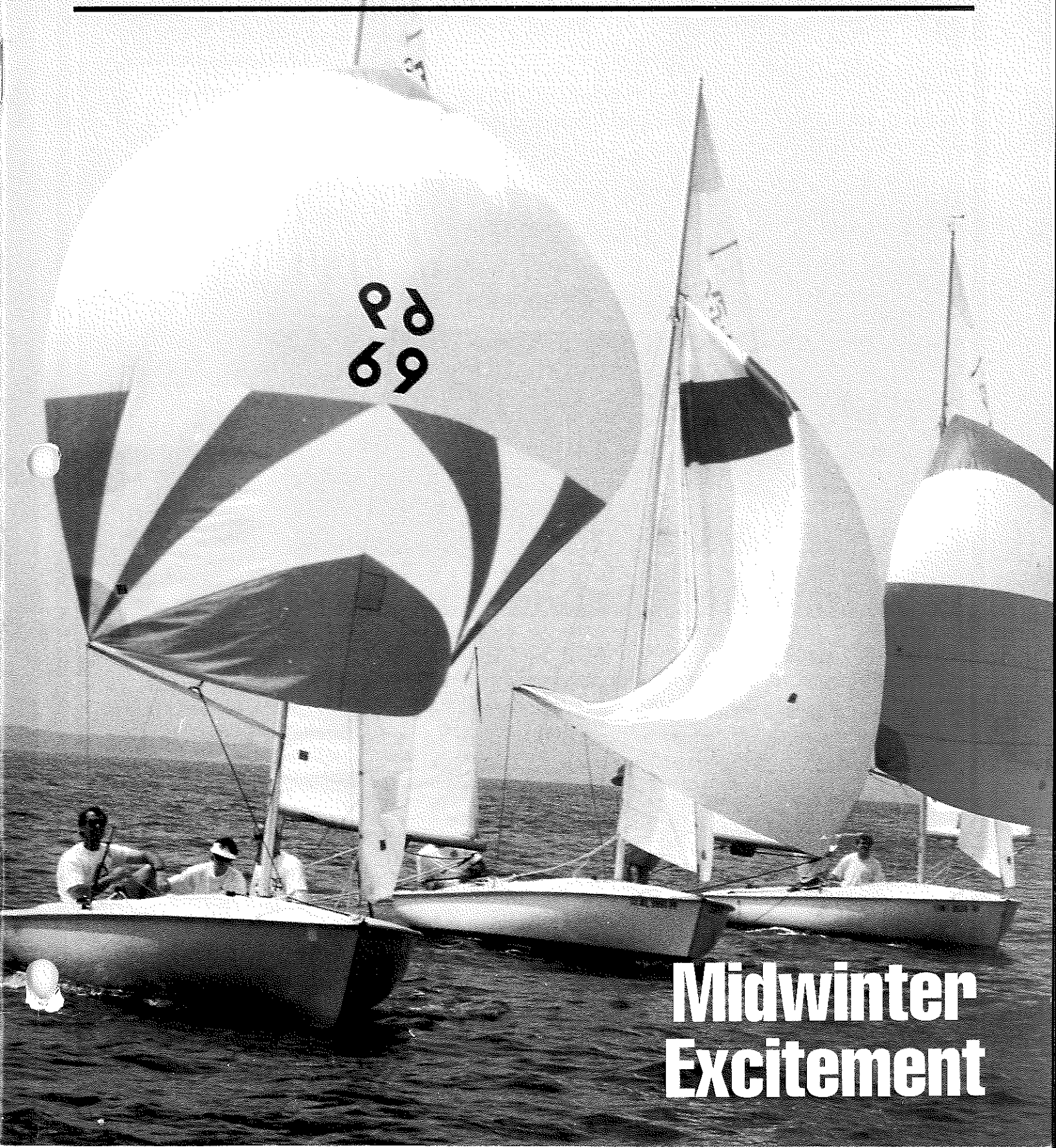


Scots 'n Water

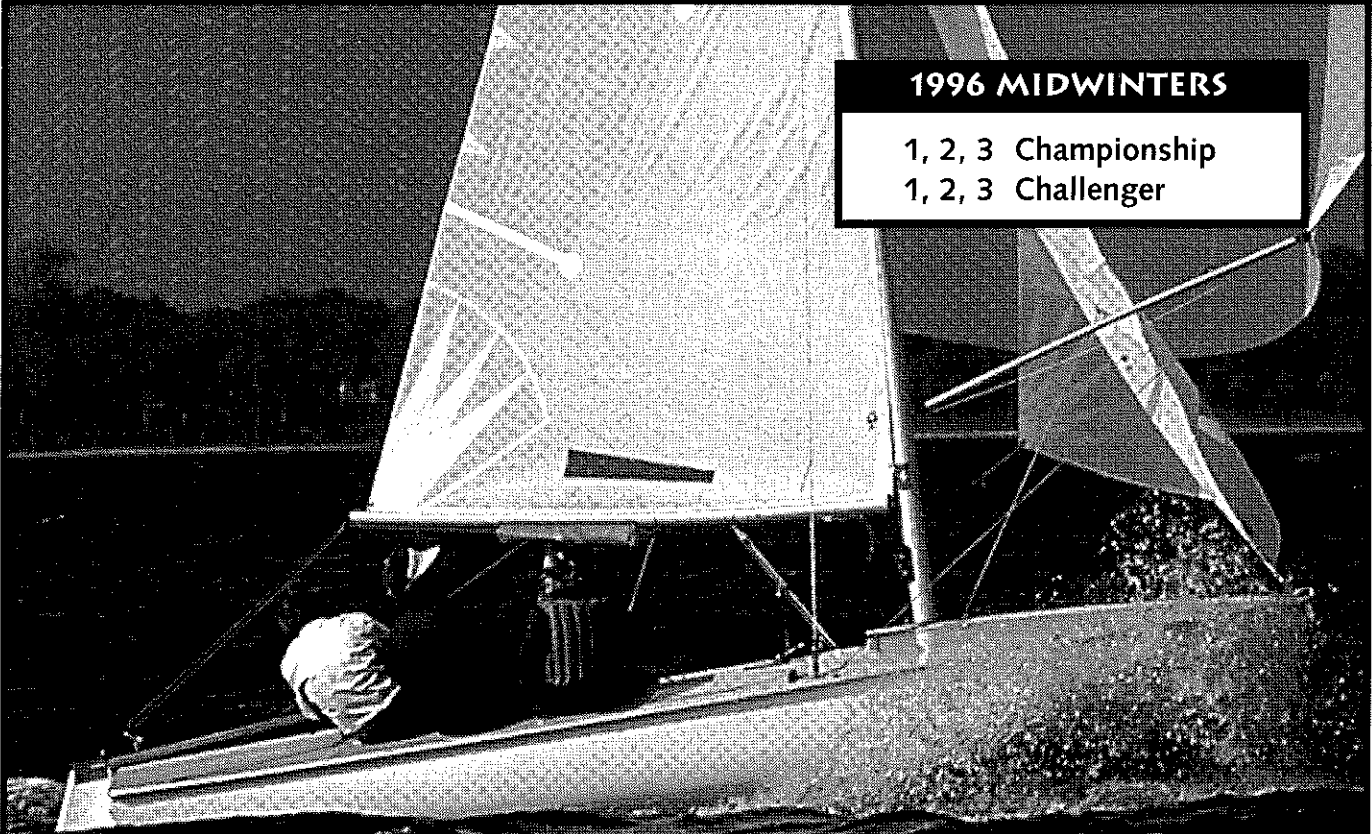
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VOLUME XL NUMBER 4 JUL/AUG 96



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On the Cover: Ellen Fitzgibbon with crew Roth Rowell and Chris Sylvester finishes the Midwinter Regatta in her new boat.

JULY/AUGUST, 1996

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Scots n' Water

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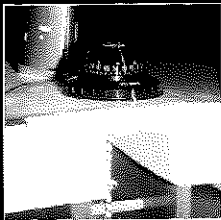
EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587 **LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrup.

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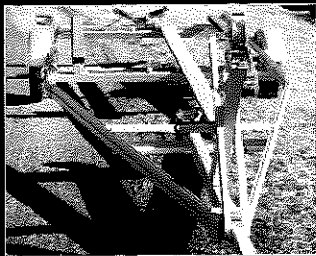
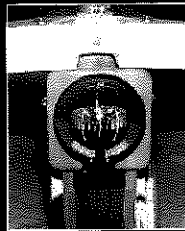


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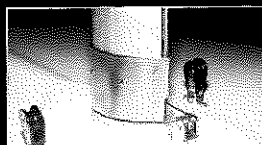


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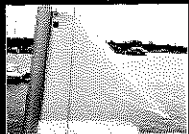


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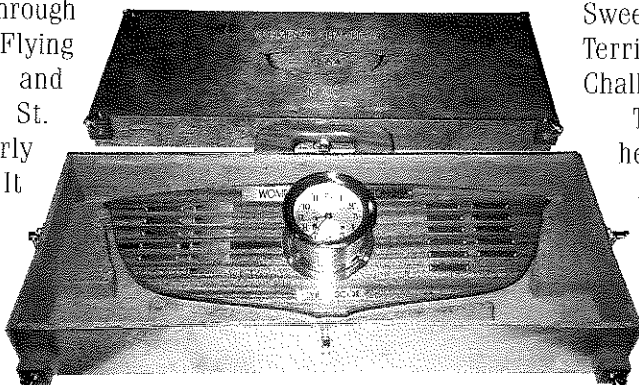
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The 1996 Midwinters

St. Andrews Bay, Panama City, Florida

The week of March 24th through March 29th brought 60 Flying Scots, Skippers, Crews and family members to beautiful St. Andrews Bay for the yearly Midwinters Championship. It was a great time to catch up with friends, party, and this year, to see how your foul weather gear worked. I never did hear how many inches in total came down during the week, but to say a lot doesn't cover it. The race committee, expertly chaired by Pete Sylvester, had a difficult time with the rain, shifting light and variable winds, and possible squalls but all six races were run, with the championship division winner in doubt until the finish line in the 6th



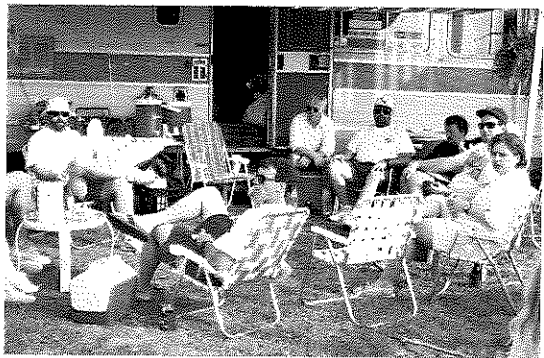
The Women National Champion trophy was presented to the class by E. Paul Moore, Jr. at the Midwinters. Paul handcrafted the award and the beautiful carrying case. The winner of the Women's NACs will receive this beautiful annual trophy.

race. Kelly Gough with crew Jeff Grinnan was able to master the title of winner of the regatta in the Championship division. Vincent

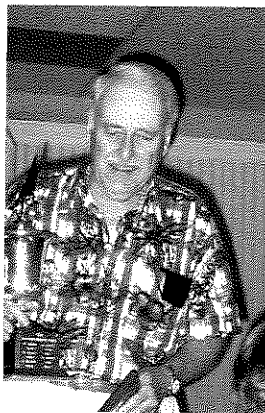
Sweeney, with crew Mike Boehl and Terri Swift won handily in the Challenger Division.

This regatta, which has been held for the past 27 years at St. Andrews Bay Yacht Club, is always very well run. The Regatta Chairman, Ellen Price in her second year of being in charge, her committee, the Commodore of STBYC Allen Pope, Club Manager Mark Swartz, his staff, and the entire membership of the Club; work all year to make sure this event runs smoothly.

Once again, the Midwinters regatta was a great time. If you were unable to attend this year, make your plans for 1997, you'll have a memorable time. ▲



Midwinter Flying Scot sailors after the awards presentation when the sun finally comes out.



E. Paul Moore, Jr. accepting the Floyd Davis award at the Midwinters 1996.



Championship Trophy winners of Midwinters Regatta



Challenger Trophy winners of Midwinters



Ellen Price, Regatta Chairperson



Mike Douglass presenting the First Annual Alan Douglass Award to Jerry & Sunshine Hartman.

Final Results

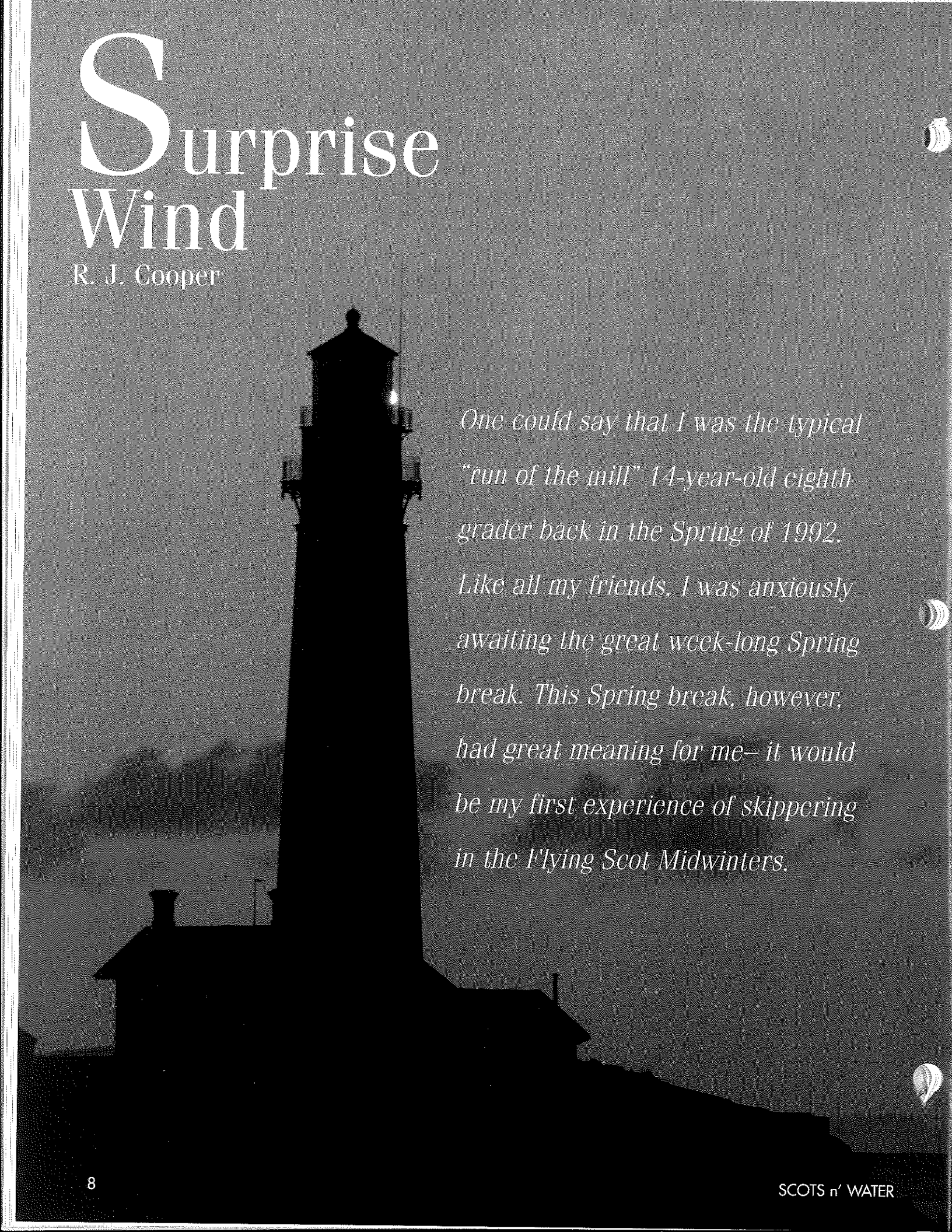
Challenger Division

Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	W/TOUT	Crew	Home town
1. Sweeney, Vincent	4825	3	.75	.75	3	10	4	21.5	11.5	Swift, Terri	Remsenburg, NY
2. Jacobsen, David P.	4937	2	8	8	4	11	.75	33.75	22.75	Cooke, John	Woodbury, CT
3. Rieu, Ralph	4565	6	2	30	2	2	11	53	23	Rieu, Melissa	Clade Hill, VA
4. Mullis, Jeremy	64	8	3	5	9	19	2	46	27	Cooper, R.J.	Panama City, FL
5. McCarthy, Michael	5041	21	7	2	15	.75	7	52.75	31.75	McCarthy, Larry	Brookfield, CT
6. Myers, Fred	68	5	13	3	30	14	3	68	38	Cianke, Jonathan	Panama City, FL
7. Frankland, Dick	4135	12	5	9	8	12	8	54	42	Bloomberg, Cecil	Youngstown, OH
8. DiResta, Anthony	4938	7	12	4	14	6	16	59	43	DiResta, Regina	Center Noriches, NY
9. Leggette, Jim	1518	15	16	16	.75	3	9	59.75	43.75	Funk, Mike	Brandon, MS
10. Swensen, Chris	4639	20	4	6	18	5	17	70	50	Needham, Howard	Crofton, MD
11. Kuspa, Karl	18	10	6	7	30	18	10	81	51	Ruhyen, Jason	Wallen, MI
12. Gerlach, Chuck	1487	14	11	17	10	4	12	60	51	Begley, Adam	St. Charles, IL
13. Berglund, Steve	4398	.75	22	30	6	9	15	82.75	52.75	Ioli, Dan	Bridgewater, NJ
14. Fitzgibbon, Ellen	69	9	9	10	30	15	13	86	56	Rowell, Roth	Panama City, FL
15. McClurkin, Jack	3404	4	14	30	16	8	18	90	60	Wilson, Hal	Hoffman Estates, IL
16. Osler, David	4080	13	17	12	12	17	6	77	60	Tubley, Paul	Riverside, CT
17. Ryan, Mike	307	19	15	14	19	13	5	85	66	Chavin, Matt	Quincy, MA
18. Mascott, Brad	4536	11	10	30	30	16	14	111	81	Mascott, Ted	Fair Haven, NY
19. Bayer, Ed	2	17	19	18	20	7	30	111	81	Bayer, John	Redford, NY
20. Werden, Gary	2363	18	18	13	7	30	30	116	86	Seidman, Ann	Sharon, NA
21. DuBois, Jonathan	621	24	24	11	17	30	30	136	106	Willison, David	Kings Point, NY
22. Dees, Granny	4109	16	25	30	5	30	30	136	106	Dees-Kolenich, Terry	Fairhope, AL
23. Stanley, John R.	2851	22	20	30	13	30	30	145	115	Pell, Paula	Muncie, IN
24. McIntyre, William	1	23	26	30	11	30	30	150	120	Gallagher, John	Detroit, MI
25. Davies, Scott	3530	25	23	15	30	30	30	153	123	Murdy, Richard	Melbourne, FL
26. Moore Jr., Paul E.	5000	27	21	30	30	30	30	168	138	Moore III, Paul	Ballwin, MD
27. Hartman, Steve	3205	26	30	30	30	30	30	176	146	Hartman, Dennis	Champaign, IL
28. Glass, Ted	4777	30	30	30	30	30	30	180	150	Glass, Florence	Mt. Vernon, IL
29. Reeves, Joe	4760	30	30	30	30	30	30	180	150	Wielchowsky, Chuck	Houston, TX
										Wielchowsky, Bruce	
										Begley, Peter	
										Sylvester, Chris	
										Ingrasli, Lili	
										Bayer, Kathy	
										Seidman, Peter	
										Schreier, Jason	
										Boothe, Carolyn	
										Pell, Don	
										Adanczyk, Jeffrey	

Final Results

Championship Division

Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	W/TOUT	Crew	Homelown
1. Gough, Kelly	4545	2	.75	2	.75	9	3	17.5	8.5	Grinnan, Jeff	Coppell, TX
2. Fisher, Greg	4916	.75	3	.75	5	2	4	15.5	10.5	Eiber, Jeff	Columbus, OH
3. Thorpe, Joseph	4104	5	4	8	9	10	5	41	31	Hayes, Brian	Levittown, PA
4. Lee, Paul	3	7	2	11	16	11	2	49	33	Lee, Denise	Farmington, MI
5. Bellows, Steve	5007	8	9	6	12	3	7	45	33	Ewing, Eileen	Pensacola, FL
6. Hall, Graham	4945	6	6	7	20	.75	15	54.75	34.75	Sokolik, Jeff	Kings Point, NY
7. Cavanagh, Jim	6	4	22	20	15	4	.75	65.75	43.75	Smith, Taylor	Sharon, MA
8. Patin, Paul-Jon	4969	3	16	26	14	5	6	70	44	Wasueim, Mark	Blue Pt., NY
9. McLane, Dunkin	67	16	15	5	2	8	18	64	46	Mathis, Russ	Panama City, FL
10. Neff, Dan	4884	21	5	4	19	13	9	71	50	Neff, Bob	Edgewater, MD
11. Ryan, David	4895	20	13	13	6	6	13	71	51	Lawson, Ned	Duxbury, MA
12. Rogers, Forest	4096	10	14	10	25	12	8	79	54	Dunham, Melanie	Brookfield, CT
13. Mockridge Jr., Ken	5101	14	7	14	8	14	11	68	54	Mockridge, Susan	Center Monches,
14. Smith, Kris	4901	12	17	9	17	7	12	74	57	Smith, Diane	Bedminster, NJ
15. Harrison, Brian	85	9	11	3	18	32	32	105	73	East, Emily	Fairhope, AL
16. Mason, Billy	62	23	27	22	4	15	16	107	80	Randolph, Guy	Panama City, FL
17. Knight, Bernie	4115	30	23	17	7	20	14	111	81	Lieper, Jack	Hudson, OH
18. Shaffer, Glenn	4468	24	18	21	3	17	22	105	81	Hoagland, Debbie	Princeton, NJ
19. Domagala, John	3577	11	20	32	28	16	19	117	85	Domagala, Susan	Bloomington, IN
20. Buller, Charlie	4943	28	24	16	11	18	20	117	89	Buller, Andy	Westlake, LA
21. Manicchia, Pat	4261	13	10	32	13	23	32	123	91	Wade, Richard	Dallas, TX
22. Fowler, Charles	2068	15	25	18	29	19	19	125	96	Frank, Dave	Miami, FL
23. Thropp, Katherine	4298	25	26	24	10	21	17	123	97	Kerr, Andrew	Bay Head, NJ
24. Kerdock, Rich	3411	31	21	15	22	22	21	132	101	Worth, Kathy	Howell, NJ
25. Miller, Thomas	2714	19	12	23	26	23	32	135	103	Perna, Jeff	Rockwaw, TX
26. Newell Jr., Richard	5050	22	28	12	23	32	32	149	117	Hauser, Susan	Kensington, MD
27. Irwin, Kent	4019	17	32	19	21	32	32	153	121	Gordon, Mike	Birmingham, AL
28. Gibson, Frank	4722	27	8	32	27	32	32	158	126	Gibson, Debbie	Arlington, VA
29. Meno III, Frederick	4968	26	19	25	24	32	32	158	126	Meno IV, Frederick	Panama City Beach
30. Hartman, Jerry	3605	18	32	32	32	32	32	170	146	Hartman, Sunshine	Milton, FL
31. Hartman, Mike	3204	29	32	32	32	32	32	189	157	Rickords, Jarrod	Urbana, IL



Surprise Wind

R. J. Cooper

One could say that I was the typical "run of the mill" 14-year-old eighth grader back in the Spring of 1992.

Like all my friends, I was anxiously awaiting the great week-long Spring break. This Spring break, however, had great meaning for me— it would be my first experience of skippering in the Flying Scot Midwinters.

The Flying Scot Midwinters is one of the greatest Scot races in the country. It is one of only two national championships that take place each year. Luckily for many local sailors, it is sailed on the beautiful waters of St. Andrews Bay right here in Panama City, Florida. The Midwinters attracts many boats and sailors; they travel from all over the country to Panama City for this regatta.

I remember that FINALLY Spring break was upon us— all those long, boring school days were over for a whole week! I could now focus primarily on racing in the week-long sailing event and forget about school and all of its stresses. As soon as I got out of school, I knew that this year at the Midwinters there would be a record number of boats. I knew this because I went straight from school to the yacht club, and boats were already arriving days before the event even started.

As it turned out that year, in fact, we did have a record number of boats. The weather was going to be pretty rough. My crew and I began the regatta in the back of the pack. We were not accustomed to racing in such a large fleet and faced difficulties dealing with it. As the week progressed, however, we began to sail more competitively. We slowly advanced our position with each race and were sailing with some degree of confidence. The weather conditions were very tough, and our young bodies could not quite compete with the heavier sailors. At this stage in the game, we were not doing poorly, yet we were not winning either. We needed a drastic change in order to improve our position and with only one day left, our position did not look very good.

With only two races remaining during the last day of competition, we knew that we were not going to place at the top of the fleet. We sailed the first race of the day at our usual

“middle of the fleet” position. After the first race, we noticed that the wind drastically began to change— it began to subside! This gave us the advantage we needed going into the last race. This was our last chance to prove ourselves at the Midwinters, and we were determined to take advantage of it!

We were moving the boat really well at the beginning of the last race. We knew that we were sailing better than we had ever sailed before, but we did not know exactly how well we were competing. With the very light wind, the race committee was forced to shorten the race course due to a time limit. We did not realize that they had shortened the course until much later. Soon we were approaching the end of the first triangle and were preparing to go back upwind. As we looked upwind for the weather mark, we did not see it— we really became confused. We were almost to the end of the triangle and simply did not know what to do. The only course that we could take was to go around the leeward mark and head upwind for the next weather mark. The instant that we rounded the leeward mark we were terrifically startled by the loud shotgun that had been fired by the race committee boat about 50 yards away. This firing signaled that we were THE WINNER OF THE RACE!! We had no idea that we were leading the pack and that we had just crossed the finish line. It took us a while to realize that we had won the race— we were ecstatic!!

This event greatly thrilled me and my crew. We did not care how we had placed in all of the previous races— all that mattered now was that WE HAD WON the sixth and final race of the Flying Scot Midwinters. I became the youngest skipper ever to win a race at this particular event at the age of fourteen. I compete in this sailing regatta every year and cannot even compare another race to that one “great race” back in 1992. ▲

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FS-9 My Story

by Philip Luno
London, ONT Canada

(With apologies to Eric Ammann, to whom this should have been sent in 1991.)

I was born in Mentor, Ohio in February, 1958. That is a long time ago, so my memory may not be perfect. If I exaggerate, it may be from pride.

My father, Sandy, was telling the world about me in Yachting magazines. My first owner, John, lived away across the pond (Lake Erie) in London, Ontario. He had some experience with boats on Lake Huron and he liked the cut of my jib. John decided to buy me.

John had dreams of a cruising boat some day, but finances being the way they were, with a young family and all, he added grab rails

to my foredeck, running lights and such things. He also re-engineered my centerboard trunk to prevent possible damage—one of the early faults in me.

On one of my first cruises, John, with his very young son and a sailor friend, sailed across Lake Erie from Point Pelee to Put-In-Bay, so they could attend one of the first Flying Scot Regattas. That event showed John that he had to learn a lot more about my behavior, since the winds were high, as well as the waves.

It wasn't long before John and son became good sailors. Their regret was they couldn't always win the race on a windy reach against a Rondeau Bay Lark. So John

still owns me.

I had the pleasure of sailing against Sandy in a couple of Regattas in his home territory, the Thousand Islands. Considering the comparative skills of the skippers, the best we could do was second place.

The best crew I ever had was Phil's daughter, Nancy, when she didn't weigh as much as the centerboard.

There came a time in the early 70's when I had trouble with my innards. The balsa blocks at either side and at the rear of my centerboard trunk were waterlogged and soft. So we searched out Sandy, who by this time was in Maryland.

Sandy said, in spite of my age, he felt responsible for my infirmity, so come to the boat shop and we'll fix you up—no charge. In early September we went on that trip from Ontario to Maryland, so that I would feel better.

Sandy wasn't there at the time, but good Doctor Eric Ammann did my repair with a new inner bottom. I still wince when I remember him inside me with an electric fan to help keep him breathing among the fumes from the resin.

Outside of my shortened rudder, with its new mahogany head, very few changes have I had.

I have raced off and on all my life, and although Phil is 80 years old now, he still at times is able to show my you-know-what to some of the younger sailors in a quiet Wednesday evening race.

So take heart, my siblings, there is a lot of fun being a Flying Scot! ▲

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Racing The Happy Ship

Jack Beierwaltes

Reprinted from Scots n' Water July/September 1963, Volume V, Number 4

It had been a delightful summer Sunday afternoon's racing. We were finishing dinner at the Yacht Club and had gotten to joking about our boners. When we came around to the stories about our over-excited mis-communications while racing, one of the group didn't think it so funny. "That's the WORST time to scream at your crew— when you're racing— it only makes 'em fumble more. If you have to holler, get it off your chest in practice sessions." that was from Dick Stearns, our World's Champion Starboat skipper. Now, there's nothing wrong with Dick's sense of humor and he's anything but a stuffy guy. But intra-crew relationship is apparently no joke to Dick and his reaction was quite an insight to this success as a racing skipper. If it's that important on a two-man crew it must be at least 50% more important on a Scot when raced by three.

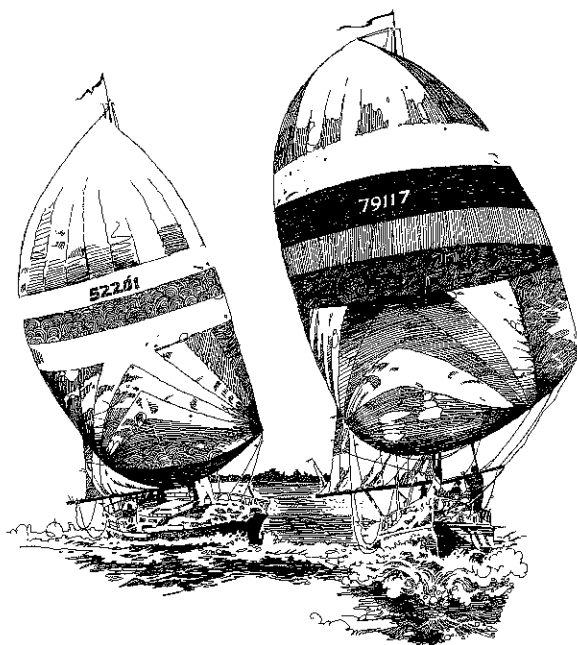
The Scot is considered a family boat by a lot of us, which means we race with our kids— and maybe, Mamma. We want 'em to learn to enjoy this great sport we've discovered. But we can't expect 'em to take endless, excited, mis-spoken usually incomprehensible guff out of their love for Papa.

Keeping calm, cool and sharp in an exciting racing situation with an able adult crew is no snap, let alone with our own families. We can't expect them to know any more about this business than we do— so we often have the blind leading the blind. If you've been around a sailing community a few seasons, have you noticed how often the kids in a family which takes up sailing, and particularly racing, seldom develop a real

sustained interest? When Mamma doesn't either, ol' Dad's sailing seasons are apt to be numbered.

Developing a happy ship is mighty important to racing success and continued enjoyment of the sport. If it's a family venture it's apt to be particularly difficult. We'd best recognize it as such.

The first step in developing a happy ship would be a definite specific



understanding of the position of each member of the ship. First— that the skipper is the one in charge. Anything he asks to be done should be done immediately, cheerfully and without debate. The skipper has an equal responsibility to ask or order pleasantly, clearly and early enough to give the crew enough time to respond properly. One of our top skippers, with thirty or more years of sophisticated racing experience is known for his clear precise instructions preceding each maneuver, followed at the proper instant with— NOW! This takes experience, time and knowledge, but

it should be a goal for each skipper to work toward from Day One. The skipper can't know his business too well. He must, to the best of his ability, maintain self-control, even if he has to bite a hole right through his tongue. He has to assume that when his crew members fumble they need more drilling or that his instructions must be clearer or earlier, or both.

In addition to doing his specified duties, each member of the crew should be extra eyes for the skipper and bring important observations to the attention of the skipper without irritating, distracting chatter. He may quietly suggest or advise but should not press his point. It's the skipper's race! It helps to take turns at skippering, when the same groups sail together regularly. It gives each member a better understanding of the trials and opportunities of the other's job. The season's score may not be so high but the season's enjoyment might be greater.

If the boat which wins makes the fewest mistakes, then mistakes are pretty common in sailboat races. Each member of the crew, including the skipper, must be as charitable and understanding of the mistakes of the others as possible. Grousing about the mistakes of others can stifle a family's interest in sailing as quickly as anything.

We sail and race for fun. The happier our ship the more fun we have. Maintaining a happy ship isn't always easy but it's always worthwhile to work at— if you want a good crew— regularly! ▲

US Sailing Presents Sportsmanship Trophy to Harry Carpenter

Ft. Worth, TX (March 23, 1996)—Harry Carpenter of Oakland, Md. was the recipient of the 1995 W. Van Alan Clark, Jr. Trophy, US Sailing's national sportsmanship award.

The award was presented by US Sailing President David H. Irish (Harbor Springs, Mich.), at the US Sailing Spring Meeting in Fort Worth, Texas, March 23.

Nominated by Deep Creek Yacht Racing Association in Pennsylvania, Harry Carpenter was described by a number of his fellow racing sailors as a "generous competitor" who routinely helps others in any way he can, proves by example that a "calm skipper can be a winning skipper" and competes with a family crew who are always respectful of each other and their competitors.

To paraphrase a common theme among Harry's many supporters, his enthusiasm for the sport and outstanding sportsmanship far exceed any reasonable expectations you might have of the Flying Scot builder. "Harry Carpenter is truly a role model for all ages involved with the

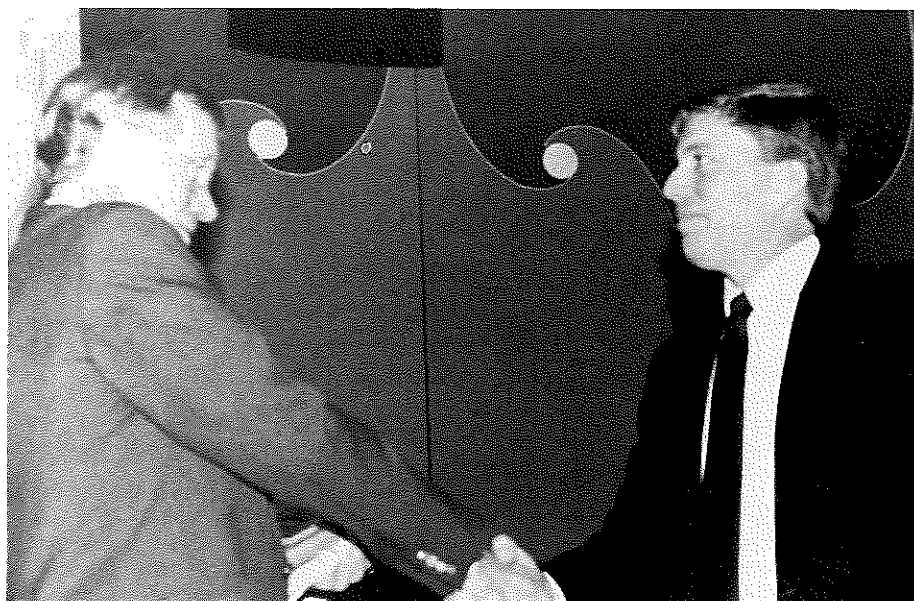
sport," said Irish.

A good example of the reports of his many acts of sportsmanship is an incident at a regatta this past season, as Harry, with his daughter Carrie crewing, approached the two-boat-length circle in very light air. As fellow Scot sailor Dick Gregory tells it, "I headed up, in an attempt to get an inside overlap, and optimistically hailed for room. Harry, judging that we did not have an overlap, hailed, 'No overlap.' I started to bear off, but things were slow enough that I had time to harass Harry, and said, 'Harry, I don't believe it— you're going to deny me inside room.' He immediately said, 'Okay, go ahead,' and bore off. I was shocked; I've had inside room denied me when I couldn't bear off without hitting the boat below, but I've never been given inside room when I probably didn't deserve it. It so unnerved me that instead of having an advantage, I felt so guilty I no longer was in a combative mood for the regatta. It wasn't long before Harry was ahead of me again, and this time for keeps. He

went on to win that regatta."

Dean Cady (Milwaukee, Wisc.), Chair of the Sportsmanship Committee remarked at the presentation, "Wouldn't it be wonderful if we could clone Harry and distribute him to all the sailing organizations in the world." Upon receiving the award, Harry, accompanied by his wife Karen, commented that "sportsmanship is above winning... (we should) work together to maintain and build our level of sportsmanship." US Sailing's Sportsmanship Program recognizes good sportsmanship on the local as well as the national level, making US Sailing trophies available for member clubs to engrave annually with the names of their best sportsman or sports-woman.

Harry Carpenter won the national award over a field of outstanding American sailors who were commended by their yacht clubs, classes or sailing associations for making significant contributions to the quality of the sport. From this field, honorable mentions for the award include Tom Adamson, Dana Point YC/SCYA; Ward Bell, Hempstead Harbor Club, N.Y.; Rick Bliss, Hobie Div. 12; George Freeman U.S. Windsurfing Ass'n, Hood River, Ore; Peter Gamble, YC of Hilton Head, SC; Kelly McCarthy, Perrysburg BC, Penn.; Sherry McReynolds, Grapevine SC, Texas; Sam Merrick, Bay Head YC. N.J.; Brian Porter, Lake Geneva YC/ILYA, Fontana, Wisc.; Buzz Reynolds, Island Heights YC, N.J.; Dick Squire, California YC/SCYA, Long Beach, Calif.; Tabor Academy Sailing Team (Mass.)/ISSA; Steve Thomas, Waikiki YC, Hawaii; Rick Trisco, South Shore YC, Wisc. ▲



Cruising the Keys in a Scot

by AJ & Katharine Penfield, M.D.— FS 3998

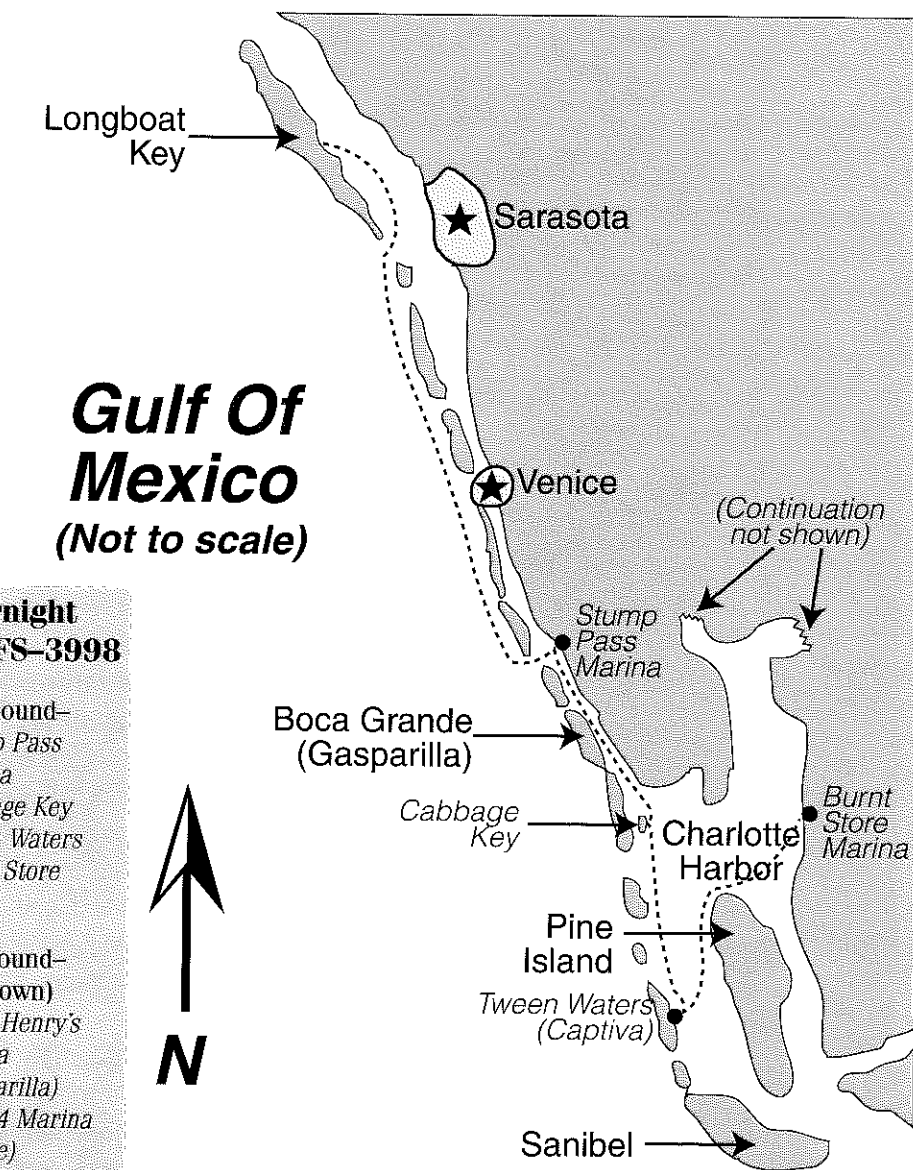
Which sail do you want to take down?" my wife Katharine, asked, with an unmistakable note of urgency. I was at the helm with the main rattling at a full luff, and the jib carried the load as we both hiked out to windward. We were on our way home, sailing in a westerly direction across Charlotte Harbor.

We had left Burnt Store Marina about an hour earlier. Reaching off on port tack in a 15 knot southwest wind, our Flying Scot 3998, named McCorkle after my great-grandfather who was a whaling captain out of Southampton, Long Island, was surging along in good shape as we skirted a fleet of Solings racing in the U.S. open championships.

But about half way across the 10 miles wide bay, the wind was building so rapidly that shortening sail with our jiffy reef was out of the question. Although there were high dark clouds approaching from the southwest, the horizon was clear and there was no sign of a sudden squall. It was blowing about 30 knots.

So... which sail to douse? The answer was obvious. The main had become a useless flapping monster. I handed the tiller to Katharine, dropped the main, disattached the boom, and shoved the whole assembly up under the foredeck.

To our relief, McCorkle continued sailing along on a reach with undiminished speed. Our centerboard was $\frac{1}{2}$ of the way up, the jib was full and strain-



Overnight Stops: FS-3998

-Southbound-

1. Stump Pass Marina
2. Cabbage Key
3. Tween Waters
4. Burnt Store Marina

-Northbound- (not shown)

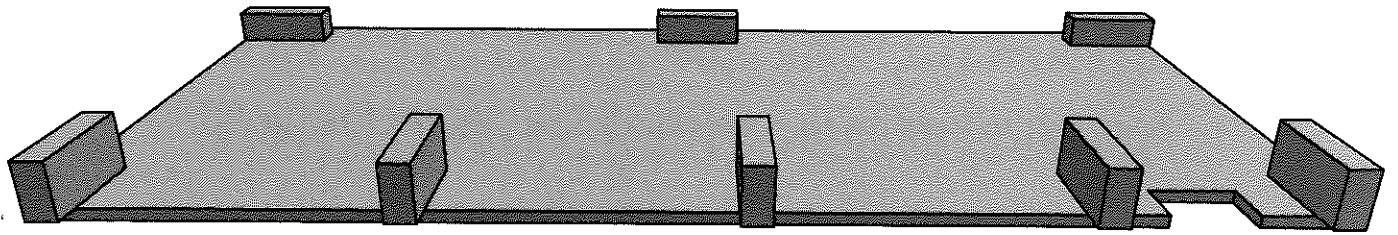
5. Uncle Henry's Marina (Gasparilla)
6. Mark 4 Marina (Venice)

ing, and we encountered remarkably little leeward helm.

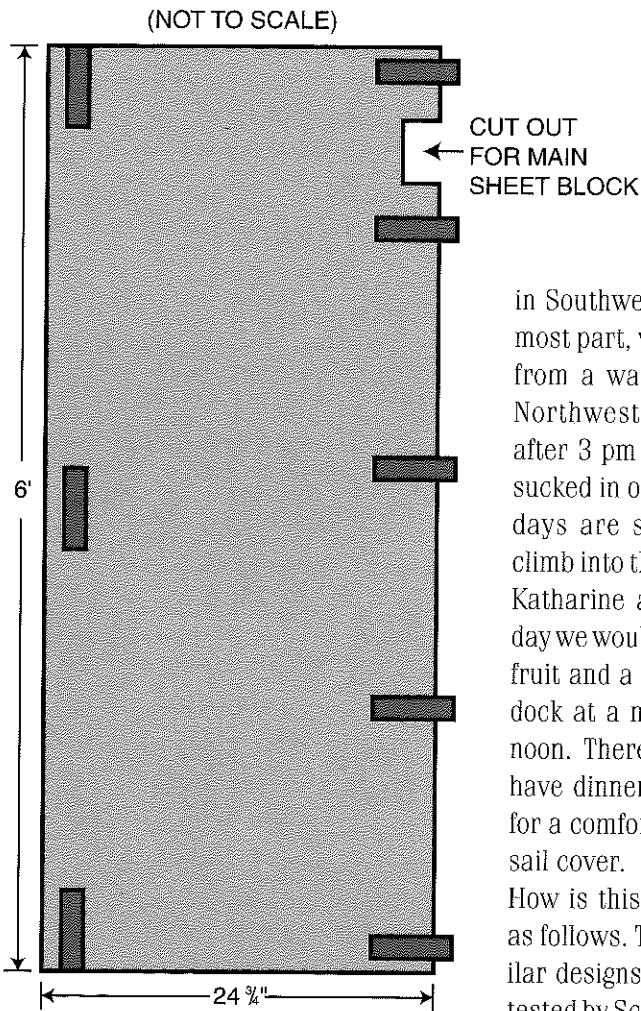
In another 40 minutes we swung around before the wind into the Intracoastal Waterway. Our jib pulled us along at close to hull speed as we approached Uncle Henry's Marina 3 miles further north. I radioed the Dockmaster on our battery powered VHF Channel 16 to reserve a slip.

Then I fired up our 3 HP Yamaha outboard and doused the jib. With Katharine at the helm, we clawed up the channel into the Marina. The cloud bank passed on over, and the sun came out again, temporarily, to help us reattach the boom and dry out some of our sleeping gear. Mattresses and sleeping bags had been stowed up forward, and some of them were a bit moist from the

Continued on page 14



FROM THE SIDE



spray taken in over the side and from the wet mainsail.

After 30 years of weekend racing, first in a Lightning, then in a J-24, and occasionally in a Flying Scot, Katharine and I have found equal enjoyment in cruising in our Scot (also in a Pearson-33 on Lake Ontario).

McCorkle now resides in Sarasota Bay, Florida, in front of our condo-

minium on Longboat Key. We live here November to April each year, returning for the summer months to our home on Lake Ontario.

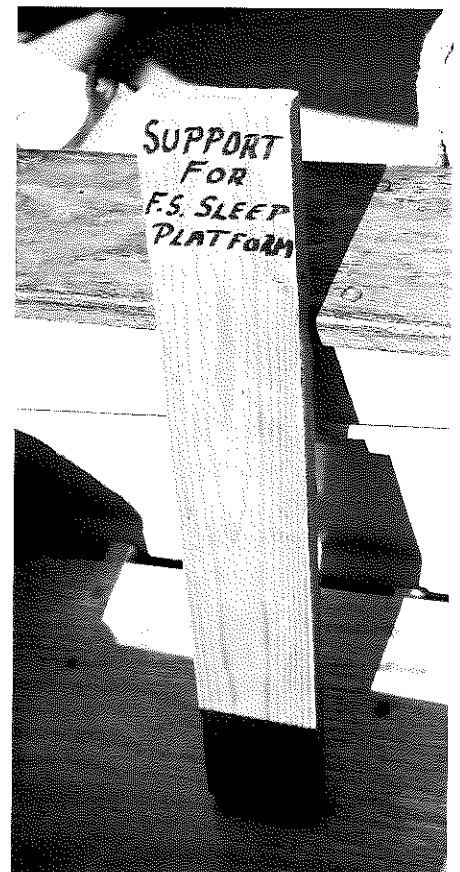
April is a good month for cruising in Southwest Florida Keys. For the most part, winds are steady ranging from a warm Southeast to a cool Northwest, the latter most often after 3 pm when the Gulf breeze is sucked in over the warm land. Most days are sunny as temperatures climb into the low 80's. For cruising, Katharine and I decided that each day we would have a sandwich, dried fruit and a soft drink on board, and dock at a marina in the late afternoon. There we would shower and have dinner and prepare McCorkle for a comfortable overnight under a sail cover.

How is this possible? Quite simply, as follows. The idea is not new; similar designs have been successfully tested by Scot sailors over the years.

I built a sleeping platform out of two boards of 1/2" medium grade plywood, each board measuring 6' x 24 3/4". During the day they serve as floorboards, and at night we place them across the seats and centerboard trunk. In order to stabilize the boards I cut out wood wedges and screwed them in place on the undersurface as shown in the diagram. These wedges have been shaped to allow the boards to accommodate to the curves both of

the cockpit seats and the floor. A center post secured by two removable screws, served to support the aft end of each platform. (See photo.) Sanding and a couple coats of sealer and varnish completed the project.

The freehand drawing outlines the southbound portion of this year's cruise. On the final day of our homeward journey we also left the ICW and sailed on the Gulf 18 miles from Venice to Longboat Key. The sky was clear blue and the wind was a 10-15 knot southeasterly. This gave us an uninterrupted 3 hour spinnaker run with occasional



Support to be placed under aft end of platform.

surfing. Could anything be finer?!

Our friends think we're nuts. But because we're about the smallest sailing cruiser around, the dockmaster can almost always find us a slip; and the price is O.K., \$15-20 overnight. It does take about 20 minutes to set up or break down our camp. However, we sleep comfortably on egg-crate mattresses and sleeping bags under the cockpit cover. Flashlights are a necessity, mosquito repellent is rarely needed, and we have learned to cruise with a minimum of gear and clothing (See photos.)

In the Sept/Oct '95 issue of *Scots and Water* p. 18-



Platform in place.

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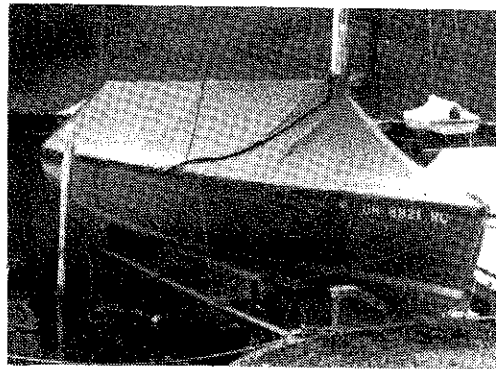
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Cruising the Keys in a Scot
Continued from page 15

19, Sarah Myers Russell, FS 3508 has provided additional valuable suggestions for cruising. Her sleeping platform is in four pieces, stored two on each side of the centerboard trunk. This design would certainly facilitate installation, but we have not been inconvenienced by daytime floor boards.

Finally, we would like to hear from other Scot sailors who have discovered the joys and challenges of cruising.

P.S. From the distaff side, i.e. Katharine. I would like to confirm all of the above and add some comments for

the wives. You have to be in good athletic trim, especially to climb from the F.S. to the dock at low tide. You should have a good background in sailing. Who knows when you must take over the helm— usually at a critical moment. And, finally, you need a sense of humor along with an enjoyment of a simple life of sailing, eating and sleeping. ▲



*Katharine on egg-crate camping mattress.
 Note support under aft end of platform*

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Three years ago the Clear Lake Yacht Club threw out the challenge to the Portage Yacht Club. We heard you were good but we think we are better and we are putting up the Clear Lake Challenge Cup to prove it. For 2 years in a row the Clear Lake Yacht Club Team were able to hold onto the cup. This year was a different story. The Portage Club joined forces with the Berlin and Monroe Clubs and took the Challenge Cup. The results are listed below.

Portage, Berlin, Monroe Clubs 13 points

Clear Lake Yacht Club 16.5 points

The individual scores were as follows:

Position	Boat	Skipper/Crew	Points
1	3577	John and Suzie Domagala	4
2	4844	Mike Brodrick/Scott Brodrick	5.75
3	4115	Bernie and Barb Knight	9
4	4902	John Cochran/Marty Zachrich	10
5	4580	Jim and Jody Horein	10.75
6	1212	Jim Grant	14
7	2412	Brian Barr/Nolan Barr	14
8	4527	Leo Weber/Bill Kamke	15

Position	Boat	Skipper/Crew	Points
9	4336	Marilyn Poulter/Mike Enus	16
10	189	Jeff Rehm/Bob Stanley	17
11	1629	Larry Schavey/Dean Nelson	19
12	4833	Bob Lewis/Rob Lewis	22

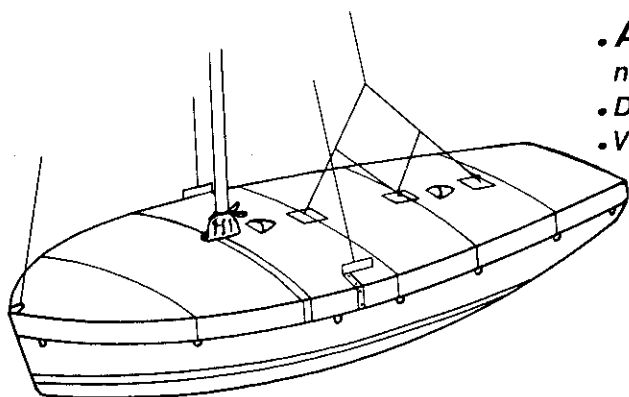
The racing conditions were not ideal, but the competition was keen and everyone seemed to have a great time. The pig roast on Saturday night was great and everyone liked the idea of not having an entry fee and paying only for your meals.

The winning team elected to keep the cup at Clear Lake and to return next year for its defense. They hope to bring more sailors interested in team racing.

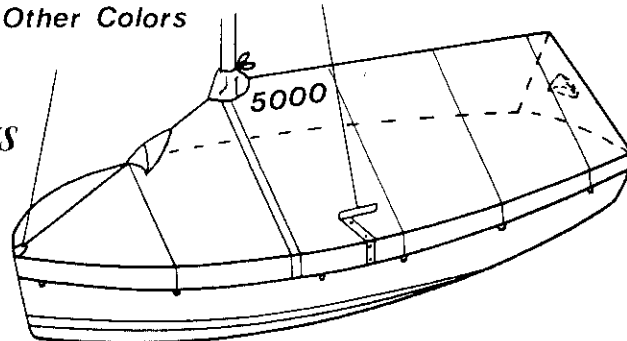
Next year's race will be held on August 9-11 at Clear Lake, Fremont, Ind. This is the only Flying Scot Regatta in the Midwest that is set up for fleet team racing. Get your team together for 1996 and plan on a great time at Clear Lake.

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FSSA Gulf Districts



Happy Birthday Larry! Ain't it Nifty— you're fifty.

Fairhope Yacht Club was the host for the 1995 Flying Scot Sailing Association Gulf District Championships on September 30 - October 1, 1995. A flock of pink flamingos in honor of FSSA Past President Larry Taggart's birthday, greeted everyone to the Districts which provided a variety of weather conditions for all to enjoy and compete. Winds prevailed at 8-15 knots for the weekend. Steve Bellows of Pensacola once again captured first place and received

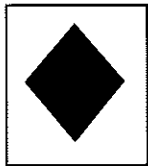
the Charles Dees Memorial Trophy for winner of the Gulf Districts.

A diverse group competed within the sixteen boats: Four boats from inland regions of the District, Kent Irwin, John Fundin, Jim Sisson from Birmingham Sailing Club and Jim Leggette from Jackson Yacht Club. Two all women teams on board with Granny Dees and Trin Ollinger. Two youth teams (skipper & crew are 18 or under) with skippers David Dabney and Emily East.

Regatta Committee & Contributors

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 East Family— Trophies
 Schurr Sails— Yellow Ditty Bags
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1. Steve Bellows; Paul JonPattin & Terri Swift
2. David Dabney; Matt LeFleur & Brock Schmidt
3. Carl Wainwright; Straut Adams
4. Chuck Barnes; Scott Raines & Johnathan Fleece
5. Kent Irwin; Bert Denton & Adam Sacks ▲



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Nicholas Dees showing Flying Scot support.



Spectators enjoying Scots Midwinter Regatta



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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.

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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.

Flying Scot New Membership

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	2128	Tom Neuhart	741 S. Linwood	Baltimore, MD 21224
	4936	Alan G. & Nancy J. Hinnebusch	18905 Shooting Star Court	Germantown, MD 20874
	5083	Pete Farrell	2613 Meadow Hall Drive	Herndon, VA 22071
Carolinas District				
	5061	David Dowdy	P.O. Box 5484	High Point, NC 27262
Greater NY District				
	5085	Charles E. Freeman	37 Beach Road	W. Hampton Bch, NY 11978
	3799	Anthony F. Coppola	5 Inglenook Road	New Fairfield, CT 06812
	CO5013	Tom Bean	44 Heyers Mill Road	Colts Neck, NJ 07722
7	1007	Philippe Alexandre	736 Lake Avenue	Greenwich, CT 06830
10	4977	John J. & Maeve Perno	34 Laura Lee Drive	Center Moriches, NY 11934
10	1773	Ronald R. Ball	31 Crosby St.	Center Moriches, NY 11934
157		Daniel Vought	41 Center Street	Runson, NJ 07760
Gulf District				
		Jerry Uetz	P.O. Box 66	Kingston Springs, TN 37082
	5065	Jim McKeever	P.O. Box 50825	Mobile, AL 36605
133	4266	Cherie Robinson	5009 Kavanaugh	Little Rock, AR 72207
Michigan-Ontario District				
16		Paul Toro	961 Burns Avenue	Detroit, MI 48214
20		Joel Craig	19320 Sibley Road	Chelsea, MI 48118
Midwestern District				
3	1226	Martin Wolf	1202 Lake Avenue	Wilmette, IL 60091
3	1379	Mike Fallaw	828 Ashland	Wilmette, IL 60091
3	2752	David C. Gustman	900 Greenwood Avenue	Wilmette, IL 60091
68	1364	Michael Burns	602 Clemons Avenue	Madison, WI 53704
New England District				
	2454	David M. Swyter	98 Hartshorn Street	Reading, MA 01867
New York Lakes District				
	5069	Michael & Livid McAllister	35 Parkwood Boulevard	Poughkeepsie, NY 12603
		John Enwright	11 West 6th Street	Oswego, NY 13126
Ohio District				
	2029	Michael E. Sheridan	476 Lewis Run Road	W. Mifflin, PA 15122
	2133	Charles Desmond Clements	918 Main Street	Danville, VA 24541
4	1638	Ben F. Oswald	1447 Mansfield Washington Rd.	Mansfield, OH 44903
65	3608	Gene Cieslewicz	1202 Berwyn Drive	Sherrodsville, OH 44675
Florida District				
	5059	Fred D. Costello	8782 156th Court South	Delray Beach, FL 33446
131	3008	Skeezix & Brenda King	1516 Engleside Avenue	Jacksonville, FL 32205
131	1347	Current Skipper FS#1347	8533 Malaga Avenue	Orange Park, FL 32073
131		Richard Brew	3705 Darnall Place	Jacksonville, FL 32217
New Members this report			31	

Safety First

by William Luksha, FS 1731
Fleet 3, Sheridan Shore Yacht Club, Wilmette, IL

On a sailboat we enjoy the experience of adventure as we tune our instruments to the wind. On occasion Mother Nature reminds us we are at *her* mercy. The captain of each boat is ultimately responsible for the crew. Emergency procedures may be required due to equipment breakdown, collision, or crew over board.

As a sailboat racer on Lake Michigan for 15 years I have experienced demastings, pitchpoling in 60 mph winds, turtling, and numerous capsizing and equipment failures mostly on my Hobie Cat. Once during a race I fell overboard and the boat and inexperienced crew sailed away. However, as the Safety Captain on a 44 ft. boat competing in the 333 mile Chicago to Mackinaw race has honed my interest in Boating Safety.

Flying Scot captains should check the availability and condition of their Safety Equipment. This minimal list below may be used as a starting point. Please add your personal items. Remember, the life you save may well be your own. Practice your emergency procedures with your crew both on land and out on the water. ▲



Sailboat Safety Equipment Checklist

REQUIRED EQUIPMENT BY U.S. COAST GUARD

PFDs for all aboard
Throwable cushion
Whistle or Horn
Flashlight
Tow Line 25 ft Min.
Distress Signal Flares
Distress Flag
Running Lights at Night

RECOMMENDED EQUIPMENT

(*) Required by Scot Class Rules
*Anchor and Rode (100 ft. min.)
*Paddles
*Water Bucket (w/ lanyard)
Throw Rope (in bag)
Rope Ladder
Stern Safety Grab line
Weather Radio
First Aid Kit
"HELP" Sign

DITTY/REPAIRS BAG:

Spare Rigging Parts
Tools (pliers, screwdriver)
Knife
Hull Hole Repair (Duct Tape)
Sail Ties (4)
Winch handle (spares)
Bow Flotation Bag
Transom Port

PERSONAL GEAR

Foul Weather/Rain suit
Strobe Light
Binoculars
Pencil/Note pad
Water
Knife, Gloves, Hat

1996 Northeast Flying Scot Regatta Schedule

- July 27-28 New England District Championship
Chautauqua, NY
Mike Swensen (716) 569-4783
- July 27-28 New York Lakes District Championship
Harwich Port, MA
Jim Cavanagh (617) 784-5088
- August 10-12 Moriches Sprague Mem
Moriches, NY
Tony DiResta (516) 878-8710
- August 17-18 Canadian Championship
Stoney Lake, ONT
Robin Collins (416) 444-3959
- August 24-25 Saratoga Lake Flying Scot Invitational
Saratoga, NY
Peter & Ann Seidman (518) 877-8731
- Sept. 7-8 Horricks-Palmer Invitational
Saratoga, NY
Paul Smith (518) 363-9069
- Sept 7 Shore Acres Invitational
Shore Acres, NJ
Mike Sheridan (908) 254-2981
- Sept. 14-15 Chimerglass Regatta
Coopersstown, NY
Dick Staley (607) 433-6815

Starting Line

New England District Championships

July 27-28, 1996
Harwich Port, MA

Plan a Cape Cod summer vacation. Come to the 1996 NE Districts at Stone Horse YC, Harwich Port, MA. Contact Chuck Winans at (508) 432-4990.

The 1996 New England District Championships will be hosted by Stone Horse YC on the weekend of July 28-29. For those of you who carefully read the splendid article in the Nov/Dec 1995 issue of Scots n'Water by Jennifer Montello you will note that the same event in 1995 attracted a fleet of 43 Flying Scots. This large fleet came from as far away as New York, New Jersey, and Connecticut, to complement the home fleets from Massachusetts. Since Cape Cod is equally as fine a vacation resort as Rockport MA, expectations are for another large fun event with good winds. The host fleet is planing an event with 5 scheduled races on Saturday and Sunday plus a social hour and dinner on Saturday night. Because of the fine sailing around Cape Cod, everyone is encouraged to coordinate an extra vacation week or two before or after the event and either cruise around the Cape or race with the Stone Horse fleet on Saturdays at 1:00 pm. If you want accommodation ideas or more information on the event, call Chuck Winans at (508) 432-4990. If enough pre-registration interest shows up, we will arrange for prizes for two divisions so plan to come regardless of your racing abilities.

1996 Ohio District Fleet Regatta Schedule

Sandy Douglass Regatta

July 27-28
Deep Creek Lake
John Meredith
Fleet 6
(412) 884-8889

Harvest Moon Regatta

Sept. 7-8
Atwood Lake
Debby Stipkovich
Fleet 65
(216) 499-7391

Moraine Regatta

Sept. 14-15

Morance Sailing Club
Mike Higgins
Fleet 80

Sail for the Grail

Sept. 21-22
Mike Higgins

Cave Run Regatta & Ohio District Championships

Oct. 5-6
Cave Run Sailing Assoc.
Steve Branner
Fleet 165
(304) 346-9673

1996 Michigan-Ontario District Championship

July 27-28, 1996
Traverse City, MI

Join us at one of Michigan's most beautiful travel destinations for racing on Traverse Bay. Contact John Briggs, The Harbor Boat Shop, 13240 West Bay Shore Drive, Traverse City, MI 49684. (616) 922-3020 (work).

FSSA Midwestern District Championships & 90th Ephraim Regatta

August 2, 3 & 4, 1996
Ephraim Yacht Club, Ephraim, WI
ELIGIBILITY

The regatta is open to all yachts of the Flying Scot class and any other class with three or more yachts, except Sunfish and windsurfers. (Separate regattas are provided for these classes.) Only FSSA members in good standing who are members of a fleet in the Midwest District are eligible for the Midwest Districts trophy.

REGISTRATION

Fee \$25, \$5 discount for FSSA membership, US Sailing Membership, or if postmarked by July 1, 1996.

For more information, call Jay Lott at (312) 472-3451.

Mid-Summer Series

August 3 & 4, 1996
Duxbury Yacht Club
Duxbury, MA

This annual event draws Scot sailors from all over New England to our beautiful pro-

TECTED bay for this five race Mid-Summer Series. Competitive racing, beautiful, convenient facilities, casual dinner dance Saturday evening top off a weekend of fun. Visit neighboring historic sites and our beautiful barrier beach. An event the whole family can enjoy. Contact Charlie Willauer, 90 Bow St., Duxbury, MA. 02332. Tel: (617) 934-2599, Fax: (617) 934-9094.

Clear Lake Challenge Cup

August 9-11
Clear Lake Yacht Club
Fremont, Ind.

This is the only Flying Scot Regatta in the Midwest that is set up for Fleet Team Racing. Get your team together for 1996 and plan on a great time at Clear Lake. For additional information call: Larry Schavey (219) 495-2640 or Bob Lewis (219) 637-3922

Crystal Sailing Club

Aug 10 & 11, 1996
Crystal, MI

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 or Steve Last (616) 796-3009

Flying Scot Canadian Championship

August 17-18, 1996
Fleet 148/Stony Lake Yacht Club
Stony Lake, Ontario

This unique regatta, held every two years, attracts a very competitive fleet to beautiful Stony Lake. Visitors are billeted in Stony Lake cottages (most of which are located on islands). Registration (US\$80.00) includes billet accommodation; Friday reception and dinner; Saturday and Sunday breakfasts and lunches for skipper and one crew. A supporter package will be available, at nominal cost, for a second crew and other visitors. Saturday Regatta Dinner tickets are available separately. If desired, limited hotel/lodge accommodation is available at your own cost. Four races are planned- two each day. Early registration is advised.

Eligibility: Current FSSA Membership

Continued on page 24

Starting Line

Continued from page 23

For more information and/or a Regatta Information Package and Registration Form, contact:

Colin Kinneer, Regatta Chairman

148 Ridley Boulevard, Toronto, Ont. M5M 3M1

(416) 481-1145 (voice), or (416) 481-7806 (fax).

Robin Collins

40 Cedarbank Crescent

Don Mills, ON M3B 3A4 (416) 444-3959 (voice) or (416) 444-4491 (fax)

Singletary-Helmold Series

This series of regattas is held at various sailing clubs throughout the Carolinas. The Flying Scot fleet at each of these locations serves as host for this traveling racing series. The level of competition is high, with nationally ranked sailors often in attendance. And the social activities at these regattas are also great, making for some memorable times and friendships. This year's series is as follows:

Hoop Pole Ragatta

Morehead City, NC

Aug 17-18

Mayors Cup

Lake Townsend, NC

Sept 14-15

District Championship

Lake Jordan, NC

Sept 28-29

VISA

Smith Mtn Lake, VA

Oct 5-6

The 10th Annual Saratoga Lake Flying Scot Invitational Regatta

August 24 & 25, 1996

Flying Scot Fleet 161 is proud to hold its 10th Annual Saratoga Lake Flying Scot Invitational Regatta at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 24 and 25. We will attempt to run five races. In addition to good racing, we will feature hospitality, starting with a light supper and wine and cheese party Friday evening, breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night. August is Saratoga Track and concert season, and motel rooms are both expensive and booked early. However, there is room to camp at the Sailing Club and we will arrange housing with Club members. Come early or stay longer and catch a show and some horse racing. Contact Secretary Peter and Governor Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, (518) 877-8731.

Labor Day Regatta

August 31 - September 1

Rudder Club, Jacksonville, FL

The first two days of the three-day regatta feature one-design racing (Flying Scots, Prindle 19's, Sunfish, Portsmouth monohull, and Portsmouth multihull are the classes anticipated). Monday there is a race for cruisers. Please call for the exact schedule.

Come race on the St. Johns River at the site of the 1997 Wife-Husband Championship Regatta. Saturday evening, Flying Scot Fleet 131 will host dinner at the Rudder Club. This regatta is the first stop in the Florida District Championship series for 1996-97.

Contact for information: Rudder Club (904) 264-4094 or Jonathan Hamilton (352) 392-2999 (office/messages) or (352) 335-1243 (home).

Horrocks/Palmer Regatta

September 7 & 8

Sayville Yacht Club

We invite all Thistle and Scot sailors to join us for this regatta. Scot sailors compete for the Palmer Trophy. For details, please contact Fleet Captain, Rob Kaiser at (516) 589-2467 or Paul Patin at (516) 363-9069.

Hot-To-Trot Regatta Notice

Sept 14 & 15

Fleet 20

Portage Yacht Club

Pinckney, MI (near Ann Arbor)

Fleet 20, of Portage Yacht Club, invites all Flying Scot and Interlake sailors in Michigan, northern Indiana, Ohio, & beyond to their annual Hot-To-Trot Regatta on Portage Lake. This two day event includes separate fleet starts with three to five great races, enthusiastic and friendly competition, and a regatta dinner Saturday evening. Other meals available. Motels and camping facilities are nearby. For details, please call Marilyn Poulter in the PYC office. (313) 426-4155 or FAX (313) 426-5532

Annual Whale of a Sail Regatta

Sept. 14 & 15, 1996

Carlyle Sailing Association

Carlyle Lake, IL

This is a multi-class regatta featuring an array of mono-hull and cabin boats. This year, as in the past, the Flying Scot fleet has a separate start during the races. For questions regarding this year's Whale, contact Jim Harris (314) 966-8404, Fleet Captain for FS Fleet 83 based at Carlyle Lake.

Glow in the Dark

Clinton Lake, IL

September 27, 28 & 29

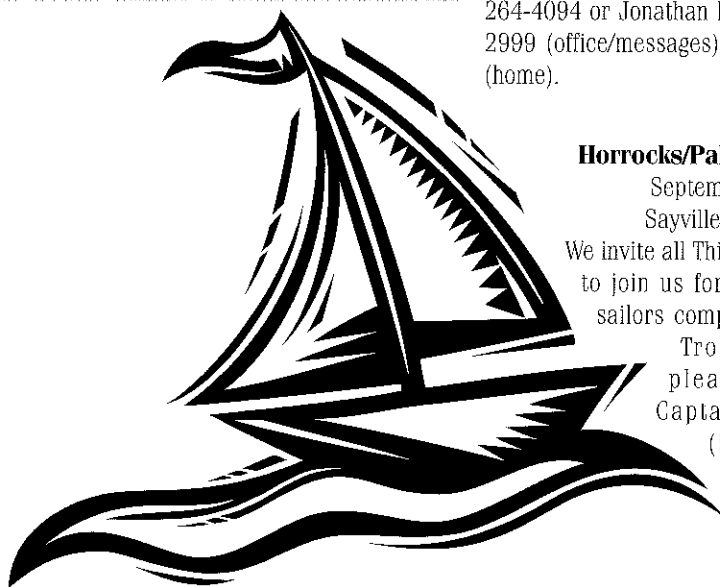
Contact Mike or Steve (217) 359-5828 or Jerry or Sunshine (217) 355-1220

Candlewood Yacht Club Semi-Annual Invitational Regatta

Sept. 28 & 29, 1996

Come and enjoy Fleet 24's hospitality on Connecticut's largest inland lake. With the fall foliage at its best. Our regatta is part of the John Pridmore Memorial Round Robbin hosted by the four Conn. Fleets.

Contact Frank Riefenhauser (203) 746-4752 or Mike McCarty (203) 775-8402 for details.



Fleet 97 Invitational Regattas for 1996

Sept 28-29 Koningsberg
Oct 19-20 Pumpkin Patch
West River Sailing Club
Galesville, MD

Contact Roger Schermerhorn, (301) 843-8852 or e-mail: rogerscher@aol.com

Cave Run Lake Grand Annual Regatta

Plus the

1996 Ohio District Championship

October 5-6, 1996

Fleet 165 has the pleasure to host the Ohio District Championship at beautiful Cave Run Lake close to Morehead, Kentucky. Flyers on the event will be mailed early in the summer. Contact Jim Sprow (606) 231-8768 or our Ohio District Governor, Steve Branner (304) 342-0159 with questions.

The Founders' Cup

October 12th & 13th, 1996
Indian Harbor Yacht Club
Greenwich, CT

Flying Scot Fleet #7 will be hosting its sixth annual regatta, in memorium of Chuck Rettie

(#27, #273, #906) and Lew Howe (#28, #2828) who together founded Fleet #7 in 1959 and helped to build it to over 50 boats today. Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound. We will have a Saturday Bar-B-Que and

Sunday awards lunch after racing. For registration forms and sailing instructions contact:

Josh Goldman FS# 3913 at (203) 625-0768 or (212) 883-0385(work). ▲

DEADLINES

*District Governors, Fleet Captains,
Boat Owners, Friends...*

Don't forget! Deadline is when I have to send your copy to the printer-- so mail early!!

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
August 15, 1996	November/December '96	OHIO
October 15, 1996	January/February '97	MIDWEST
December 15, 1996	March/April '97	NEW ENGLAND
February 15, 1997	May/June '97	MICHIGAN/ONTARIO & GREATER NY
April 15, 1997	July/August '97	GULF
June 15, 1997	September/October '97	TEXAS

Sobstad



Sobstad

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San Diego, CA 92106

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Fax
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



1ST 1995 MELGES 24 GOLD CUP
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1ST 1995 STAR WORLD CHAMPION
1ST 1995 SNIPE N.A. CHAMPION
OLYMPIC GOLD MEDAL STAR CLASS

Flying Scot Prices

Main \$ 450.00

Jib \$ 175.00

Spinn. \$ 345.00

-  Sails from the Sobstad one-design development center.
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-  Put the hammer down with a new set of Sobstad Sails.

Mid Winter Special \$ 920 per suit

Gulf Coast only Fla. Ala. Mis. La. Tx. call 1 504 283 4058

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Caveat Emptor

FS 1118—Light blue hull, white deck. JIB & main with window, 3 spinnakers (newest used 3 times). Trailer, motor mount, Harken hardware. Misc includes paddle, PFDs, etc. Good condition, located Houston, TX. \$2500 Call Bill McIntire (713) 343-9391 evenings, (713) 275-8637 days, mcintire@slb.com

FS 2355—Red hull with white deck. Trailer with spare wheel and dolly wheel. Multi-color spinnaker, extra set of sails. Anchor, boat cover, fenders, motor mount, level gauge, teak trim. Located in Indianapolis, IN. \$3500 obo. Call Steve Hastings (317) 259-7349 eves, (317) 267-7017 days.

FS 2992—\$3400. Custom flex built: yellow hull, red stripe, and white deck. Pamco tilt trailer, anchor, paddle, and life jackets. Harken equipped with 1 suit of sails. Dan Treadwell, Austin, TX w:(512) 984-5205 or h:(512) 219-1062.

FS 4145 - Douglass built. Ivory with blue trim; Schurr main, jib, and spinnaker; Fisher main and jib; British Seagull 3hp outboard motor (hardly used) and bracket; Tee Nee trailer with spare tire. Anchor, mast hinge, and other accessories. Very good condition. \$5400. Call Arnold Smith (864) 882-7834, Keowee Sailing Club, Seneca, SC.

FS 4233—Ivory hull deck, red stripe. Schurr sails, windowed. Tee-Nee trailer with spare. Never raced, seldom sailed, garage stored. Includes anchor, ropes, life jackets, bumpers. \$5900 (412) 869-4117 Randall Bonzo, Baden, PA

FS 4267— Our move to the Virgin Islands necessitates reluctant sale of our "ITUNA". Douglass, white hull & deck, blue stripe, motor bracket, Tee Nee trailer, Schurr sails, spinnaker in beautiful shape. Located in Eagle River, Wisconsin and available about 7/1/96. \$5500. Malcolm Preston, (809) 693-8782 or (715) 479-8450 in July and August.

FS 4592— 1989 Douglass white with blue trim. Very good condition. Schurr main and jib with windows and tell-tails. Mast steeping hinge. Galvanized trailer. Boat in Utah. Could deliver. \$3750. Jesse (801) 295-0842

FS 4745— 1991 White hull & deck—black waterline stripe. Bottom paint. Jib, main sails and silver & black spinnaker. Galvanized Hercules Trailer w/tie down rig. Factory motor bracket with cruise'n carry 2.7 HP motor, Blue cockpit cover, Jiffy reefing, additional extras, never raced, good condition \$6900. Sail boat in Chincoteague Bay, VA (804) 824-3991 Don Salisbury

FS 4812— White w/blue trim, perfect condition, daysailed only 20 hours, Spinnaker and complete performance rigging but never raced, boom cover, flotation, Evinrude Jr. outboard, Shorelander trailer, Shorestation lift. \$9500 Call Keith L. Carlson (218) 543-4002 Brainerd, MN

FS 4948— Like new, barely used with brand new trailer, custom cover and colorful spinnaker. Call Betsey Von Summer at (703) 637-9381. Asking \$9500

FS 4950— White deck, silver sides, white bottom and blue trim. No bottom paint. Full race rigged package. Only dry sailed. Deck & hull covers. 360 centerboard swivel. Triple console centerboard cleat system: 6:1 cunningham, 3:1 pole lift led aft, 6:1 vang. 6:1 internal outhaul wire-cleated by pulling forward, internal spinnaker sheets with ratchet under seats, rudder lift system, jib cleats on seats. Trailex Aluminum Regatta Master Trailer. \$8750 Call Mike Mossberg (516) 678-4282

FS 4372— Blue deck on white hull, Harken blocks, Harken jib roller furling system, jiffy reefing, mast hinge, Schurr windowed sails, Spinnaker w/pole, bow flotation bags, compass, motor mount, and Tee-Nee Trailer w/spare tire. Dry sailed lightly. Boat near Seattle. Contact Ron Nelson (509) 656-2256. \$4500



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Safe, reliable way to get back in your boat. Easy to install on the rudder (under 10 min.) Easy to deploy even from in the water. Light weight and strong. \$29.95



Vang Guard

Mechanical fuse designed to release, thus preventing the boom from fracturing due to excess vang loads. Installs between boom vang bail and vang tackle. Kit includes two spare fuses. \$49.95

Master Helper

Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. Simple to rig. \$59.95

Checks payable to Selby Bay Sailing Center are accepted. Please include \$4.00 for shipping & handling. Satisfaction guaranteed. Maryland residents add 5% sales tax

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Selby Bay Sailing Center, 1032 Old Turkey Point Road
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The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

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

Fabrication

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

Service

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

For more information call Steve Bellows, your Flying Scot Sailmaker

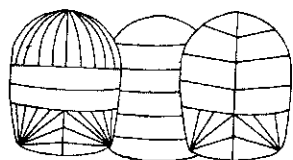
Name _____ Phone _____ Sail # _____

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



TRIRADIAL CROSS-CUT BIRADIAL

SPINNAKER COLORS

- | | |
|------------|--------------|
| 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 | |



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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)

NAME _____
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 Telephone Number (Daytime) _____
 Method of Payment: Mastercard Visa Check (Payable to FSSA)
 Credit Card Number _____ Expiration Date _____
 Signature _____

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CAROLINAS DISTRICT
 Donald G. Smith, Jr.
 55 Tarrymore
 Concord, NC 28027
 Phone (704) 788-8532

FLORIDA DISTRICT
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 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
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GULF DISTRICT
 Dan Kolenich
 4 Navy Lane
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 (334) 626-7175

MICHIGAN-ONTARIO DISTRICT
 Robin Collins
 40 Cedarbank Crescent
 Don Mills, ONT, CN. M3B 3A4
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MIDWESTERN DISTRICT
 John J. Lott
 525 W., Arlington, Apt. 571
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 (312) 472-3451

NEW ENGLAND DISTRICT
 James Cavanagh
 20 Bullard St.
 Sharon, MA 02067
 (617) 784-5088

NY LAKES DISTRICT
 Ann Seidman
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 Ballston Lake, NY 12019
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OHIO DISTRICT
 Steve Branner
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 S. Charleston, WV 25303
 (304) 346-9673

PACIFIC DISTRICT
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 4380 Charger Blvd.
 San Diego, CA 92117
 (619) 565-2715

PRAIRIE DISTRICT
 Ty Hall
 3176 Wood View Ridge Dr.
 Apt. 104
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 (913) 677-7023

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

Address Correction Requested