

# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XL NUMBER 2 MAR/APR 96



## Photo Finish at the N.Y. Lakes Districts

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### Scots n' Water

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**COVER:** Taken at the finish line of the last race of the NY Lakes Districts held in July 1995 at Skaneateles Lake NY. It pictures FS 3211 (Greg van Inwegen, skipper, and Randy Shackelford, crew) barely (by 6 inches) crossing on port in front of FS2804 (Doug Tucker, skipper and Bob and Adam crew) As Greg stated—"3211 blew the next tack and FS 2804 finished ahead. In retrospect, I should have tacked earlier and lee bowed 2804, thereby getting in their air and not risking a dangerous crossing." Photo by Judy Shackelford.

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### Scots n' Water

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# 1996 Wife-Husband Championship Regatta

Privateer Yacht Club—Chattanooga, TN

May 25-26, 1996

*Friday, May 24*

4:00 ..... Registration  
 6:00 ..... Hickory Smoked Barbeque Dinner

*Saturday, May 25*

8:30 ..... Continental Breakfast  
 9:00 ..... Registration  
 11:30 ..... Competitors' Meeting  
 12:00 ..... Lunch  
 1:00 ..... 1st Warning Signal  
 ..... 2nd race to follow

Social Activities start after races  
 7:00 Steak Dinner (Followed by door prizes)

*Sunday, May 26*

8:00 ..... Breakfast  
 9:30 ..... Warning Signal— 3rd race  
 12:00 ..... Lunch  
 Trophy Presentation to follow

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### Directions to Privateer Yacht Club:

To get to the yacht club from I-75, go north on TN Hwy 153. Take the **FIRST** right at the north end of Chickamauga Dam (after crossing the water.) Then, take the **FIRST** left to go east along the lake (Lake Resort Drive.) Turn **RIGHT** onto Gann Store Road. After Gold Point Marina, take Privateer Road to the entrance of the club. For more information and accommodations list: Jim & Myra Brown— (423) 875-5984

## Registration Form

Wife _____	Boat Number _____
Husband _____	Boat Color _____
Address _____	Spinnaker Color _____
Home Phone _____	Registration fee— \$65
His Work Phone _____	(after May 15— \$85)
Her Work Phone _____	(includes meals for 2)
His E-Mail Add. _____	Extras:
Her E-Mail Add. _____	Steak Dinners @ \$10
Fax Number _____	Saturday Lunches @ \$4
Club Affiliation _____	Sunday Lunches @ \$4
Club Address _____	Sunday Breakfast @ \$4
	T-Shirts @ \$10
	Sizes 10 _____
	12 _____
	14 _____
	Total Enclosed _____

## Letters to the Editor

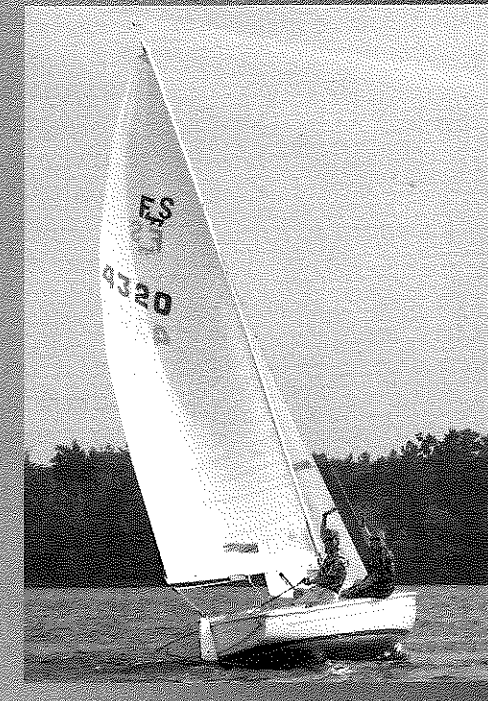
### DEAR SUNSHINE:

Fleet 148 is pleased to announce the joining of members Douglas McTavish and Elan Emerson in holy matrimony on June 17, 1995 during a simple ceremony against the pristine backdrop of the shining waters of Stony Lake. Following their vows the ecstatic couple went sailing, finally returning to a casual gathering of friends and fleet members for an evening of fine food and celebratory toasts and remarks.

As former FSCC regatta organizers both Doug and Elan will be looking forward to welcoming all FSSA members to next year's FSCC at Stony Lake. Look in this issue for regatta information and dates.

PS. I saw your picture in Sailing World. Congratulations on your recognition.

Douglas T. Smith



### DEAR SUNSHINE:

John Frazier's inquiry in the September/October issue reminded me of something the Harbor Master at Horseshoe Harbor Yacht Club in Larchmont, New York taught me. At this club all boats were on moorings in Long Island Sound where they were exposed to constant chop and wave action. The mast on my Flying Scot (#2818) having nearly toppled over after one of the side-stays had been frayed severely, the Harbor Master taught me how to combat this problem.

At the end of the day when placing the boat on the mooring, using three (3) heavy rubber bungee cords that can be purchased in any automotive parts store, I would wrap one end of the bungee cord around the mast, attaching the hook around the cord; the other end is hooked to one of the side-stays. This process is repeated with the other side-stay and with the forestay. The cords should be pulled down on the mast sufficiently to maintain continuous tension on the stays. The final touch is to wrap a

rope around the mast and around each bungee cord where it is attached to the mast and then to fasten the rope to a cleat near the bottom of the mast. This prevents the bungee cords from working their way up the mast and releasing the tension on the cords.

The effect is to prevent the mast from moving independently of the hull; everything moves in unison, thereby eliminating the "flopping" effect of the mast which frays the side and forestays. Once I adopted this practice I never again experienced noticeable wear on the stays caused by being on the mooring.

I hope this will be helpful to our colleagues on the Delaware River.

Very truly yours,  
 Alan M. Shaver

### DEAR SUNSHINE:

The article in Scots 'N' Water Sept./Oct. issue by Sarah Russell was terrific. Any article that details new ways to enjoy your Flying Scot is welcome, especially one so thoughtful and well-written.

It is always gratifying to see articles devoted to something other than racing in Scots 'N' Water. These help to point out the versatility of our boat, and illustrate the fact that being a Flying Scot sailor means different things to different people.

Thanks for putting together Scots 'N' Water, and for your efforts to address all Flying Scot sailors—even those of us who don't race.

Sincerely,  
 Greg Giles  
 FS 2696

### DEAR SUNSHINE:

*Perfect Sailing*

- part 1— the PSD calendar
- part 2— the PSD weather
- part 3— the PSD environment
- part 4— the PSD budget
- part 5— the PSD events
- part 6— the PSD rankings

Start with the assumption that most readers are looking for that Perfect Sailing Day or PSD. While little is certain about the future, this sailor is planning

## LETTERS TO THE EDITOR

Continued from page 5

on frequent sailing vacations and a long, active retirement from working for others. That makes finding as many PSD's as possible a top priority.

This series of articles is meant to gather your feedback on the best time and place for vacation or retirement sailing. Since I still have years left to plan, articles will appear at a leisurely pace. This allows you to capture thoughts during those calm off season moments, jot them down, and mail them to add to this free exchange with other PSD seekers.

### Part 1— the PSD Calendar

"Somewhere the sun is under the yardarm." I'm not sure, but I'll guess this was traditional happy hour time for ships at sea. A ration of rum would be passed out when the sun was low enough in the sky. So when is it a PSD in your area?

One of the advantages of vacation or retirement is the calendar. Suddenly the five day working week does not apply. That means Monday to Friday can be

PSD's and Saturday, Sunday are used for travel, family, or special regatta competition.

Some obvious non-PSD's are January in Michigan and July in Phoenix. But your local PSD knowledge is what we need you to report. Since most vacations last a month or less, tell us which month in your area has the most PSD's. Don't report your recent August which broke all history records for PSD's, just because a hurricane was off shore and a giant but freak high pressure gave you clear day after clear day. We're talking about a "better than even" chance of a PSD each day of your chosen month.

An example. Lake Lanier in Georgia has more PSD from mid-September to mid-October than any other "month" in my opinion. The fresh water is still warm enough for swimming. Rain is not expected. The change in temperature from nightly low to day time high is a natural wind machine. Motorboat traffic is very low compared to the overcrowding of summer months. The trees surrounding the lake change colors.

In short, if you were looking to vacation or (retirement travel) in late September, I would recommend Lake Lanier from local knowledge of PSD's. Now someone in Ohio or Texas may suggest their sailing area that time of year too. That's great! Because each following article in this series will focus on the facts that let you choose your PSD location.

Now it is your turn to contribute to a Golden Age of PSD's. Jot down the questions below. (I would never think of asking you to cut up your magazine.)

### PSD vacations and retirement opinion

1. PSD location? (be specific within a few miles, we're talking day sail not charter boat cruising.)
2. PSD month? (or two 15 day periods, for example, May 1-15 and September 1-15)
3. PSD month because... (a brief paragraph to help clarify why you would vacation here at this time of year, see example in article.)

Put some legible answers together and mail to:

Tom C. Bishop  
802 Shady Oak Lane SW  
Leesburg, VA. 22075-4300

### EDITOR—

*This is an excellent idea and I hope Tom is volunteering to become our travel guide and information center while also keeping us informed. There are several articles in this issue where people have cruised near regattas while on vacation. What a way to spend time, the best of all worlds, time away from work, with family or friends, being in a Scot and perhaps racing or just meeting other Scot sailors! Please write to him with ideas, suggestions, information and knowledge of your area or others that you have been to. Thanks Tom!*

### From the Editor

This issue highlights the Pacific District which starts round two of the District Highlights. Everyone has had one chance to write your governor when your district was highlighted. Please find time to help support your love of the Flying Scot, your district, your governor and your fleet or sailing club if you have one.

Scots 'n Water tried highlighting before the Pacific District, a little more than a year ago but we received little support. I credit Chuck Bencik, with starting and maintaining help from the ranks and will be forever grateful to him.

At this year's Nationals in Dallas, Chuck received the Scots 'N Water trophy for the most helpful District Governor (see Picture) for 1994-95. This year, he was in Germany for a month over the holidays but still had time to organize his fleets and get information to me for a great issue. Once again, Thanks Chuck and all the wonderful people in the Pacific District. ▲

# Welcome to the Boys' Club

By Anne Lankin: Co-Captain FS 1242, (Fleet 1)

Sailing, as a sport, has existed for over a hundred years. It may be argued that even the earliest sailors, in addition to turning to the sea for food and livelihood, went out on a boat because they loved it. Perhaps it was fun as much as it was work. As civilization developed, and men began to acquire a thing called leisure time, sailing became less a means to secure sustenance and more a means to secure pleasure.

Things progressed, sailors banded together to pursue their sport, and in 1897 the U.S. Sailing Association was born. It calls itself the governing body of sailing. Today, the Association boasts 31,000 members. This membership includes approximately 26,350 men and 4,650 women. This is representative of the sport as a whole. It is The Boys Club.

Unfortunately for the boys, handling many sailing ships is much easier if there is more than one sailor aboard. This is not always a requirement, but we are on these things to enjoy ourselves, not knock ourselves out, so a crew is desirable. Unfortunately again for the boys, most of them want to be on the tiller, in control, being the captain, not being the crew. Enter the women.

I was recruited for crewdom as a result of a love of basketball. My friend George, who has the seats next to me at the University of Cincinnati games, has a Flying Scot. During a slow period in one of the games, he started to talk to me about sailing. Always interested in a new adventure, I volunteered my services as crew during the racing season, thinking that I would pick up the technique of sailing along the way.

For those of you who have crewed during a race, you of course realize that this is a completely unrealistic notion. A crew member does what they have to do, and what the captain orders, but there is no time for whys and wherefores. I got to be pretty good at pulling in the jib sheet and tacking when told, but after a month I knew little more than I knew when I started.

Luckily for me, I met Mike, a man with a mission. Mike had been sailing for many years, and had a passion for passing his love of the sport on to other people, particularly women. He feels that women are the neglected part of the sailing world. It helps that he enjoys the company of women, but he says that his main goal is to pass his love of sailing along to a new group of people. He chokes on the word "empower", but that is exactly what he does by putting women on the tiller of his sailboat. This was my man. I was his new student.

Lessons began immediately. My goal was that by the end of the summer I would be able to "solo" in the Scot, sail a course laid out to make me demonstrate sailing ability in a variety of conditions, set, fly, and douse the spinnaker, and return the boat safely to the dock, all in about 6 weeks.

Despite my big talk, in my heart I was not at all sure that I could do it. After all, I was raised in a culture which taught me that men were capable and women were dependent (therefore women could be crew and men were captains), that mechanical devices (boats fall into this category) were mysterious things comprehensible only to men, and that wind and weather conditions were best left to the gender with the ability to make

sense out of these complicated sciences. I had to prove to myself that this was all a bunch of nonsense. I had to single-hand the Scot.

Lessons began immediately. I started out on the tiller, but we had to start with the real basics; how to pass the tiller behind my back and keep my eyes on the heading, what the lingo was (I kept saying fore to aft instead of hard to lee), how to complete a turn. I had trouble with completing a turn because I had taken the local Red Cross "Start Sailing Right" course, and they talked about turns in terms of degrees, ie., when you tack on a beat you make a 90 degree turn. So I kept trying to put a protractor into my head and measure out 90 degrees. I did not know about watching the sails, and I did not know enough to tell my teacher what technique I was using for the turns.

This proved to be disastrous during lesson #4 when I was racing. By some stroke of luck I had passed four boats on one of the legs, and I was approaching a turn. I had my 90 degrees all mapped out in my head, and it turned out that 90 degrees left me facing directly into the wind, and the sails stalled. Mike yelled at me to keep turning, and I turned a little more, thinking that I just measured incorrectly. Meanwhile, all of the boats I had passed were now skimming right by me, and Mike was beside himself. I am sitting at the tiller clueless about what I had done wrong.

The day after we dragged ourselves over the finish line in last place, Mike and I met to discuss what had happened. He talked to me about wind, how to complete a turn, and watching the sails. I accelerated up the

Continued on page 8



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learning curve in my understanding of this sport.

This incident proved to be a turning point in my training, because it vividly illustrated that I was unaware of one of the basic techniques of being a good sailor: when tacking, regardless of where 90 degrees turns out to be, do not stay at a heading directly into the wind. Always be aware of the wind and the sails. Maintain headway with properly trimmed sails.

I was also confirmed in my suspicion that racing is not the ideal place to learn how to sail. Lessons continued regularly, but I did not make another appearance at a race for quite awhile.

Little by little, the tricks of the trade made themselves apparent. I learned that it was a lot easier to cleat the lines when the lines were moving through the cleat. I started to be able to cleat the mainsheet with my feet, and learned the wisdom of letting the mainsheet out sparingly, to save myself the trouble of pulling it back in. Wind direction remained a problem; it is shifty on Lake Cowan (not the dependable winds of the San Francisco Bay), and I did not naturally tune into it. This became a bit of a problem when Mike would tell me to turn upwind or fall off. It is difficult to respond correctly when you are not sure of wind direction.

By this time I had worked on handling the jib, the main and the tiller. It remained a mystery to me how someone could manage all of those with two hands, especially under conditions that included hiking out. So that was the next step. Mike took over, I perched in the corner of the boat, and he sailed an imaginary course single-handed.

He was a model of efficiency. Every move was completed smoothly, all lines were laid so that they could be reached quickly and actions were done in order of importance. The turn

was initiated, the jib sheet uncleated and laid across the centerboard, he moved to the opposite side of the boat, pulled in the jib, and checked the main. Piece of cake.

My optimistic nature watched, took it all in, and said, "I can do that!"

***To my horror,  
as I flipped up the  
spinnaker line, it  
hooked onto Roy's  
glasses and piloted  
them into the lake.***

During the next lesson I pretended that there were marks laid out, and I staggered around my "course". It wasn't pretty, but I made it. The lesson that I learned: you still have a long way to go, Anne.

But I kept at it, and each day provided new experience and practice time. Little by little, I was becoming more skilled and confident. Finally it was time to bring a guest along, show off a little, demonstrate my single-handing skills.

I brought my friend Roy up to the lake bright and early. I hopped onto the boat and started to set up, sure of myself and what I needed to do. We sailed out of the harbor with me on the controls, Mike and Roy being told to "just sit, watch, and keep out of the way".

All was going well, everyone was suitably impressed, and I was feeling proud and confident. Mike decided this was the perfect time for a spinnaker lesson. I had flown the spinnaker a few times before, but I was still very shaky.

We sailed over to the side of the lake, had the wind behind us, and Mike took over the tiller. I went to set

the spinnaker, with Mike directing me. He started calling out directions, and I tried to follow them and make sense of what I was doing. Here begins a comedy of errors.

Cowan Lake is not particularly wide at any point, but there is more than enough room to do a spinnaker run. If you know what you are doing. After much fumbling around, I finally managed to set up the spinnaker, and get a nice bloom. Unfortunately, I was not a model of efficiency, and we were running out of lake. I handed over the tiller and ran to the bow to douse. "Douse??? What do you want me to do?" "Pull in the foot! Quickly!" "What does that mean?"

The heat was on. Not only did I have an audience, but the shore was upon us. Fortunately, there was a small cove to give us a tiny bit of breathing room, but it also gave us minimal room to maneuver. I reached back and flipped up the port spinnaker line to uncleat it. To my horror, as I flipped it up it hooked onto Roy's glasses and piloted them into the lake. I was transfixed, unsure whether I should jump overboard and try to save the glasses, or stay where I was and try to save the boat.

Common sense prevailed, and I turned back to my duties. Already uncertain, shaken by the glasses, I found myself moving in slow motion. Mike had shifted into high gear, and the situation required immediate action.

With no margin for error, we got the spinnaker doused, the jib tightened, and the boat turned around and heading out towards the body of the lake. Being the consummate teacher, Mike softened up and asked if I would like to try that again. I had had it for the day.

The next day, without audience, we went through the steps to set the spinnaker while the boat was still on the lifts. "Oh, is that what you wanted me to do!" was faintly heard throughout the demonstration. After

a few dry runs, we headed out for the real thing.

As had been our pattern, near disasters proved to be good teachers. We sailed the spinnaker 5 times that day, each successfully and smoothly.

The next day my friend George happened to be at the lake, and we got involved in a bit of challenging back and forth as he sailed past our lift. I went ahead with my lesson, but later in the afternoon he caught up with us as we were taking a break in one of the coves. "Would we like to race?" he asked. I jumped up, answered "You're on," and prepared to race, single-handed, on a downwind run using the spinnaker.

Mike sat in the corner of the boat, I turned to the correct heading and ran forward to set the spinnaker. George opted not to use his, and jumped out ahead. Fortunately, the wind, though light, was with me, and the spinnaker bloomed. George now fell behind, but decided to tack across the lake to find better wind. That kept him in the race, but I was still ahead. He tried a wing on wing maneuver, but my spinnaker was still full and pulling us further ahead. Despite the fact that he only had one person aboard, and he had better sails, there was nothing he could do to overcome the advantage my spinnaker gave me. Not only did I win the race, but my confidence level shot up considerably.

Now I was in that gray area, am I ready, am I not? I had a houseguest coming to visit, and I was interested in sailing the course before he arrived. It was a beautiful day, with 15 knot winds. I felt confident. I was on lesson #20, and that sounded like a nice round number to solo on. But I was 9 days ahead of my target date, and I did not want to rush.

We decided that it was a go. Mike went out on a skiff acting as a safety boat with Roy along to record the event on a camcorder. I got the boat ready and pushed off. The plan was

to paddle out into the harbor, drop anchor, let the boat stabilize into the wind, and put up the sails. As I pushed off from the lift, the winds shifted and the boat turned, heading out of the harbor towards the body of the lake. So much for Plan A. I got out to the lake, turned into the wind, and set the sails. This was it.

The first leg was a beat, but I was in a wind shadow and things were somewhat slow. However, I had had the words "Maintain your heading" drilled into me in this particular part of the lake, so I stayed with it. I turned around the first mark, let out the jib and the main, and started on a brisk reach. This leg took me across the lake and into a cove,

***"Would we like to  
race?" he asked.  
I jumped up and  
answered, "You're  
on!" and prepared to  
race, single-handed,  
on a downwind run  
using the spinnaker.***

where I could set the spinnaker for the downwind leg. Winds were strong enough that I chose to do a 360 to lose some speed before setting my heading and putting up the spinnaker. I got it set without difficulty, but there was a wind shift causing it to be pulled to the port side. This leg of the course was designed to be long enough to demonstrate the ability to fly the spinnaker single-handed, but not take the length of the lake. The winds were strong enough that they took me down this leg quickly, even with the spinnaker shifting from the bow to the side. I decided that the

demonstration of skill was satisfied, doused the spinnaker, and made the mark.

The last two legs were easy: a close reach, and a beat back to the starting line. The winds remained strong and the boat leaned over enough to hike out a little and show a little centerboard. I knew I had accomplished my goal, and I wanted to enjoy this last part of the course.

As I finished the course Mike and Roy hollered congratulations and headed back to the harbor. As it happened, Mother Nature did not want me to have such an easy time of it. The winds shifted suddenly and a gust caused the main to gibe unexpectedly. I guess I was paying attention to the accolades that I was receiving, and not what was happening with the wind. I turned into the wind to evaluate my position, reset my sails, and headed back to the harbor.

Getting the boat safely on the lift was part of the test, and the part that intimidated me the most. As I approached the lift, I found that the winds had quieted down, but I still had too much speed. I sailed past the lift, and did a 360 to slow down. Then I took down both sails, and with enough momentum to reach the lift, sailed in for a perfect landing.

Goal accomplished, I was ecstatic. I knew that I still had much to learn to be an accomplished sailor, but I also knew that I had performed well and demonstrated good solid sailing skills. The test had not been an easy one, and I had passed.

The ramifications of having achieved this goal were significant. Attitudes that I had held about myself and my limitations were suddenly lifted. Other things that previously had been unreachable, or perhaps only reachable with a partner, were now not only possible, but clamoring for attention. I went home and made the beginnings of a list of other things

Continued on page 10

# How Things Were, in the Wild, Wild West in August-95

By Chuck Bencik (FS 3997)

Special Olympian sailors (the first ever in Southern California). Demorides for crowds of top yachtspersons at the San Diego Yacht Club. Touting the Flying Scot at the West Coast Community Sailing Conference. The first Flying Scot Midwinters in Alamitos Bay/Long Beach, California. The agonies of snow in June at Big Bear Lake. Sweatin' with the Oldies (and youngies) at the Dallas NAC. Heart- and back-breaks over the Inverness District Championship races. The gauntlet of Hurricane Gulch at the San Pedro Mallory Cup J-Area semifinals. And, oh, I love Perris (the Lake) anytime — spring, summer, fall and winter. That was 1995 for your Pacific District governor. Yeah. Awesome. Dude. And, occasionally, awful.

Captains of Fleets 40 (Inverness/San Francisco), 100 (Seattle/Washington) and 176 (San Diego/Southern California) worked outstandingly hard to create Flying Scot excitement. Captains Ken Nelson (100) and Dave Sacksteder (176) kept their presses running and their troops apprised of local doings with outstanding periodic newsletters. I especially commend those Fleet secretaries. It's these stalwarts we can thank for Pacific District earning the 1995 SCOTS 'N' WATER Trophy for best P/R support to Scots 'n' Water.

PACIFIC DISTRICT, which is Arizona, California, Hawaii, Nevada, Oregon and Washington states, is the "Wild West" of FSSA in more ways than one. Ken and Wanda Nelson (FS 25) trekked down from Kennewick, Washington, (we're talking 950 miles each way) for that insane sailing event, the Pacific District Championship at Tomales Bay (Inverness, CA). I was going up to meet him from San Diego, when my spine decided otherwise. I believe his amazing story is elsewhere in this issue.

Two San Diegans made it to the NACs in Dallas in July. That was one hot desert

trek, I can vouch! Mileage one way: 1,358. We just missed "longest distance travelled" by a hair (some New Jerseyites won). Thanks much to Bernie Knight, I and FS 3099 are better sailor and sailer. Newcomer/sailor Lilli Ingrassci even rode a first place boat in one of the qualifying rounds. But knowing it was possibly the first NAC attended by all Districts was reward enough.

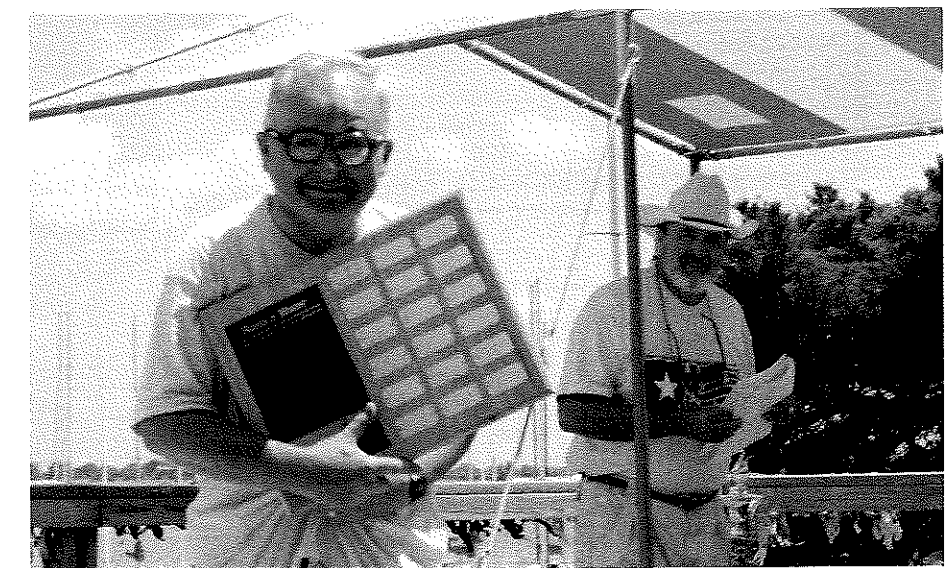
Our first official entry into the Southern California Yachting Association Midwinters saw five FS's entered, including one sailor, Peter Atkins, who raced his first ever race! Our '96 Midwinters will again be at Long Beach/Alamitos Bay on February 17 and 18. We heard from several of the crews at the Dallas NAC that they want to sail this one, too. We're looking forward to a fun visit from President Dave and our Texas, St. Louis, West Virginia and Gulf Coast Scot-mates!

The Mallory Cup Semi-finals at San Pedro's "Hurricane Gulch" competed for our August sailing time. Aply named, this watery wind-tunnel sent six Flying Scots on blazing spinnaker legs and planing reaches. Cabrillo Beach Yacht Club caught the action on video. Fleet 176's daring owners lent their boats to representative

crews from six Harbor Areas. We observed anxiously as 18 people, all of whom had essentially NO PRIOR EXPERIENCE sailing the Flying Scot, vied for a spot on the line at Riverside, CT. Hardware and sails tested out mostly adequate, and we learned a lot about good boat maintenance and the importance of installing only quality racing equipment. (Incidentally our semi-finalists did respectably, but couldn't beat out the East Coast competition.) San Diego's LOG boating newspaper devoted a half-page to the event, with photo.

The demise of our quick-shuffle defense at the America's Cup finals cast a pall of gloom over an already gloomy Coast. Dennis Conner's looking for a new life elsewhere. Our Chargers got to the Superbowl but lost. We're no longer the capital of the erratic defense industry; now we're the home of the volatile computer industry. Job security is only slowly returning. One of the new 'Scots I delivered went to a financially secure sailor: an owner of several MacDonald's franchises. The San Francisco area, last I looked, had several people searching for used Flying Scots. With 3 new 'Scots placed in California in '95, I call it a "not bad" year.

Continued on page 12



## BOYS' CLUB Continued from page 9

I want to accomplish in my lifetime. Self imposed blinders fell off.

It is fair to say that this experience has changed my life. Not only have I acquired a new activity that I love, but I also view the world differently. As Mike continues with his mission to introduce sailing to more women, and I stand as a testimony that it can be done, I look forward to the day when the U.S. Sailing Association finds its membership soaring with enthusiastic, confident women. An expansion of The Boys Club will be a benefit to us all. ▲

Anne Lankin established her credentials as an Advanced Boat Handler by single-handing a Flying Scot around a four mark course in 15 knot winds. During this cruise, she flew the spinnaker and completed a "hot" landing. It was the purpose of her practices to establish the fundamentals of sailing in her subconscious allowing her to concentrate on course, performance and tactics. When I looked closely at this photograph, taken during her solo, I noticed the following: 1. The main and jib are each trimmed properly, with the jib/main throat at optimum. 2. The tiller is amid ship, with zero rudder drag. 3. Heel is optimum for the wind conditions and load. 4. Her fore/aft position and posture is correct. 5. The sailor is looking forward. 6. The sailor is wearing a PFD on a 90 degree day. In all, it was an accomplishment of substance for a spunky middle-aged woman standing 5'2", weighing 105 lbs.

— Mike Palm, Skipper FS 1242, Anne's mentor

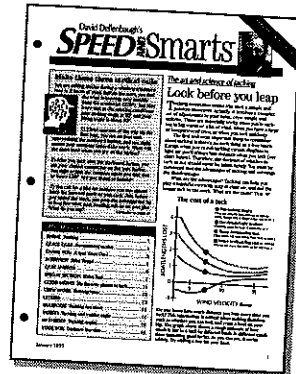


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**WILD, WILD WEST**

*Continued from page 11*

'Ninety-six promises better things. The OJ trial's over (yesss!). The Republican Convention's coming. If jobs open up as promised, people will relax more, get their Flying Scots out of the barn, and find the time to take off and join their ship mates on the friendly scenic waters. We now know there are 'Scot owners in Hawaii (one), Nevada (one), and Oregon (two). Washington's got over 20, scattered about the State. Some of the 30-odd Scot owners in the Inverness area were burned out by last year's fire storms, but their 'Scots are still there.

I wish success to Dick Olmsted who's picking up the Fleet 40 reins from a retiring "Sandy" Corbett. And the Family Fleet, Southern California's 176, has Chuck and Bev Hoffman as new co-captains.

As for me, I hope I'll see some new Lakes with 'Scots on them — Tahoe, Havasu, Mead — maybe even Shasta or Upper Klamath. I hear that there's a bigger Lake Pleasant in the Phoenix (AZ) area now. And somewhere in the West there's an ideal place for a National Association Championship. Or how about Southern California for the Flying Scot Midwinters?

San Diego, until recently the home of the America's Cup, is now home of the world's oldest ship still sailing on her own bottom:

the bark *Star of India*. Who says old designs don't work well in these parts? ▲

**Pacific District**

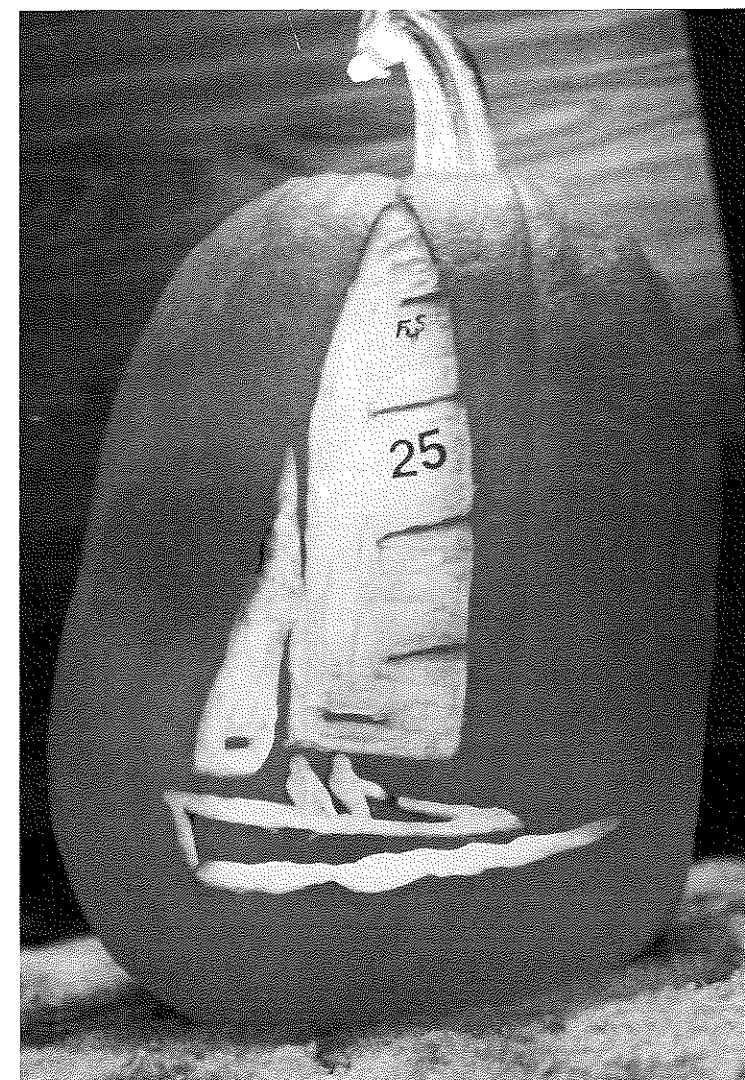
**Wild and Wonderful Windy Weekend on Willapa Bay**

*By Al Rees (Fleet 100)*

The weekend on Willapa bay in early September had fine weather, good winds, good sailing, and noble scenery. Two Scots of Fleet 100, Thom Graham, singlehanded and Mike and Al Rees took part. We saw seals and eagles, camped on the beach, walked on the sand and through the forest. The ancient cedars on Long Island, the main object of our visit, were awesome.

We launched at the ramp at the Refuge Headquarters opposite the south end of Long Island. The ramp is gravel, has no mooring float or pier, and we had feared it might be a serious problem. In fact we had no difficulty. Thom was able to launch and recover singlehanded, very quickly, an impressive accomplishment. You must see the rig he uses to raise and lower the mast.

Willapa Bay is shallow. We planned our trip to sail on the tides of seven feet or higher (local height of water relative to the zero tide datum, mean lower low water), and we calculated from the NOAA tables the windows of time, a certain few hours in the mornings and in the afternoons, when we could approach the Long Island shore.



*Scot's on Pumpkin, Turkey Day not Far Away*

At lower tides there is a lot of sand, or mud, between the shore and the water. The Scots were allowed to lie on the sand. We had rigged a clothesline to our Scot and anchored 200 feet from shore. The system made the boat accessible at any time, and afloat and usable whenever the tide was above five or so. Thom anchored much farther out and swam ashore and back. His boat floated about an hour earlier as the tide was rising. The water was warm and comfortable, but too shallow for good swimming.

We spent most of Sunday ashore, hiking through the forest and to the south end of the island. The beach was very broad at the low tide but too soft, in places, to walk on. We saw trails in the sand that might have been left by centerboards.

The north end of Willapa Bay was not visited on this outing, and none of us have seen it. The chart says there is a wide expanse of sailing water at all stages of the tide. There is a broad opening to the Pacific and much of the Bay is exposed to the ocean. We are thinking of sailing there next summer. ▲

In the river around the south end of Long Island were sticks, or saplings with the branches on, set in the bottom. These mark the deeper channel, quite narrow near the ramp and widening as we went toward the bay. We learned to mind the marks. Several times we touched bottom even at high water and well offshore. The centerboard serves as a depth sounder, and the bottom was soft.

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## Fleet 100 Report Adventure at Inverness "or Wine with your Tomales"

by Ken Nelson (FS 25)

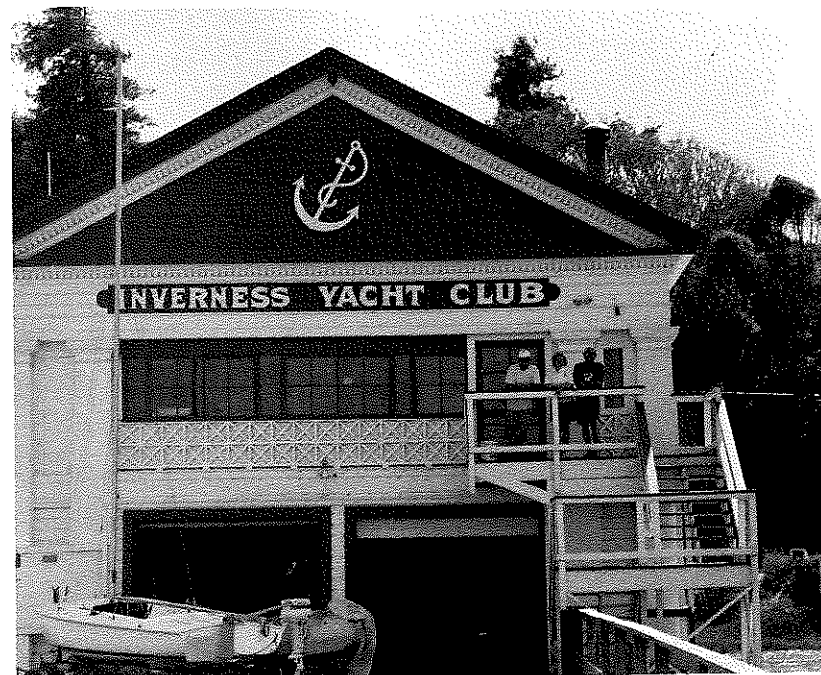
The wind howls. It's blowing about 25 knots. Four Scots are on the outside of the pier, bucking and pounding against the docks, jibs flapping incessantly... We had traveled down the treacherous Highway 1 with its thousand foot drop-offs and warning signs, to get to the Pacific District Flying Scot Championships on Tomales Bay, at Inverness, California...

The Flying Scot one design class has made great inroads on the West Coast (three fleets, Fleet 100 in the Pacific Northwest, Fleet 40 in Inverness, and Fleet 176 in San Diego for more than a hundred boats), and it is the primary boat at Inverness... They must have thirty Scots of varying conditions in their yard, from brand new to disheveled. Gordon "Sandy" Douglass personally hauled many of them out to the sleepy little community

near the Point Reyes National Seashore. Sandy Douglass, designer of the Flying Scot, the Thistle, and the Highlander, who early in his career built International 14's and International Canoes with the likes of the legendary Uffa Fox (Daysailer designer), had found a club in desperate need of his boat. Tomales Bay, sits

right on the San Andreas Fault off the Pacific, just north of San Francisco.

The bay is shallow and the wind strong so a centerboard boat with great stability was at a great premium. In the morning there was virtually no water on the end of the pier 200 feet out from the club, just a mud flat, prompting one member to hang a



Inverness Yacht Club

"Club Mud" sign on his locker... Wanda, myself, and Al "rail meat" Hopp arrived from a 15 hour trek to find the Inverness Yacht Club gate locked up. The Vice Commodore came down to open the gate and welcomed us with a "you didn't come down here just for this, did you???" while Al's eyes rolled up into the back of his head. The Vice Commodore, not being

a Scot sailor, doesn't realize the distance that sailors will travel for excitement.

So here I am with a 37 year old boat and visions (foolish, I might add) of winning the Pacific District trophy, sailing in the heaviest sustained conditions I've ever sailed in willingly. I must admit I also had visions of capsize, rigs falling down, centerboards breaking, car problems, etc... To be sure it was a casual affair, without much formality. They had three Boston Whaler rescue (crash) boats, the main one equipped with a monster engine and tow bar; a very NICE yacht club, and nicer people... We sailed two races each day and witnessed three capsize and the breaking of a mast on Mike Severson's brand new Scot. I must admit to being

in love with the shape of a Flying Scot even when it is upside down. I can still remember the gleaming gel coat, and profile of Severson's boat as we assisted in righting it. Unfortunately he had turtled the boat and the mast broke during the righting process when it stuck in the mud (Ouch! \$800 for the bare tube). If this happens to me, I think I will try to pull the pin on

### ADVENTURE

Continued from page 14

the forestay (see, I am already planning for next year)...

Anyway, back to racing. The two names inscribed most often over the last decade on the district trophy, Mssrs. Cardwell and Corbett, had been knocking heads for twenty years on the bay from junior sailing to present (they had a large junior program with El Toros, Lasers and Scots). In addition, Dick Olmsted was also getting consistent good starts and pointing higher and going faster leading us around the course... We learned quickly that there were many good local sailors, and nothing would come easy. The District Trophy is a beautiful silver tray, with quite a history... We thought we had beaten Sandy Corbett and Dick Olmsted in at least the second race of the first day when suddenly as we rounded the leeward mark a rather scary event happened. As we gybed around the mark dowsing

the chute, the centerboard froze and refused to go completely down, Wanda attempted to help it by manually turning the drum and got her arm in between the boom vang bridle and the tabernacle when we completed the gybe. With Wanda screaming to gybe back and a bit of confusion on board we gybed around and got things back together. After some time on the phone (clinic closed), talking with Corbett's crew (an orthopedic surgeon) and rigging a sling, we spent the evening at the yacht club bar and bar-becue enjoying the local hospitality, with Wanda accepting and receiving much sympathy... Wanda is fine since the injury, no broken bones, just a compressed nerve. We really appreciate the local's concern and help...

Late Saturday the heavy conditions began to take a toll as my centerboard well began to crack, so Sunday morning we were trying to patch it back together with five minute epoxy and C clamps. Wanda sat out the Sunday's

racing (doctor's prescription), and a couple of bonehead starts later we were still in the same position. While the wind blows strong on the bay, it seemed consistent in direction and velocity, which makes a good start mandatory. It seemed you couldn't gain much on the small shifts, although local knowledge of the interaction of the tidal current, shoal water, and geographical shifts was obviously helpful. Anyway, we had a great time in what I used to consider survival conditions, finishing fourth out of the nine boats that participated (wait till Next Year!!) On the way back we had some time to enjoy the Sonoma and Napa valley wine regions (not to mention the wine) to cap off a really great time (this part could be a whole separate article) filling up the back of the van. Great food, great wine, great sailing, and a most gracious group at the Inverness Yacht Club made this an extraordinary time... ▲

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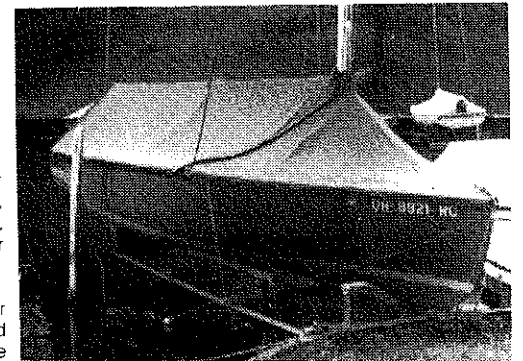
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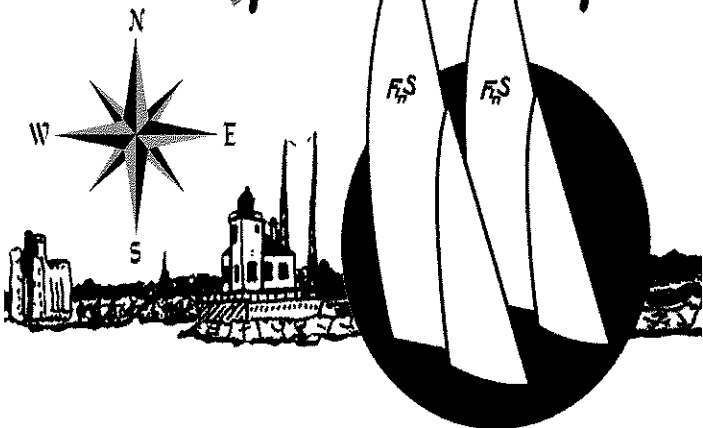
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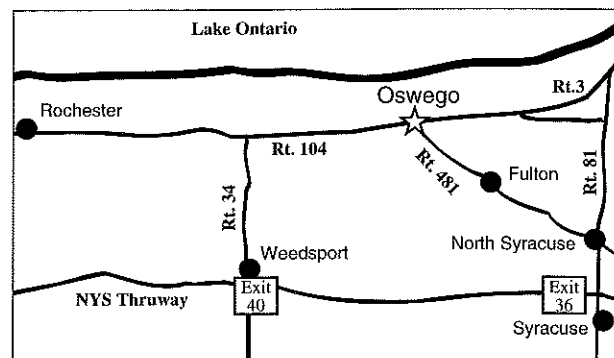
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AM and/or PM Racing Clinic for Novices

**SUNDAY, JUNE 30** Registration & Measuring  
AM Women's and Juniors' Racing  
AM and/or PM Racing Clinic for Novices  
6 PM Skippers' Meeting  
7 PM Welcome Party, OYC

**MONDAY, JULY 1** Qualifying Races  
PM Board of Governors Meeting & Dinner

**TUESDAY, JULY 2** Qualifying Race  
PM Annual Meeting & Dinner, SUNYCO

**WEDNESDAY, JULY 3** Championship Races

**THURSDAY, JULY 4** Championship Races  
PM 4th of July Barbecue, OYC

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When Scot and Trailer Jump Car Editor Finds FS 1198

## "Indestructible"

by Dick Elam, Editor, Scots 'n' Water, June 1979

Indestructible. Our Flying Scot 1198 and trailer broke loose from the trailer hitch, snapped the safety chain, lurched off Interstate 85, bounced over a ditch. The trailer tongue dug into the dirt. The boat and trailer pitched, [and] stood up in the air, reported the following driver. When boat and trailer landed, the strap tie-down bolts straightened, trailer and boat separated, the trailer careened against trees, the boat landed on its keel...

Damages included a twisted trailer tongue, a bent mast (the upper part which extended beyond the boat), a bent chainplate, two pop-rivets broken on cam cleats, 12 inches of twisted rub-rail, and three cracks in the gel coat. One crack came just above the waterline on the port bow, and

two cracks occurred at the rub-rail on the port side. Only the rub-rail crack broke through the boat.

Maybe "Indestructible" overworks the superlative. We did hear about a Scot being cut in two by a Great Lakes steamer. But that extra weight built into the hull at the waterline — two-ply of cloth just above the balsa floorboards — saved a hole in the boat. The rub-rail reduced the impact on [the] fiberglass. The extra-heavy chainplate bends back straight. Next time someone complains about the Scot being heavier than needed, just turn the trailer loose on I-85 traveling 55 miles per hour... [Item from June '79 issue] ▲

### Owner's Tale of Ultimate Road Test:

"I was hit from the rear by a semi truck once"

says Jerry Pawlas, Flying Scot owner, of Maple Grove, MN. "The boat ended up being pushed through the pedestal on the trailer. The trailer ended up destroyed. The boat was shoved clear to the top of our car. The boat was not only intact, it suffered only minor scratches." ▲

### 'Y Camp Waterfront Director's Verdict:

"The SCOT is just about BULLETPROOF"

So says Jeff Butcher, the waterfront director of YMCA Camp Letts, at Rhode River on Chesapeake Bay [Edgewater, MD]. After eight years of institutional abuse, the fleet's two Flying Scots have likely taken as much punishment as the typical family would dish out in twenty years.

"We've worn out a set of gudgeons and cracked one

hull (in an accident on land). Of course, every year we replace some hardware, and maybe the centerboard gaskets. That's it," says Butcher, who plans to buy four more Scots by next Spring, and to have an even dozen within two years. [Quoted in Small Boat Journal #62, August/September 1988.] ▲

It's dynamite. It wears like iron. It doesn't come unglued... It's the Rock of Gibraltar" says Bill Gordon, Plymouth, MN, in response to a 1989 survey of Flying Scot Owners. "There's 4600 of them out there and no one's complaining. It's overbuilt and will therefore probably last forever." ▲

### Full Speed T-bone Collision in 10-Knot Breeze No Problem for Flying Scots, says Sailing World

Covering the '92 Flying Scot Midwinters at Panama City, Florida, Major Hall wrote: "The boat is tough; built to last. In one race, a full-speed t-bone collision in 10 knots of wind produced no damage to one boat, and only cosmetic damage to the other. And the Midwinters fleet was full of competitive older boats. One 30-year old Scot, sailed by kids almost half its age, was consistently battling in the top five or ten in the Championship division." [Sailing World, June 1992] Major called the Flying Scot "heavy" but added, "... what the Flying Scot gives up in a little speed, it far more than makes up in durability." ▲

## Why I Sail Number 25

by Ken Nelson Fleet 100

*It's an old boat, and it's been the only boat I've ever owned. I was fortunate enough to have a friend that took me out sailing on the*

Columbia River one day on a boat he just bought from a fellow on Lake Coeur d'Alene in Idaho. We screamed out across the river toward Bateman Island with the boat heeled over enough that water was coming into the seat on the low side. I had never been sailing, and I was hooked.

About a year later I bought the boat from my friend, as he was moving up (or at least he thought so). The boat was equipped with a lot of bronze hardware and the rudder head was made from mahogany. One day on a stormy reach the bottom gudgeon gave way from the rotted wood, so that has since been replaced with the new fiberglass model. I still miss the varnished mahogany version though. Over the years the old fittings have been gradually replaced with the latest greatest parts. I still use the old wood spinnaker pole though. I sailed around for 15 years or so as a cruiser before a friend of mine introduced me to the local sailing club (Columbia Basin Sailing Club) and soon was bitten by the racing bug, never to recover.

I can remember sailing one day in the Wallula gap where the Snake River and Columbia River come together. This is the choke point at which the lake Missoula floods backed up 1000 feet deep into the Pasco basin during the Ice Age. The area is reputed to have the biggest river waves in the world, it is the start of the Columbia

Gorge that continues to the Pacific Ocean to the delight of the wind-surfers. We went out with probably five foot swells on the river in my friends keel boat. I felt uncomfortable with the pendulum action although he assured me that we would be all right. When we got back in to Port Kelly, I decided to take my Scot out and try the roller reefing. I reefed the main to just a small triangle with no jib up and proceeded to sail across the river. We would sail down the trough of the waves on a beam reach and head up just as it crested, the tricky part was turning a 180 to head back in... I felt infinitely safer at the helm of my Scot (maybe I wasn't in truth, but I felt that way). As we came I could see the Harbor master with visions of Coast Guard rescues shaking his head at the loose nut on the tiller.

I am older and a tad bit wiser now, I graduated from learning totally by my own and books to learning the funda-

Continued on page 20

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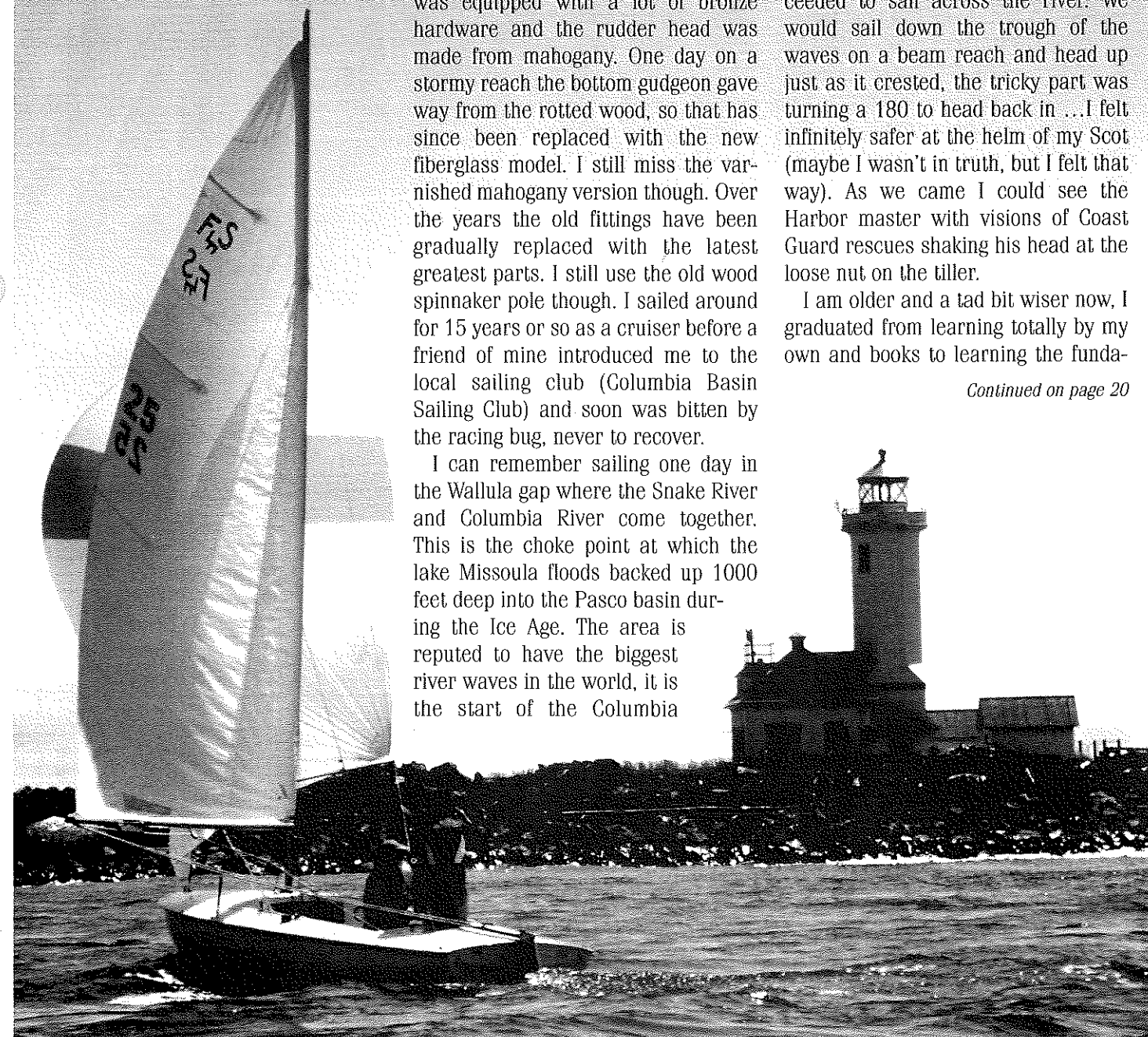
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mentals the correct way and am now certified by the US Sailing as a Dinghy Instructor (they have always said I was a little dinghy). I really do recommend taking a sailing course to just trying to learn on your own by the way.

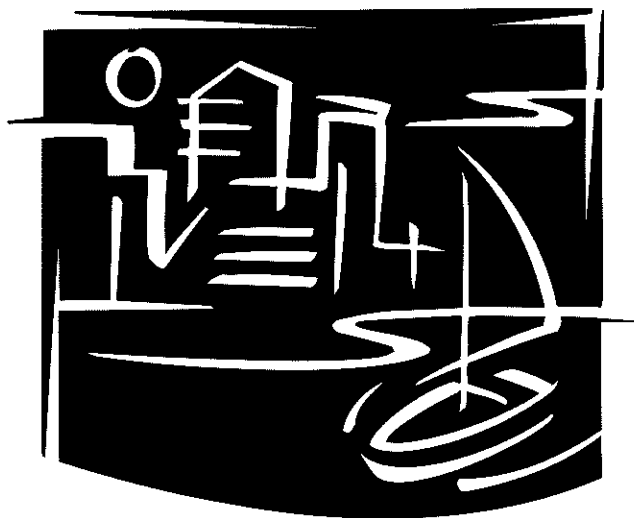
Now I travel all over the Northwest on the regatta circuit and work on promoting the Scot to sailor's while trying to build our fleet. I must admit I am an unabashed fan of the boat and I know that I have sold several sailors on the virtue of sailing the Flying Scot, we had three new members to our fleet last year. In my fleet when someone is selling a boat I try to make sure it ends up in the hands of a sailor as opposed to someone that is just going to park it. It is not that hard to sell someone once you get them out in a Scot. Although my boat is 38 years old, it is still competitive with newer Flying Scot's, even managed to eke out the Fleet 100 championship last year... Won the local sailing club's annual overall trophy the year before that. I named my

Scot "Persistence of Vision" or POV for short in honor of the lasting vision of Sandy Douglass of the Flying Scot as a one design racer. When I've done poorly at racing and someone asks me what the POV stands for I say "pile of vomit". So it is a flexible name.

I've also got another item on the transom that attracts attention, it is the word Buick with a circle / slash through it ("No Buicks"). One day late for the race as usual I took a corner a bit too fast and my Scot launched itself from the trailer and hit a port tack Buick. Almost totaled the Buick, hardly a scratch on the Scot...hence the alter ego of "Buick Killing Scot"...Trailer safety that's another topic isn't it.

The Flying Scot is a wonderful boat and Flying Scot sailors are the friendliest bunch on the planet. Maybe it

is because we can take six or so of our closest friends out on a planing reach...Flying Scot #25 has brought the nirvana of sailing to me and stayed with me all these years. ...Don't get me wrong there are some other good boats out there, just none as good as the Flying Scot. If I do poorly round the race course, I can't blame it on the boat. I may buy a new Flying Scot some day, but I will never sell #25. ▲



# Pacific District

## Trailing Tips

Mark T. Henderson (FS 4182)

Years ago I owned a Flying Junior. One of the things that I enjoyed about that boat was that, since the shrouds were shorter than the mast, it was easy to carefully fasten them against the mast with bungee cords. Then the mast went on the cradle and away you went.

I watched with some amazement, as Ben Borden, the former owner of 4182, explained the process of coiling the shrouds and forestay, attaching the wooden bracket to the boat, tightening the turnbuckles from the bracket to the trailer, and attaching the shrouds to the bracket. After going through this procedure once, I promised myself I would develop an easier method.

The problem to solve in the Scot is how to provide support to the brackets at the end of the shrouds since the shrouds are longer than the mast? The solution was a wooden extension that goes into the end of the mast. This extension was put together in a few

hours one afternoon, and has made set-ups and take-downs much easier.

Start with a 3 ft. length of 2x4. Using the end of the mast as a template trace two ovals at one end of the 2x4. Cut these out with a bandsaw or saber saw. From the remaining 2x4 cut a piece that is 10 in. x 2 1/2 in. Glue and screw this piece to one of the oval sections. When this is dry, glue the remaining oval to the other one, so that the head of the screw is covered. Sand the sandwiched oval pieces so they will fit snugly into the end of the mast. Screw in 2 screw eyes at the end, using a larger size for the shrouds (see figure 1). Cover with 2 coats of varnish.

Cut two pieces of strong cord, 15 to 20 inches long. Tie a small loop on the ends of both cords. Insert loops from one cord through the

large hook from both directions so you end up with a loop on both sides of the large hook. These are loops 1 and 2 in figure 1. Insert a loop from the other cord into the other eye. Insert the wooden bracket into the end of the mast after you have placed the mast on its support cradles. Make a slip-loop at loops 1 and 2 and insert shroud brackets. Run a bungee cord from the spinnaker pole ring on the mast to loop A. The bungee cord tension will draw the brackets up snugly against the mast. Place the fore stay through a slip-loop in loop 3. Attach another bungee from the spinnaker pole ring to loop B. A few small bungees encircling the shrouds and mast will eliminate banging and "chatter".

I hope you find this bracket as helpful as I have. I have been using this successfully for the last several years and have had no problems. Easy trailering makes for more enjoyable sailing. ▲

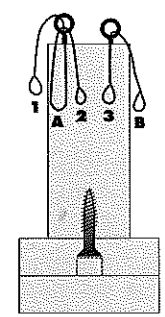


Figure 1

**Sobstad**

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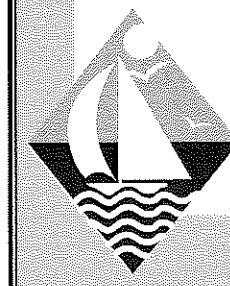
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# Sailing the Computer Waves

by Mark T. Henderson (FS 4182)

I recently found a way to combine two of my hobbies. In August I signed on to America Online™. The equipment required is a computer, a modem, and a phone line near your computer. The software is available for free. Ads appear regularly in computer magazines offering the phone numbers to call for the software. The software disks are often bundled with computer magazines sold in your local grocery store.

From the main menu, open the area labeled Clubs & Interests. Scroll down through the selection to the one labeled Boating Selections. Open this selection. (A shortcut that takes you directly to this area is to use the keyword Sailing). Click to open the icon labeled Sailing Forum. Click to open the Message Center. Click to open One Design Classes A-M. Click to open List Topics. Click to open the folder labeled Flying Scots.

Once you are in this section you can scroll down, open, and read any messages that have been left by other F.S. sailors. You can respond to these messages or you can leave messages of your own. I see this as a terrific way to share information with other

F.S. sailors and fleets and inform the sailing community-at-large about the many advantages and activities that the Flying Scot community has to offer.

I would also like to propose to all Flying Scot folks that we use one of the chat rooms in the sailing area once a month to have discussion about racing, cruising, rigging and sails, etc. I envision some pretty lively and interesting discussion in these chat forums. The opportunity to "pick the brain" of some of F.S.S.A.'s premier sailors would be great. I propose that we use the chat room in the Sailing section on the 1st Sunday of each month at 8:00 pm eastern time, (5:00 pm pacific time), starting in March.

I am looking forward to the possibility of "chatting" with my fellow F.S. sailors from all of the different fleets and regions. Maybe I can convince some of you to come out here for some West Coast sailing. See you online. ▲

Ed-

*I am getting a lot of requests for my e-mail address or notes from people wanting to communicate in/on several of the "things" that are computer jargon, and sometimes I get one of those disks things in the mail.*

*I have a confession to make- I know nothing about computers or software. The FSSA office has computers, my office has a computer and everyone but me knows how to use them. Past President of FSSA, Bernie Knight came to visit us for a few days and he did try to explain the byways and highways. It didn't work. I know that there is an online, internet, World Wide Web and numerous other areas in a computer that give information about Flying Scots since people that have never seen a boat have written to me wanting information. Sometime I'd like to see what people are talking about - especially since my name seems to be there.*

*A committee to decide how and where to utilize resources and computers has been formed within FSSA. What are your thoughts? Write me about what you think by regular typewritten letters that go through the US mail (since I'm a dummy and I'm scared of new stuff). Hey, I just thought of something that makes me feel a little better... I have a FAX and know how to use it!!!! ▲*

## Cardwell Wins F/S Series

By Richard Olmsted (FS 608)

The Flying Scot Pacific District Championship regatta, held on Tomales Bay, fifty miles north of San Francisco, was won by Robert Cardwell, staff commodore of the Inverness Yacht Club, scoring two first and two second place finishes in this two day, four race, eight contestant series.

The second place finisher was Dick Olmsted with a first, a second and two thirds. Winds are predictably strong in Inverness during the sum-

mer months, and Sandy Corbett, a perennial champion, capsized in the last race, placing third for the series.

Although there are three fleets in the Pacific District (Fleet 100 in Washington State and Fleet 176 in Southern California, as well as Fleet 40 in Inverness), the series has been sailed at the Inverness Yacht Club since the fleet's inception in 1961 and has been won each year by an IYC sailor.

In the last two years, there have

been outside challengers from the other two fleets; Lance Guewa from San Diego in 1994 and Ken Nelson from Washington in 1995.

Both Lance Guewa and Ken Nelson are good sailors and Ken assures us that he, and perhaps others, will be down next year to attempt to wrest this trophy away from the Inverness Yacht Club, where it has resided for nearly thirty five years. ▲

# You Against The Race Course

by Bill Draheim

In the 20 or so years that I've raced sailboats my successes have come in a wide variety of boats and I attribute my versatility to some things I learned from World Champion, Bruce Goldsmith. Bruce was possibly the single most talented one design sailor in the country during his height and offered to me what I consider a sound approach to sailboat racing. The underlying goal is to beat the race course, not your competitors.

Head into a race realizing others on the course have as much talent as you and they will be spending the entire race going as fast and being as smart as possible. This being true, rules out a number of moves so often seen on the course. For example, you will lose ground on the race course if you luff boats off wind, pinch boats to weather of you; after the start, after a leebow, leaving the leeward or approaching the windward marks. Remember, while you're luffing above course or pinching and going slow, others with equal talent to you are going straight and fast! The "Rock Stars" really don't make the boats go much faster than the good weekend sailor which is so often evident by the close proximity of boats at the first weather mark. How often do you hear at the beer keg after a race, "I was right next to Joe Stud going up the first beat." Well, Joe Stud got around the first mark along with a couple of other disciplined sailors just ahead of the pack and his group sailed smart, staying off of each others wind and pointing at the next mark. The pack just behind were not so disciplined, each taking turns at trying to steal each others wind but having little success. By the time everyone realized the boat in front of them was just as smart as they were and capable of defending their position, the only course left to the jibe mark was dead downwind.

Virtually the same scenario for this group developed on the second downwind leg. By the time Joe Stud and his smart buddies got to the leeward mark, they were 200 yards ahead of the pack and the race was over for the chasers. Why? Simply because the chasers refused to point their boats at the marks, the simplest and most abused concept of offwind racing! Sometimes it's not that you think you can blow over the top of the boat in front of you but that you're going faster than he is and will hit him if you don't go above. Generally you're bringing breeze with you as you approach the boat ahead, eventually he will get the breeze, his speed will increase and he will stay ahead. Even if you get to the point where you can touch this boat, your smart course is to go below him, this puts you inside at the jibe mark. On the second reach, going below the boat ahead won't put you inside at the leeward mark but does allow both boats to point at the mark. Remember, he is as smart as you and will not let you roll over the top of him.

Upwind it is also possible to lose distance to the race course if you get overly concerned about beating other boats. Sailboat racing is not like car racing, you don't pick boats off one at a time, you sail as smart and as fast as possible all the time, never slowing down to mess with nearby boats! Possibly more important than sailing fast upwind is sailing smart (going the right way). The following situation happens continuously, but never should. For example, you are on Starboard tack because you are on the lifted tack and going the correct direction; a port tacker can't quite cross you so you must make a decision. You could either yell "starboard" or allow him to cross ahead of you. If you yell "starboard" he will tack in a leebow position and effect

your air, eventually you will have to tack away. If you make a slight duck and allow him to cross, you will continue on the lifted tack and head the direction you wish to go. Remember, whether on port or starboard, you have made your decision because it is the direction you want to go. Don't let other boats influence your choice. Too often going upwind I also come up against the world's greatest pincher. It is tempting to try to out point boats around you letting them know you possess the skill of ultra high grove sailing. Again, the problem with this game of temporary pinching results in a net loss for the boats forced into the game. Somewhere else on the race course someone with equal talent to you is going at full speed in the direction they want, and making gains on the race course!

In conclusion, do your best to race mother nature around the race course and use other boats on the course simply as gauges to check your speed and as indicators of what the velocity and direction of wind is doing around you. Not only will racing against the course improve your results, but also reduce your trips to the protest room making the race more fun for everyone. I have had the pleasure of racing with many of this country's great racers and they seem to have a number of things in common: one being they rarely go to the protest room. This leaves more time to soak up knowledge at the post race beer drinking and lie telling sessions! Good luck and beat the course next time out.

*Bill's been named to the U.S. Sailing team four times, is a multiple national champion, former Collegiate All-American and in the Flying Scot class finished 2nd at the '94 N.A.C.s. Bill runs North Sails One Design Southwest ▲.*

# Flying A Scot in Chatham, Massachusetts

by Peter Giller

For the last ten years, the Giller family has enjoyed their summer vacations in Chatham, MA, a wonderful place located at the elbow of Cape Cod.

There is water on all points of the compass, with sailing opportunities ranging from calm fresh water sailing on Long Pond to spirited seas on Nantucket Sound. All of these places can be explored by sail boat. We are avid sailors and most of our vacation is spent in one type of water craft or another, but the Chatham area also offers something apart from jib and spinnakers. (...shopping?..)

This summer we decided, in addition to our Laser and two wind surfers, to take along our Flying Scot, all loaded on top or behind our SAAB 9000. We had a very hot day on the trip to Chatham and we had to drive the car watching the temperature gauge, rather than the speedometer.

We arrived on a Friday night. The next day, together with my friend Mikael and his wife Amy, we joined the Flying Scot fleet #57 at Stone Horse YC for the around-the-buoys race. With winds gusting up to 30 knots and the current running against the wind, we had steep seas and exciting racing. We, not being used to those kind of conditions, had a quarter-gallon bailer, which was totally useless. In addition to the heavy seas, we lost our drain plug without noticing it. In short, it did not take very long for our boat to fill with water and we took down the main to float back to shore on jib alone.

Nevertheless, we had a great day!

On Sunday, we started our week of leisurely cruising around the waters of Chatham.

Pleasant Bay, about 2 miles north of Chatham, is a delightful area for day sailing. The winds are steady from the southwest, the shore line is very pretty and the water is

rather calm because the Bay is totally sheltered from the ocean by a barrier island. You can cruise around the bay and enjoy the other boats or sail across to the barrier island and walk along Nauset Beach. There are miles of beach just for yourself.

If the fish aren't biting, fresh scrod and lobster can be purchased at the Chatham fish pier.

We rented a house at Crows Pond, which is a small inlet off Pleasant Bay. The house came with a mooring giving me an excellent opportunity for some early morning

sailing. I very much enjoyed cruising through the sunrise and watching the sea birds start their daily chore of finding food. On the way home for breakfast, with a southwesterly breeze, I would set the spinnaker by myself and enjoy a downwind sail.

On other days, the whole family would sail North towards Orleans via Little Pleasant Bay and then up the Frost Fish Cove and Meeting House Pond. The shore line is sprinkled with beautiful vacation homes and old estates. For lunch, we would pick up an empty mooring and relax with some good food and pleasant conversations.

The following Saturday again was racing day. This time it was a multi-class event including cruising yachts organized by the Allen Harbor YC (located approximately 1/2 mile from Stone Horse YC). The winds were much calmer than the week earlier and the Stone Horse Scot fleet were racing. This time our boat was equipped with a ten gallon bucket and a firmly installed plug.

Before we went up to Chatham, I had the fortune to talk to Chuck Winans, who started the Scot fleet in Harwichport 30 years ago and was fleet captain. He was very helpful in allowing us to participate in both events. Chuck informed us that the 1996 New England District Championships will be hosted by Stone Horse YC on July 27 & 28. This is a great opportunity for other Scot sailors to combine racing with one or two weeks of cruising around Chatham's waters.

Why don't you call one of the Chatham real estate people (the Chamber of Commerce will give you the names of the various brokers) and rent a house for a week or two. We had good experience with Jack Lund of Chatham Village Realty (tel & fax: 508-945-4780).

He hails originally from Ohio and has lived and worked in Chatham for the last ten years.

I promise you an unforgettable experience for you, your family and friends (if you decide to invite them along). ▲

## The "No Sail" Glow Blow

This year's "Glow in the Dark Regatta" held the last weekend in September on Clinton Lake, in Illinois, was a bit unusual due to the fact that there was no racing; 52 boats were registered.

Everyone seemed to have a great time during the 2 1/2 day "Regatta" that turned into a social gathering and food fest. Steve Hartman's food and Mike Hartman's liquid beverages were greatly appreciated. Everyone

brought different types of food from their area or a beverage of choice that could be sampled. Sunday morning people started to comment that this 11th Glow was the best one that they had ever attended. What with the excellent food and drinks, plus time to talk, there really isn't any need to sail at EVERY regatta.

There was a vote taken to see how many people wanted to unpack, launch, and sail a race or

two in the calming (20 knots) of breeze around noon on Sunday. 5 1/2 skippers out of the 52 voted they would if they had to. Lunch was served and the trophy presentation followed. Everyone that was there placed 1st.

Even if you were unable to attend this year's "Glow" you receive a prize. Steve Hartman, Chef Extraordinaire of the Flying Glass fleet has given you a copy of his excellent shrimp recipe. ▲

### BARBEQUE SHRIMP THE CENTRALIA HOUSE (For 5 lb. of 24-count gulf shrimp)

- 1/4 Cup coarsely ground Pepper Royale or Pepper Melange (or any of the mixtures of poivre vert, rouge, rose, blanc, noir)
- 1 Tbsp. crushed red pepper
- 1/4 Cup Lawry's seasoned salt
- 1 bulb garlic, peeled and crushed
- 10 oz. can of chicken stock

- 8 oz. plum preserves
- 2 Cups honey
- 1/4 Cup dried parsley
- 1/4 Cup dried oregano
- 1 Cup dry sherry
- 5 lb. 24-count shrimp, shell-on, raw and completely thawed.

Shrimp are simmered in a rich stock made from a barbeque sauce and shrimp-flavored butter.

#### Shrimp butter-

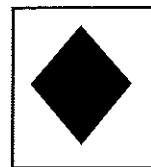
Either start with the shells from 15-20 lb raw shrimp (possibly reserved from a previous party and kept frozen) or use 2 1/2 lb very small cheap shell-on shrimp. Coarsely chop the shrimp and/or shells in small batches in the food processor or on a chopping board. You want it chopped up enough so you won't have difficulties pressing the melted butter out of the shells later, so try not to leave "pockets" of shell that will trap the butter.

Melt 2 1/2 lb. butter in a large enameled skillet or dutch oven (I usually don't bother to clarify the butter first since I strain it later but you might if you want to try to reduce the salt content). Add two stalks celery washed and finely chopped, leaves and all, and

saute 2 minutes. Add the shrimp shells and cook medium for 40 minutes uncovered in the celery and butter. Remove from heat and strain into a heatproof bowl or pan through a fine sieve or colander. I would use a chinoise if you have one. Or you could use a rotary food mill. The idea is to squeeze out as much of the shrimp butter as you can and to try to do it before the butter cools and gets too thick to extract. Discard the shells and celery.

Pour the shrimp butter back into the skillet or dutch oven and add all the ingredients above.

Simmer 45 minutes and serve hot with kaiser rolls or crusty French bread for dipping purposes, and paper towels. This is a messy peel-and-eat deal and very spicy.



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162	3869	Mark & Debra Majeski	1885 New Hampshire Avenue	Toms River, NJ 08755
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<b>New York Lakes District</b>				
		Ralph Rothfelder	1820 Highland Ave.	Rochester, NY 14618
		Frank A. Edmands	300 State Route 22	Pawling, NY 12564
<b>Ohio District</b>				
	3201	David R. & Robin Dietly	110 Fox Ridge Farm	Pittsburgh, PA 15215
	5070	Michael McCartt	432 Rawlins Avenue	Akron, OH 44319
		Phillip T. Smith	606 Colan Ct.	Charleston, WV 25314
		James W. Drash	2190 Finnegan Lane	Cincinnati, OH 45244
<b>Pacific District</b>				
	4959	James R. White	P.O. Box 1287	Kings Beach, CA 96143
100		Hal Hay	350 Caspers St.	Edmonds, WA 98020
<b>Texas District</b>				
	4293	Phil Morris and Nat Wells	2905 Ridgedale	Garland, TX 75041

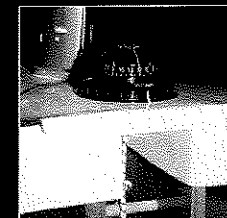
New Members this report 32

# FLYING SCOT®

**Parts ...** When your boat needs a part, Flying Scot® Inc. has it and we'll ship it within 24 hours! We also supply covers, trailers, and other accessories designed and built specifically for Flying Scots. All Scot owners are automatically on open account.

**New Boats ...** We build new Scots to order and take used Scots in trade.

**Repair & Refurbishing ...** We offer factory repair or refurbishing for your Flying Scot.

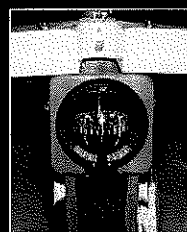


## Aquameter Sailor II Compass and Mount...

Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. .... \$59.00

## Plastimo Contest Tactical Compass and Mount...

3 5/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. New, lower price for 1996, complete. .... \$220.00

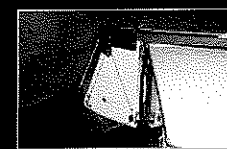
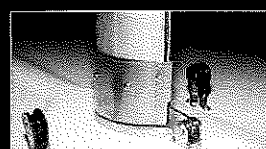


## Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). .... \$1510.00

## Stainless Steel Mast Sleeve...

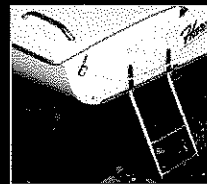
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. .... \$125.00



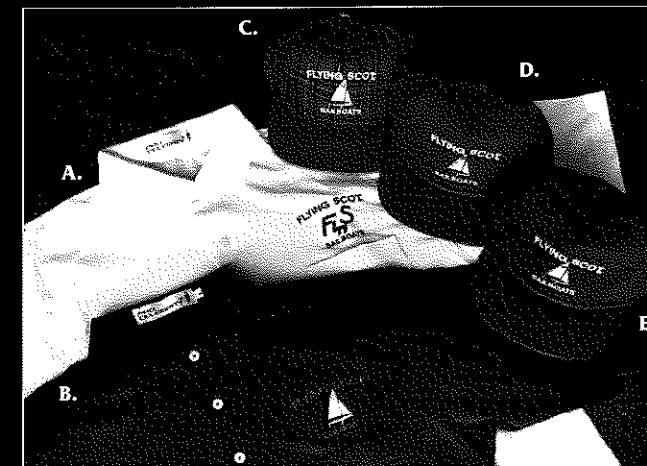
## Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. .... \$103.50

**Swim Ladder...** Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners. Ladder ..... \$110.00  
Grab Rail ..... \$27.00



**Mainsail Flotation...** For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight is approximately 2 pounds. Price complete. .... \$125.00



## Flying Scot® Shirts & Caps ...

Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit. The perfect summer cap - In four great colors! Made of Poplin with Flying Scot Sailboat embroidery.

Sizes S-XXL  
One Size Fits All  
A. White with Flying Scot Insignia embroidery ..... \$28.00  
B. Navy with Flying Scot Sailboat embroidery ..... \$28.00  
C. Teal Plaid w/ Teal Bill .... \$9.00  
D. Navy Plaid w/ Red Bill .. \$9.00  
E. Bright Red ..... \$9.00  
F. Royal Blue ..... \$9.00

**Spinnaker Pole...** 1.5" dia. pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. .... \$170.00

**Motor Bracket...** Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template. .... \$110.00

## Forespar Stay-Set Tiller Extension...

40" fixed length painted white aluminum tube with black sponge grip and ball end. Stay-set end holds the tiller extension exactly where you leave it. Price complete. .... \$53.00

## Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube with black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. .... \$42.00  
Clip to hold extension to tiller ..... \$1.80

## Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same construction as fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. .... \$70.00  
Clip to hold extension to tiller ..... \$2.25

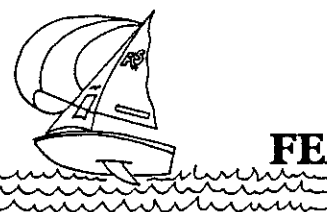
**Bow Flotation Bag Kit...** Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. .... \$49.00  
Replacement bag only. .... \$36.00

**Transom Port 4" ...** Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Loaner hole saw available. .... \$8.25

## Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa or Master Card accepted.  
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# Starting Line

## RIVER CITY REGATTA

Saturday-Sunday 13-14 April 1996

Rudder Club, Jacksonville FL

Contact for Information: Rudder Club 904-264-4094

or Jonathan Hamilton

(352-392-2999 office/messages)

(352-335-1243 weeknights)

(904-565-9053 weekends)

This is the Rudder Club's first two-day regatta of the year, with one-design racing (Flying Scots, Prindle 19's, Sunfish, Portsmouth monohull, and Portsmouth multihull are the classes anticipated) on Saturday and Sunday and a cruiser race on Sunday. There is a supper at the Club Saturday evening.

## MUG RACE

Saturday 4 May 1996

Palatka FL to Rudder Club, Jacksonville FL

Contact for Information: Rudder Club 904-264-4094

or Jonathan Hamilton

(352-392-2999 office/messages)

(352-335-1243 weeknights)

(904-565-9053 weekends)

The world's longest river race starts in Palatka at 9:00 am in the morning. The course extends almost 40 nautical miles downriver to the Rudder Club. Approximately 300 boats participate each year. Flying Scots compete as a class if five or more enter or else in Portsmouth monohull.

Bus transportation between Palatka and the Rudder Club is available Friday and Saturday. Entertainment Friday night in Palatka, dinner and entertainment Saturday night at the Rudder Club, and trophy presentations Sunday morning make for a fun weekend. Call the Rudder Club for a complete brochure.

## GREAT 48 REGATTA

May 4 & 5, 1996

Lake Norman Yacht Club

Mooresville, NC

Fleet 48 welcomes all Scot sailors to this annual event for great spring weather racing. Excellent camping on club grounds. Contact Chuck Gise (803) 548-2896

## FULL MOON REGATTA

Saturday, May 18, 1996

Monmouth Boat Club

Red Bank, NJ

What's the BEST way to start the new sailing season? Scrape the snow and leaves off your Scot, dust the cobwebs from your sailing know-how and come to the always beautiful and sometimes fickle Navasink River for the fifth annual Full Moon Regatta. Five short races are scheduled for plenty of starting and mark rounding practice.

Three hoists, plenty of dock space and a paved boatyard make setup and launching quick and

easy. Skippers meeting is scheduled for 9:30 AM. Please contact Bill Ewing for further information. Ph (908) 530-6511, Fax (908) 758-6433.

## 1996 NEW ENGLAND DISTRICT CHAMPIONSHIPS

Plan a Cape Cod summer vacation. Come to the 1996 NE Districts at Harwich Port, MA July 27-28, 1996. Contact Chuck Winans during the winter at (407) 234-3386 or at (508) 432-4990 after May 10.

## NEW YORK LAKE DISTRICT CHAMPIONSHIPS

July 27-28

Fleet 35 would like to announce that it will be hosting the New York Lake District Championships during the weekend of July 27 & 28, 1996.

Chautauqua Yacht Club is located on the grounds of Chautauqua Institution. The institution is on the northern basin of Chautauqua Lake. Due to the location, 5 miles from Lake Erie, wind conditions are generally good with a moderate 10 to 15 knot breeze. Chautauqua Lake is within three hours of Pittsburgh, Cleveland, and Toronto, Canada. We enthusiastically invite boats from around areas.

The institute is itself a cultural magnet and offers various types of experiences. Inquiries may be made to Mike Swensen at 716-569-4783 (evenings) and at 716-483-4406 (days).

## 1996 FLYING SCOT MIDWESTERN CHAMPIONSHIPS

August 3 & 4

Ephraim Yacht Club to host 1996 Flying Scot Midwestern Championships in conjunction with its 90th Anniversary Regatta

All Flying Scot sailors are invited to the 1996 Flying Scot Midwest District Championships hosted by Flying Scot Fleet 44 and the Ephraim Yacht Club, August 3-4, 1996. We expect a fleet of over 25 boats to attend this event, which is also the 90th anniversary of the Ephraim Regatta. This Regatta is always an excellent family-style weekend, and the annual Regatta Bratfest is Wisconsin-style hospitality at its best. The Regatta will be held on the waters of Eagle Harbor, which are bounded by beautiful Peninsula State Park and the picturesque village of Ephraim. For more information call midwest district governor Jay Lott at (312) 472-3451 or e-mail him: JayLott@AOL.com

## CRYSTAL SAILING CLUB

Crystal, MI

Aug 10 & 11, 1996

Last year's event was a great success with 16 Scots, great sailing and fantastic food. We have a beautiful club house, launch and campsites. Hotels are nearby.

Contact: Kent Davis (517) 629-3635

Steve Last (616) 796-3009

## 1996 CLEAR LAKE CHALLENGE CUP

Team Racing at its Best

Clear Lake Yacht Club, Clear Lake, Ind.

August 9-11, 1996

This regatta will be held at Clear Lake, Fremont, Ind and is the only Flying Scot Regatta in the Midwest that is set up for Fleet Team Racing. Get your team together and plan to join us for a great time at Clear Lake!!!

Larry Schavey 219-495-2640

Bob Lewis 219-637-3922

## THE FLYING SCOT CANADIAN CHAMPIONSHIP

August 17-19

Fleet 148 The Flying Scot Canadian Championship will be held at Stony Lake, Ontario, August 17, 18, and 19, 1996. Plans are for arrival of visitors on Friday, with four races—two on Saturday and two on Sunday. The regatta registration fee will be inclusive of billet accommodation and all meals (including Friday night dinner) as well as beer and wine.

Indications are that the value of the Canadian dollar will continue at a rate of approximately US\$1.00 = C\$1.32 to C\$1.34, and this means that it will be possible for US Scot sailors to enjoy our Canadian regatta at a very economical cost. Please contact us for a complete FSCC96 Regatta Information Package. Early registration would be of great help to us with the rather formidable logistics of organizing this regatta. We look forward to seeing you at Stony Lake next August. Robin Collins, FSCC96, 40 Cedarbank Crescent, North York, ON M3B 3A4, Canada Voice: 416-444-3959, Fax: 416-444-4491 E-mail: rcic@io.org

## 46TH HARVEST MOON REGATTA

Atwood Yacht Club

Dellroy, Ohio

September 7 & 8, 1996

Flying Scot, Thistle, Highlander, Lightning & Laser Classes. Sunfish class for Juniors only. Camping and lodging available. Contact Debby Stipkovich: (330) 456-2100 (days); (330) 499-7391 (eve). The area code listed will not be in place until May or June of 1996. Up until that time our area code is (216).

## CAJUN COUNTRY CHAMPIONSHIP

Cajun Country Championship to be sailed at Lake Arthur, Louisiana, on November 23 and 24, 1996. Contact Al Rees for more information. 111 Ronald Boulevard, Lafayette, LA 70503. Phone (318) 234-6878.

# Midwest Aquatics

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.  
Pinckney, Michigan 48169-9430  
313-426-4155 Fax 313-426-5532

**NOW IS THE TIME TO UPDATE YOUR FLYING SCOT** with custom rigging kits from **Midwest Aquatics**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

**OUR NEW SCOTS** are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A **Midwest Aquatics** Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

**"PREVIOUSLY OWNED" SCOTS.** Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Aquatics'** one year warranty. Call us today for our current listings.

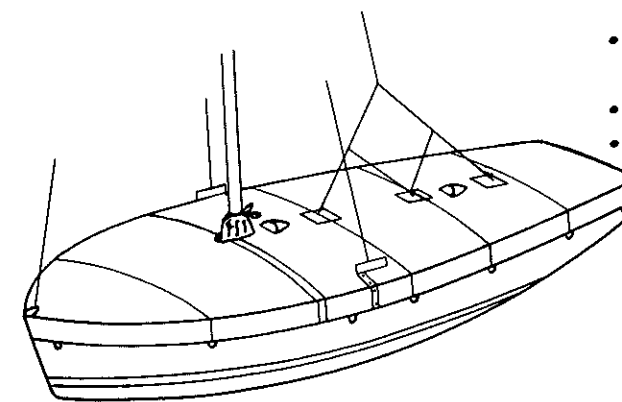
**BOAT HOISTS.** Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

**SPECIAL SCOT SERVICES.** We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

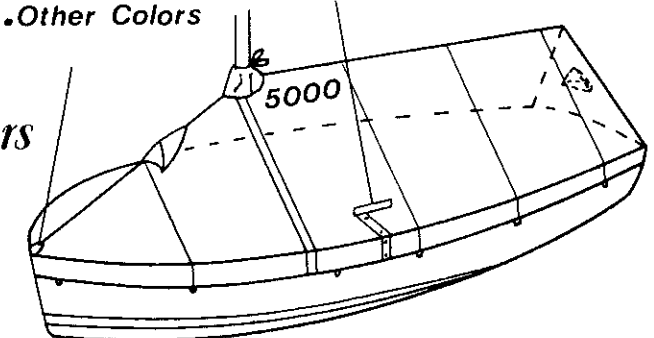
**SAILING SPECIALISTS.** **Midwest Aquatics** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Compac*. Please call or fax us for details and prices today.

**WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.**

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- **Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG**
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- **Velcro enclosures for side stays**
- **Very light & easy to handle**
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- **Ventilation by netted opening w/ hood**
- **White & Blue — FAST DELIVERY!**
- **Other Colors**



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	\$ 284.00	294.00	308.00
Flat Full Side	376.00	391.00	411.00
Tent 6" Skirt	325.00	330.00	345.00
Tent Full Side	418.00	431.00	452.00
Sail # Installed	25 <sup>00</sup>		

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# Caveat Emptor

Submissions for "Caveat Emptor" should be 50 words or less. A \$15.00 fee is charged per insertion. Advertisements are due two months prior to publication date. Contact FSSA, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646. 1-800-445-8629. Only members of the Flying Scot® Sailing Association may advertise in Caveat.

FS 825 — White deck/white hull. Race ready/equipped. Solid boat. Dry sailed. Inside stored. Two sets of sails (1 set Schurr). Harken gear. Lifting bridle, spinnaker pole, anchor, paddle, lifejackets. Galvanized tilt trailer with tongue jack & mounted tiedown straps. \$3000. New Jersey (609) 953-9383.

FS 1421 — Custom Flex— Min. Weight and stiff. All harkens and two-year-old North sails. Excellent race record-6 year fleet champion—dry-sailed-only-in fresh water. Includes a Tee Nee trailer. Full boat cover. Extra main & jib. Spinnaker & pole. \$4500.00 Ron Streek— 607-547-9755 Cooperstown, New York 13326

FS 1580 — Douglass. Great condition. Everything needed for family sailing. Storage baskets under seats, spinnaker and 2 sets of sails, jiffy reefing for working main, 2:1 jib sheeting. 2 1/2 HP British Seagull motor, tilt trailer, full cover, many extras (even a porta-potty). \$2500. Richard Reed, Dallas TX (214) 964-2051-home, (214) 996-5655-work

FS 2687 — Customflex, white hull blue stripe, Schurr jib and main with window, mooring cover, lifting bridle, Pamco trailer with spare, dry sailed. All in very good condition. \$2,800. Ted Hoener, Menomonee (West Central), Wisconsin. (715) 235-0351.

FS 2854 — Customflex boat, trailer, sails, all in good condition. Light blue hull, white deck, cover, motor bracket, spin pole. Murphy Ney Sails. In Ohio \$3495. George Rootring - (216) 874-4541

FS 2865 — Customflex boat with Pamco tilt trailer. Medium blue hull with white deck. Two spares, scissors jack, nose wheel. Always dry sailed, never in salt water. Harken blocks, Suunto compass, internal spinnaker sheets, etc. \$3,000. Bob MacKenzie, Muncie, IN (317) 284-0971

FS 3096 — Douglass. Light yellow deck, yellow hull, orange stripe; teak C.B. cap. Full raced rig, all Harken blocks, plus compass. Two suits of good racing sails. Brand new tent cover. Always dry sailed. Sterling galvanized trailer with spare and nose wheel. Many extras. Excellent condition. \$4100 Contact: Dale Cornish (N. Canton, OH) (216) 499-8605

FS 4252 — Douglass built 86. Ivory Hull. Very Good Cond. Race equipped. Internal outhaul on boom; Internal Spin Halyard; 6:1 vang w/car; Topping lift led aft; Rudder lift at tiller for weed clearing; turtles; Schurr sails; shimmed center board; Rigging excellent; \$5500 will consider delivery; Westhampton Long Island, NY Ed Sorgan 201-567-5307 days 516-288-2069 eves.

FS 4275 — Douglass built, in storage 4 years. White with blue strip, Schurr M/J Harken. Spinnaker w/pole. Motor mount. Blue full mooring cover. Tee Nee galvanized trailer. \$5,200. Kalamazoo, MI Call Robert McClelland, (616) 665-9138

FS 4310 — Douglass, white, rigged for racing. Waco 360-Vang-Cunningham-Centerboard & Spinnaker. Halyard controls all on centerboard trunk. Internal spinnaker sheets, two spinnaker poles. Old jib, main spinnaker and new jib, main & spinnaker. Galvanized trailer, buddy bearings, spare tire, good electrical, full boat cover. Sarasota, FL., \$4850, Dave Solomon, (216) 831-0120 (w) or (216)292-0120 (h).

FS 4370 — Douglass white hull, white deck, blue stripe. Motor bracket trailer. Blue cover. All in excellent condition. Schurr sails, spinnaker, pole, etc. *Not used for 5 years.* Boat has blue bottom paint. Located in NE Ohio. \$5900. George Rootring. (216) 874-4541.

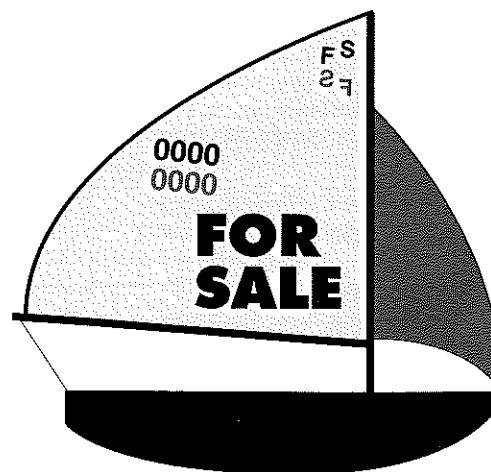
FS 4430 or FS 4674 — Two Scot owner; must sell one. Both boats are fully race equipped in excellent condition. Each boat has two suits of sails; original, still serviceable Schurrs, and new North polyants. 4430 is equipped with seat cleating, shimmed centerboard, single ended spinnaker halyard and flush mounted compass; 4674 has cross sheeting, double ended spinnaker halyard, and Silva racing compass. Both boats are equipped with paddles, anchors, pumps, mooring lines, hinged mast tabernacles, TeeNee galvanized trailers and full winter covers. The price for 4430 is \$5,500, and for 4674— \$6,500. Phil Linker, Bayport, NY 516-472-3170.

FS 4645 — Douglass, silver & navy stripe, Tee Nee Trailer and spare tire. 3 Schurr sails, compass motor mount, canvas cover. Never raced, garage kept, immaculate \$6950.00. Greensboro, NC (910) 230-0007 (days), (910) 273-2300 (nights).

FS 4751 — (1991) White Hull/Deck, Blue Waterline Stripe Schurr Main, Jib and Spinnaker/Pole — Mast Hinge Pin Full Mooring Cover — New 4 Hp Johnson Outboard/Bracket Hercules Galvanized Trailer/Spare Tire — Fresh Water only-Garaged or Dry Moored — Mint Condition — Asking \$7,700. W.F. Neely (210) 615-5200 San Antonio, Texas.

FS 4758 — Silver hull and deck w/black stripe. Fisher sails, spinnaker and rigging, cunningham, telescoping tiller, 360 centerboard cleat, cover w/skirt, Hercules galvanized trailer, spare tire. New condition. \$7,900. Bob & Dot Lang (804) 379-2575 Richmond, VA

FS 4838 — (1992) White with blue stripe, Bowers racing sails, full mooring/trailer covering, Trailmaster galvanized trailer with spare, one summer in water but otherwise trailered. \$8,200 Carol Johnson (612) 778-1018 (h), (612) 778-7044 (w), St. Paul, MN.



# SCHURR SAILS

## Excellence in Design, Fabrication & Service

### Design

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

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

### Fabrication

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

### Service

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

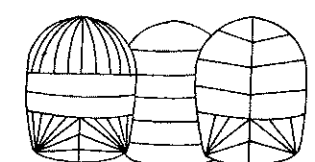
*For more information call Steve Bellows, your Flying Scot Sailmaker*

Name	Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; n White
<input type="checkbox"/> Main & Jib	\$896	<input type="checkbox"/> Spinnaker Triradial/Biradial \$450
<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut \$350
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle \$35
<input type="checkbox"/> Mainsail Reef	\$35	<input type="checkbox"/> Brummels on Spinnaker \$15
<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets \$12.50
<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials \$80
		<input type="checkbox"/> Telltale Window each \$10
		<input type="checkbox"/> Main Window each \$15
		<input type="checkbox"/> Mainsheet Retainer \$8.50
		<input type="checkbox"/> Mainsail Cover \$70
		<input type="checkbox"/> Tapered Battens \$30.00
		<input type="checkbox"/> Jib Batten Window \$15.00

Price includes bag, battens and royalty.

Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

### Mark Colors On Diagrams



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Black	Orange
Grey	Coast Gold
Natural	Yellow
Purple	FL-Yellow
Lt. Blue	FL-Green
Ocean Blue	FL-Pink
Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



*Pensacola Loft*

*490 South 'L' Street*

*Pensacola, Florida 32501*

*904/438.9354 / Fax: 904/438.8711*



# Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt Colors: Red, White, Blue Sizes: S, M, L, XL, XXL with Boat # with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (Shipping & Handling included)	\$1.50	
	FSSA Blazer Patches	\$20.00	

S & H CHARGES:	
\$1.50	orders up to \$5.00
\$4.00	orders up to \$10.00
\$6.00	orders \$10.00 & above

Merchandise Total	
*Add Shipping & Handling (S&H)	
Subtotal	
Total Amount of Sale	

**SHIP TO: (Please Print)**

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ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Telephone Number (Daytime) \_\_\_\_\_

Method of Payment:  Mastercard  Visa  Check (Payable to FSSA)

Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

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

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
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## MY ADDRESS LABEL IS NOT CORRECT

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State/Zip \_\_\_\_\_

Change:  Temporary  Permanent

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

**Flying Scot® Sailing Association**  
3008 Millwood Avenue  
Columbia, SC 29205

**Second Class**  
Postage  
**PAID**  
Columbia, SC  
29201

# District Governors

**CAPITOL DISTRICT**

Robert J. Post, Jr.  
HC 72, Box 581 Lake of the Woods  
Locust Grove, VA 22508  
(540) 972-7134

**CAROLINAS DISTRICT**

Starling W. Gunn  
1467 Hampton Road  
Eden, NC 27288  
(916) 939-2508

**FLORIDA DISTRICT**

Thomas C. Hudson  
986 Haas Ave. NE  
Palm Bay, FL 32907  
(407) 727-5117

**GREATER NY DISTRICT**

Joseph J. Gulick, Jr.  
193 Wilton Rd. West  
Ridgefield CT 06877  
(203) 438-9779

**GULF DISTRICT**

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4 Navy Lane  
Spanish Fort, AL 36527  
(334) 626-7175

**MICHIGAN-ONTARIO DISTRICT**

Robin Collins  
40 Cedarbank Crescent  
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(416) 444-3959

**MIDWESTERN DISTRICT**

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**NEW ENGLAND DISTRICT**

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**NY LAKES DISTRICT**

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Ballston Lake, NY 12019  
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S. Charleston, WV 25303  
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**PACIFIC DISTRICT**

Charles A. Bencik  
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(619) 565-2715

**PRAIRIE DISTRICT**

Ty Hall  
3176 Wood View Ridge Dr.  
Apt. 104  
Kansas City, KS 66103  
(913) 677-7023

**TEXAS DISTRICT**

Robert Harrington  
3721 Lariat Lane  
Garland, TX 75042  
(214) 276-1954