOTICE OF RACE

2007 FSSA Wife-Husband Championship – August 25th and 26th

Organizing Authority: Flying Scot Fleet 177 in conjunction with Cedar Point Yacht Club • Westport, CT

1. RULES – Regatta will be governed by The Racing Rules of Sailing.
2. ADVERTISING – Advertising will be restricted to Category A.
3. ELIGIBILITY – Per Article B-X-1.b of the FSSA BY-LAWS, the crew shall consist of only a skipper and spouse, the helmsperson may switch at anytime and at least one crewmember shall be a 2007 Active, Life, Club or family FSSA member in good standing.
4. REGISTRATION – Completed entry forms must be received by August 15th, 2007 or be subject to a $20 late fee. A registration form is included with this Notice of Race. Send entry forms to: Cedar Point Yacht Club, Attention Flying Scot Wife-Husband, 1 Bluff Point, Westport, CT 06880. Please make checks payable to FS Fleet 177. On site registration will be available at CPYC on August 24th from 1700-1900 or on August 25th from 0800-1000. No monies will be refunded after that date and time.

Competitors shall select their Division from among Championship, Challenger, and Non-Spinnaker.

5. FEES – The entry fee is $95.00 if received by August 15th. Entries received after that date must include a $20 late fee. The entry fee includes: Continental Breakfast both Saturday and Sunday. Dinner on Saturday night. Additional Saturday dinners may be purchased for $30.00 per person. Saturday night dinner for kids under 12 is $8.00 per child. A light dinner with guest speaker will be available on Friday night. Sunday lunch will be available for $7.00 per person.

6. Schedule of Events –

| Aug. 24th       | 1700-1900 | Registration - CPYC Regatta Office - 1st Fl. |
|                | 1800      | Light dinner offered.                        |
|                | 1900      | Special Guest speaker                       |
| Aug. 25th      | 0800-1000 | Registration, Coffee, Juice, Donuts, Bagels  |
|                | 1030      | Skipper’s Meeting                           |
|                | 1100      | Harbor Gun                                  |
|                | 1200      | First Warning Signal                         |
|                | 1700      | Refreshments on Upper Deck                   |
|                | 1830      | Dinner                                      |

Aug. 26th

| 800-1000氨 | Coffee, Juice, Donuts, Bagels |
| 1000氨     | Harbor Gun                    |
| 1100氨     | Warning Signal, racing continues (No Race will start after 1300) |
| 1500氨     | Hamburgers and Hot Dog lunch will be available for $7.00 per person. |

7. MEASUREMENT – Boats and sails must conform to the Official Plan. Each boat must carry equipment required by FSSA Article S-V.2 Restrictions and Coast Guard safety regulations.

8. SAILING INSTRUCTIONS – Sailing Instructions will be available at registration and at the Skipper’s meeting.

9. VENUE – The racing area will be approximately 2-3 miles southeast of the mouth of the Saugatuck River.

10. COURSES – The courses will be defined in the Sailing Instructions. The Championship Division will start first, followed by the Challenger and Non-Spinnaker Divisions starting together.

11. VHF RADIOS – Under the FSSA Bylaws VHF radios are allowed aboard but “may” only be used while NOT racing or for an emergency, ie. from Preparatory Signal to the Finish.

12. SCORING – The Low-point Scoring System of Appendix A2 will apply. 3 races are scheduled, of which one shall be completed to constitute a series. Each boat’s total score will be the sum for all races (no throw outs).

13. PRIZES – This is a Flying Scot sanctioned event. Prizes will be awarded to the top 7 boats in Championship, The top 5 boats in Challenger, and the top 3 in the Non-spinnaker Division.

14. FOR FURTHER INFORMATION – John Cooke at 203-792-7766 or 914-318-9155 or jcooke@trianglepackage.com

Fowler Sails, Inc.

Congratulations Flying Scot, Inc. and FSSA on 50 years of fun.
Have another great 50 years.

Fowler Sails is moving to Georgia, the land of grits and red eye gravy. Contact us at fowlsail@gate.net.
Ken Johnson FS 2981 & Jack Yoes: A couple of pictures of sailing in Wisconsin. Long time FS sailor and friend Jack Yoes came up to Wisconsin from Texas for a late summer sail. No trouble keeping the beer cold! We had a terrific sail – surprisingly not much traffic on the lake.

A beer before launch!

It's always something...
For more information contact Sandy Eustis, 301-533-0292 or 301-616-2661.

“Red Grant” Regatta
Raritan Yacht Club
Perth Amboy, NJ
July 7 and 8, 2007
For more info: www.ryc.org

For more information contact Chris Wright at 847-492-3693

Massapoag Yacht Club - Sharon, MA

‘07 Sandy Douglass Memorial Regatta
Deep Creek Yacht Racing Assoc.
Deep Creek Lake, MD
July 28 and 29, 2007
For more information contact Jim Munford 301-533-0292 or 301-616-2661

102nd Annual Ephraim Regatta
Ephraim, Door County, WI
August 3 - 5, 2007
Featuring the famous Brat Fest.
Contact Jay Lott, 414-298-8197
jlott@wi.rr.com

Caledonian
Willow Bank Yacht Club
Cazenovia, NY
June 30 and July 1, 2007
For more information contact Peter Colman at 315-682-6587 or windmansion@alticor.com

“Red Grant” Regatta
Raritan Yacht Club
Perth Amboy, NJ
July 7 and 8, 2007
For more info: www.ryc.org

For more information contact Chris Wright at 847-492-3693

Massapoag Yacht Club - Sharon, MA

‘07 Sandy Douglass Memorial Regatta
Deep Creek Yacht Racing Assoc.
Deep Creek Lake, MD
August 4 and 5, 2007
For more information contact Geri Meehan at gmeehan@earthlink.net or call 301-397-3469 starting May 15, 2007.

New York Lakes District Championship
Oswego, New York
August 4 and 5, 2007
Additional information to come.

21st Annual Flying Scot Fleet 161 Invitational Regatta and NERD
At the Saratoga Lake Sailing Club
Saratoga, NY
August 10 - 12, 2007
Contact Ann & Peter Seidman pseidman@lnycap.rr.com 518-877-8731

68th Annual Regatta
Fishing Bay Yacht Club
August 11 and 12, 2007
For additional information visit FBYC’s website by clicking on Sailing Events at the top center of the webpage.

Sprague Memorial - Leg 2 LI Championships
Moriches Yacht Club
August 18, 2007
Skipper’s Meeting 12:00 noon
For additional information contact Ralph Coffill 631-357-0772

Queen of Scots Regatta
Gulf Lake Yacht Club
Richland, MI
August 18 and 19, 2007
For more information contact Tom Lechota tom.lechota@alticor.com

2007 Wife Husband Regatta
Cedar Point Yacht Club
Westport, CT
August 25 and 26, 2007
See NOR this issue.

58th Annual Regatta Massapoag Yacht Club
Massapoag Yacht Club
Sharon, MA
September 8 and 9, 2007
For more information contact Diane Kampf 508-847-8401 or dianekampf@charter.net

Michigan-Ontario District Championship
Crystal Sailing Club
September 8 and 9, 2007
Visit www.sailcsc.org

57th Harvest Moon Regatta
Atwood Yacht Club
Sherrodsville, OH
September 8 and 9, 2007
Visit www.atwoodyc.com after June 1st for more information and to download a registration form. Contact Paul Tinlin at pttilin@verizon.net or 330-735-2433

Glimmerglass Regatta
Otsego Sailing Club
Cooperstown, NY
September 15 and 16, 2007
Contact David Ainsworth DAinsworth@delhischools.org

Atlantic Coast Championship
Toms River Yacht Club
Toms River, NJ
September 22 and 23, 2007
For more information contact Joe Thorpe thorpe@apattea.com

Greater New York District Championship
Sayville, Yacht Club
Great South Bay
Sayville, NY
September 15 and 16, 2007
For more information contact PJ Patin 917-749-4284 pjpatin@nyc.rr.com

Michigan Hot Scot Regatta
Portage Yacht Club
Pinckney, MI
September 29 and 30, 2007
Visit www.ms-ryc.com

Glow II
Clinton Lake
Clinton Lake, IL
September 29 and 30, 2007
For more information contact Bill Vokac, Fleet Captain #135 b.vokac@mchsi.com or 217-369-0015
See also www.clsasailing.org

Grand Annual Regatta
Cave Run Lake
Morehead, KY
October 6 and 7, 2007
For more information contact Bob Summerfield at 304-529-4795
rjaia4296@aol.com

2007 Master’s Championship
Lake Murray Sailing Club near Columbia, SC
October 6 and 7, 2007
For more information contact Tommy Weaver - tommyweaver@sc.rr.com

FSSA would like to thank each of our sponsors for helping to make this Welcome Reception possible.
CAVEAT EMPTOR = BUYER BEWARE

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

Advertisements in the Caveat Emptor section of Scots’n Water and on the FSSA web page is $30.00 for members per insertion, pre-paid and $40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

FS 89 - Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. $350 Located in Oakland, MD Contact: Ernest Berger, 251-626-6609, ernestberger@bellsouth.net
FS 2847 Douglass built in 1976. Boat in ready to race condition with galvanized trailer and almost new sails (main, jib, spinnaker) mast up cover the boat is compelly refurbished and it looks absolutely great. White hull with blue stripe and yellow deck. $5500 Located at LESC, North of Orlando, FL Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com
FS 2932 - Douglass built in 1977. Boat hull & rigging in very good condition with new Fischer racing sails. Package includes: 2.5 HP Suzuki outboard, booms, aces and anchor, etc. $4500 Located in Buffalo, NY Contact: Jeffrey Raugh, 716-689-7751, wayraw@aol.com
FS 3293 Customflex built in 1979. Good condition. White hull and deck w/blue stripe. Original sails w/reef points, spinner and nakes. Comes with mast top floatation, life jackets and misc items. $4500 Located in Mansfield, MA Contact: David Simpson, 508-339-5917 or sumo44@verizon.net
FS 2262 - Douglass built in 1972. Excellent condition - “Good” North Sails - New rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch and many more additions. Galvanized trailer less than 10 years old. $5500 Located in Mansfield, OH Contact: Dan Moore, 419-512-7583, kc8mjr@earthlink.net
FS 3629 Douglass built in 1981. White with blue stripe. Hull, rigging and sails in good condition. TeaNee trailer, Seagull engine and mount, lifting harness, day cover, full storage cover, mainsail flotation. $4000 Located in Philadelphia, PA Contact: Ned Drinker, 610-941-9428, ned.drinker@comcast.net
FS 4480 Douglass built in 1988. In excellent condition and seldom used. Rigged with all racing features and several new, high-end sails, spinakers, new Honda engine etc. Complete and ready to use. Trailer included. Call for price. Located in Georgetown, Ontario Contact: Raymond Yeager, 419-564-5366 ryeager@holophane.com
FS 4734 Douglass built in 1991. New sails, furling jib, 5 HP Mercury outboard. Sails and motor have little use, under 50 hours. Needs some minor work. No trailer. $14,500 Located at LESC just north of Orlando Contact: Jay Antenen, 513-271-5583 or cantenen@mac.com
FS 5052 - Flying Scot built in 1996. Racing rigged, with brand new trailer. Many extras included; racing sails, new spinaker and mast, sail cover and access. Includes a Nissan model NS3.5B22 outboard with very low hours. $8900 Located in Beaufort, NC Contact: Terry Senich, 252-728-6219, tsenich@ecrr.com
FS 5629 Flying Scot built 2005 for sale. Radical racing package, trailer aluminum trailer, white hull and deck, blue stripes, set of North sails almost new, spinnaker pole, blue full cover. $14,500 Located at LESC, north of Orlando Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com

The FSSA Class Flag

The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, “Race Signals”. Red/White can be used as start #1 and White/ Blue for start #2, i.e. Championship Division and Challenger Division.

Price is $25.00 plus $6.00 S&H. To order please call FSSA at (800) 445-8629
Kay,

I have promised you this photo of the t-shirt - sorry I haven’t gotten it to you sooner. Don has been helping me research this, too, but we have been unable to contact anyone from the Mansfield Club. All I know is that I think these were the first members, with their boat numbers, for the 1st NACs in 1959. Can’t confirm that 100%, but their’s is the Founders Regatta, signifying these were the founders of the Fleet, hosting the NACs. We have one more lead to follow up on. Just wanted to see if you thought there was any kind of story/interest here.

Hope you have gotten plenty of articles for the 50th Anniversary Issue. Looking forward to seeing it.

Good luck,
Griffin
The best thing about Flying Scots is the PEOPLE!
Design
The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails. Our record speaks for itself with numerous wins in present and past local, regional, and national events.

Fabrication
Schurr Sails uses its proven construction techniques on each sail it manufactures. Combine this with the highest quality materials available on the market today, and this makes for an award-winning consistent design each time.

Service
Schurr Sails is proud to be part of the Flying Scot Association. We guarantee to continue to provide each member with individual attention as our way of supporting its continual growth.

Excellence in Design, Fabrication & Service

Whether you’re Cruising the Open waters or Racing around the buoys, Schurr Sails has the equipment you need to get you there safely and quickly.

For the Cruiser looking for quality, durability, reliability, and service, we have selected the finest cloth available, and combined it with our proven construction techniques to give you what you are looking for.

For the Racer, we have taken the same quality, durability, reliability, and service and selected the finest cloth available. We have taken our 50 plus years of experience in development and created the fastest sails available, yes they are still remarkably easy to set and trim.

Check out our one design web site at schurrsails.com or call Hunter Riddle at 850-438-9354.
District Governors

CAPITOL DISTRICT
Johannes (Hans) Noordanus
PO Box 1371
Lake of the Woods, VA 22508
(540) 846-1605
hans.noordanus@lowsc.org

CAROLINAS DISTRICT
Tom Lawton
102 E. Connelly Street
Black Mountain, NC 28711
(828) 669-5768
tlawton@mac.com

FLORIDA DISTRICT
Dave Thinel
622 Wood Street
Dunedin, FL 34698
(727) 738-5451
dave812@verizon.net

GREATER NY DISTRICT
John Cooke
One White Oak Drive
Danbury, CT 06810
(203) 792-6919
jcooke@trianglepackage.com

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

MICHIGAN-ONTARIO DISTRICT
Jim Davis
8019 Northridge Drive
Brighton Michigan 48116
810-231-7784
jc.davis784@yahoo.com

MIDWESTERN DISTRICT
Ryan Malmgren
1621 Madison Street
Madison, WI 53711
(608) 225-4287
ryanmalm@yahoo.com

NEW ENGLAND DISTRICT
Diane Kampf
185 Union Street P.O.Box 9
Linwood, MA 01525
Phone: 508-847-8401
diane.kampf@charter.net

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

OHIO DISTRICT
Charles Buffington
400 Broadmoor Avenue
Pittsburgh, PA 15228
(412) 388-1666
buffingtonow@anes.upmc.edu

PACIFIC DISTRICT
Ken Nelson
3082 W. 15th Ave.
Kennewick, WA 99338
(509) 585-4252
greblach@netscape.net

PRAIRIE DISTRICT
James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
913-362-5181
slaughterjr@medjames.com

TEXAS DISTRICT
Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4894
gretamittman@yahoo.com

Join Today!

Your Passport to Great Sailing...
An FSSA Membership

800-445-8629
Fax: 803-765-0860 • Email: info@fssa.com

FSSA Headquarters:
One Windsor Cove, Suite 305 • Columbia, SC 29223