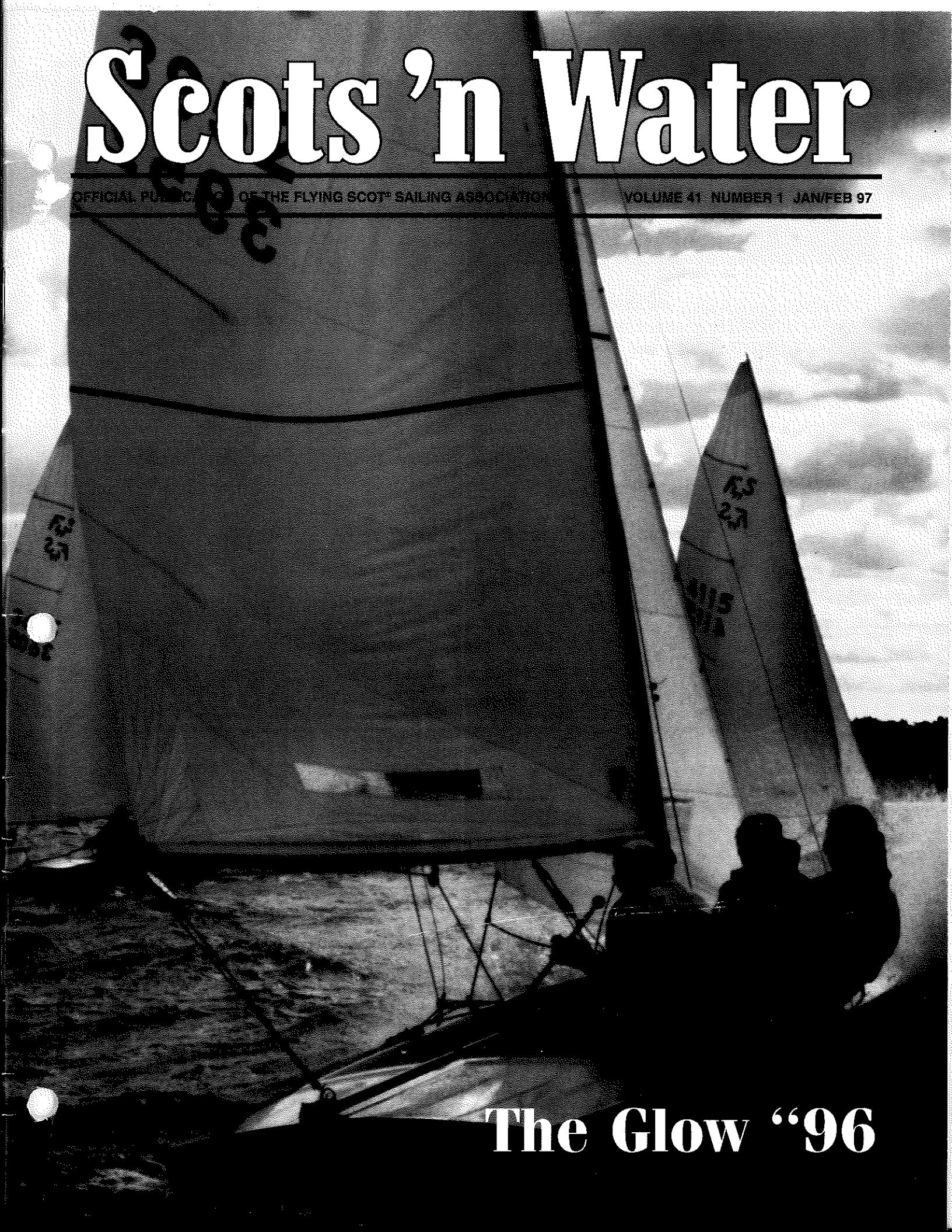


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 41 NUMBER 1 JAN/FEB 97



The Glow '96

When You Give It All You've Got Shouldn't Your Sailmaker Do The Same?

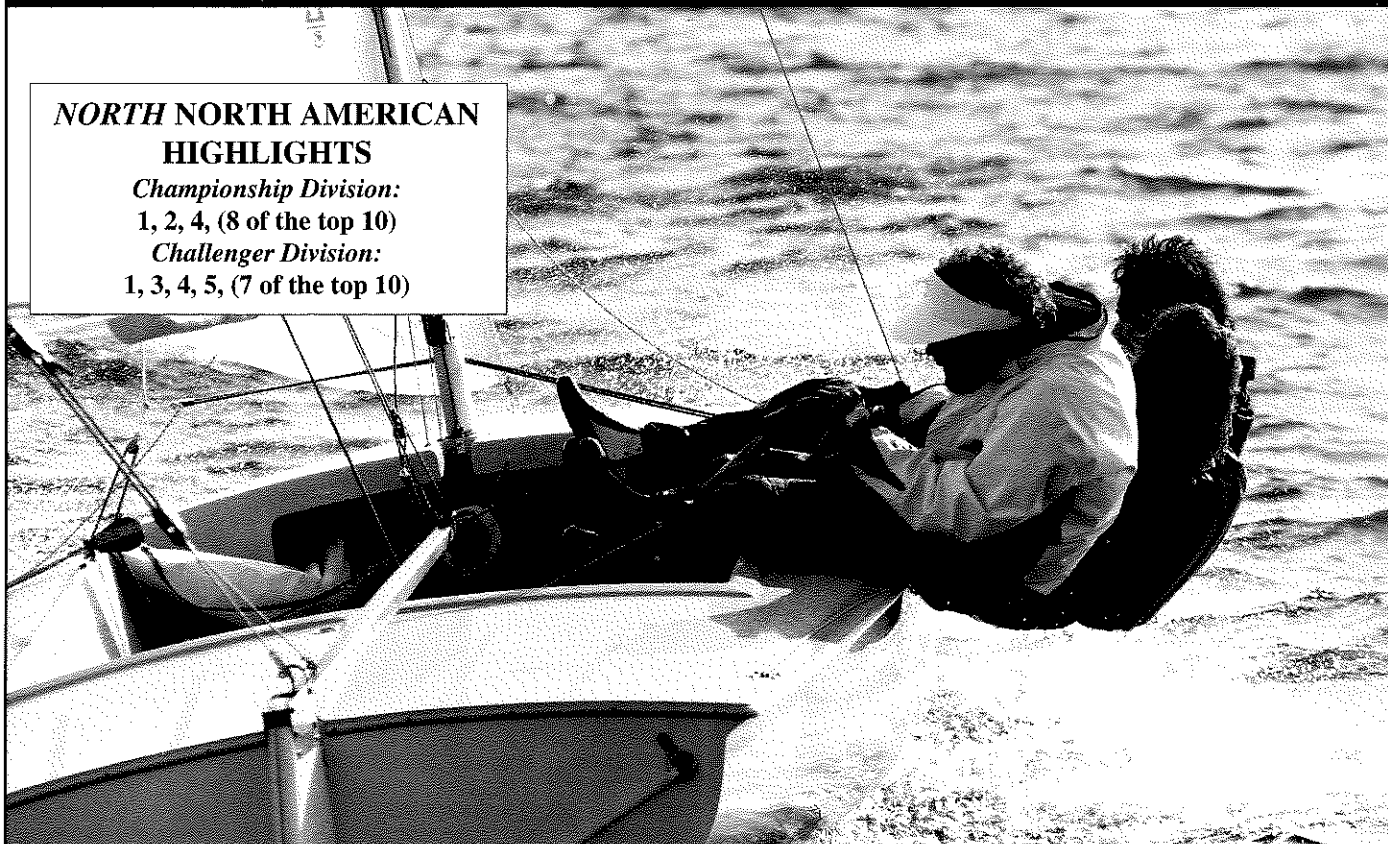
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On the Cover: Nice air this year for the Glow.

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Scots n' Water

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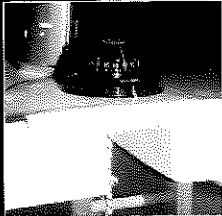
EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587 **LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrup.

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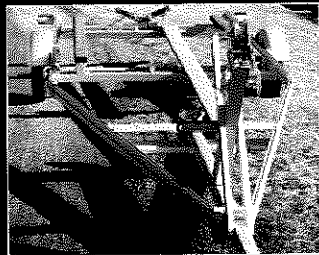
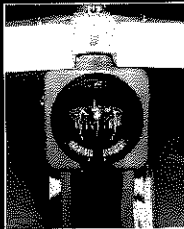


Aquameter Sailor II Compass and Mount...

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

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3⁵/₈" 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

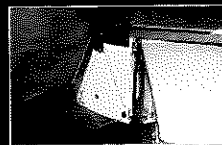
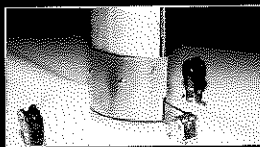


Trailex Aluminum Trailer...

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...

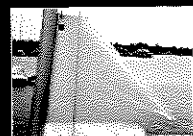
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. \$125.00



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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
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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



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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

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The Sir Thomas Lipton Cup 77 Years of Sportsmanship

By Pat Mowry

Labor Day weekend has become more meaningful to yacht clubs of the Gulf Yachting Association because of the contribution of the Lipton Challenge Trophy given by Sir Thomas Lipton in 1919.

As we celebrate this memorable anniversary, our thoughts turn to the seventy-seven year history of the Regatta and to the man who set such high standards for sportsmanship. Long a champion of the qualities and conduct befitting a sportsman, Sir Thomas made the word "sportsmanship" come alive for all those who knew him and competed against him. In this spirit, Sir Thomas donated to Southern Yacht Club a silver cup bearing his name to foster competitive racing in their newly created Fish Class sloops. The first regatta for the Lipton Trophy was held in 1920 with Pensacola Yacht Club challenging Southern Yacht Club for the trophy. Pensacola Yacht Club won the trophy and thus the yearly tradition of racing for the Lipton Cup was started.

As we remember Sir Thomas as founder of the Lipton Tea Company and as a self-made millionaire by the age of twenty-one, we must remember his real passion was

yachts. As a result of all his efforts, in 1920 Will Rogers presented him with a gold cup on behalf of the American people for his good sportsmanship and the Royal Yacht Club of England gave him membership in recognition of what he had done for yachting in the America's Cup Challenge.

By 1937 the regatta was growing with twelve different yacht clubs participating. Major difficulties began after the Second World War due to the lack of growth and the transportation problems of the Fish class boats. The 1960's were brighter as fiberglass boats were introduced and the 1969 Lipton Regatta adopted the Flying Scot as the inter-club boat. Also, in 1969 another obstacle had to be overcome, Hurricane Camille. Since hurricanes have never stopped the holding of a Lipton Regatta, Hurricane Camille's visit in 1969 was no exception. The

annual Lipton Cup races were held as scheduled on Labor Day weekend at the New Orleans Yacht Club. The 1970's saw the Lipton Regatta increase in both size and intensity of competition.

We gathered last Labor Day weekend to witness the 77th challenge for the Sir Thomas Lipton Cup and to celebrate Pass Christian's 1995 Lipton triumph. We salute the Captain and the team that brought Pass Christian Yacht Club it's Lipton victory: Danny Killeen, Jr., Captain, John Dane III, John F. Dane, and Kevin Northrop. The Pass Christian Yacht Club is proud to be a part of the Gulf Yachting Association and gives thanks to the men and women who have devoted their talents and efforts to maintain the Gulf Yachting Association's status.



1996 Lipton Cup Winners – The New Orleans Yacht Club

77th Lipton Cup 1996
Results of the 1996 Lipton Cup Regatta
Pass Christian Yacht Club
(Results listed by Yacht Club Standings)

FIRST RACE

Floyd Davis Memorial Trophy
 St. Andrews Bay Yacht Club

Yacht Club	Skipper	Crew	Pos/Pts
1 New Orleans	Rory Hebbler	Lindsay David, Tom Baker	1/75
2 Pass Christian	Kevin Northrop	Eric Doyle, Keith Puckett	5/5
3 Southern	J. Dwight LeBlanc	Keith Andrews, Kurt Fromherz	4/4
4 Bucaneer	Michael Mark	Amy Kleinscrodt, Karl Kleinscro	3/3
5 Pontchartrain	Rob Doolittle	Brock Schmidt, Bradley Jarvis	6/6
6 Bay Waveland	Alan Uram	Bishop Stieffel, John Hadden	2/2
7 Gulfport	William Weatherl	Anton Speaker, Lee Ann Kaigler	17/17
8 Biloxi	Gavin Schmidt	Charlie Dellenger, Corey Fortie	7/7
9 Mobile	Judd Chamberlain	Winston Foster, Boogie Dabney	8/8
10 Pensacola	Chuck Barnes	Jonathan Fleege, Scott Raines	11/11
11 Ft. Walton	Craig Wilusz	Chris Brown	12/12
12 Fairhope	Erik Boothe	Jessica Yeager, Catie Yeager	19/19
13 Lake Charles	Tucker Gilliam	Charlie White, Kip Tete	14/14
14 St. Andrews Bay	Bryan Boyd	Christine Hansen, Angie Pope	15/15
15 Pensacola Beach	Mark Smith	John Williams, Dave Oerting	25/25
16 Point	Denny Blume	Matt Taylor, Jesse Parkison	16/16
17 Birmingham	Harry Reich	Wil Irwin, Kent Irwin	10/10
18 Singing River	Wes Stanley	Ryan McRee, Austin Howell	9/9
19 Long Beach	John Burke	Lemert Kent, Trent Wright	18/18
20 Tammany	Mark Shirley	Scott Collins, Lauren Shirley	26/26
21 Grande Maumelle	Carl Garner	Carole Garner, Beth Whitesell	13/13
22 Lake Authur	Jim O'Neal	Sammy Trahan, Phil States	24/24
23 Lake Forest	Mike DuBose	Brad Glazner, Brenna Siemseen	22/22
24 Jackson	Bo Palmer	Fred Green, Chuck Gautier	23/23
25 Ocean Springs	Ryan Broome	Bob Efferkging	20/20
26 Pelican	Dewey Carpenter	Marie Carpenter, Dick Davis	21/21

SECOND RACE

J. Fred Clere Memorial Trophy
 Mrs. J. Fred Clere

Skipper	Crew	Pos/Pts
Robert Brennan	Tom Baker, Arthur Brennan	2/2
Danny Killeen Jr.	Owen Peneguy, Wynne Taylor	5/5
Christian Gambel	John Killeen, Cardwell Potts	4/4
Julio Bingham	Karl Kleinscrodt, Amy Kleinscro	3/3
Bruce Lindhein	Brock Schmidt, Susan Danielson	7/7
Marcus Eagan	Marc Eagan, Andrew Eagan	11/75
Tom Matthews	John W. Galloway, Lee Ann Kaigl	8/8
Troy Cruthirds	Marie Sapet	10/10
David Dabney	Tom Dabney, Boogie Dabney	6/6
Brian Harrison	Rick Zern, Jeff Zern	9/9
Kevin Bowyer	Phil Pritchett, Alan Thomas	11/11
Dan Kolenich	Granny Dees, Terry Dees Kolenich	13/13
Nathaniel Allure	Andy Buller, John Tete	12/12
R. J. Cooper	Fred Myers, Angie Pope	16/16
Jim Oyler	Linda Oyler, Kim Connerly	18/18
Hunter Riddle	Neal Rowell, Brooke Taylor	14/14
Tina Irwin	Kent Irwin, Lisa Hyde	17/17
Jeff Wilkinson	Sara Wilkinson, Allison Mather	19/19
Keeley Harrington	Evan Carpenter, Holly Murray	21/21
Janice Cunningham	Dina White, Tom Bonser	22/22
Tim Slade	Carole Garner, Jon Claas	20/20
Mike Miller	Al Rees	15/15
Zach Gatlin	John Seimesen, Carah Harvard	23/23
Bill Roberts	Andre Jarreau, Ralph Arnold	24/24
Irmi Wolfe	Jim Brenner, Luke Brenner	25/25
Terry Teekell	Stacey Luthy, Laquita Klapperic	26/26

THIRD RACE

Michael S. Johnson Trophy
 Pensacola Yacht Club

Skipper	Crew	Pos/Pts
Chris Wientjes	Doug Dovie, Collen Wientjes	3/3
John F. Dane	Owen Peneguy, Schaeffer Dane	1/75
Scotty Sonnier	Keith Andrews, Kurt Fromherz	2/2
Johnny Wacker	Don Brennan, Sara Hall	11/11
Hank Saurage	David Bolyard, David Bolyard Jr.	5/5
Charlie Merrigan	Corky Hadden	16/16
Sam Hopkins	Leslie Kelly, Sam Waller	7/7
Maurice Manuel	Robbie Schmidt, Charlie Delleng	8/8
John T. Murray I	Greg Smith, Ruth Bingham	19/19
Paul-Jon Patin	Micki Gramm, Terri Swift	9/9
Darren Cooke	Dave Magee, Russell Brown	14/14
Stewart Adams	Brett Best, Carl Wainwright	10/10
Rudy Fruge	Charlie White, David Dowsay	20/20
Dunkin McLane	Fred Myers, Christine Hanson	15/15
Leroy McMillan	Charlie Harp, Kim Connerly	6/6
Doug Hazebrook	Neal Rowell, Roy Troendle	12/12
Mark Kresovski	Wil Irwin, Ellen Madden	17/17
Rayn McRee	Jeff Wilkinson	23/23
Paul Murphy	Rick Bernard	13/13
Gary Barrigan	Tony Beale, Holly Tassin	4/4
Jeff Rodgers	Nicole Class, Beth Whitesell	18/18
Maurice Sullivan	Steven Swan, Sammy Trahan	22/22
Rob Garrison	Brad Glazner, Carah Harvard	21/21
Ray Chapman	Steve Goldin, Ralph Arnold	24/24
Mary Brenner	Jay Gorday, Sue Gorday	26/26
Kyle Luthy	Steve Luthy, Stacy Luthy	25/25

FOURTH RACE

Larry Beauvais, Jr. Memorial Trophy
 Mobile Yacht Club

Skipper	Crew	Pos/Pts
Benz Faget	Doug Dovie, Collen Wientjes	4/4
John Dane III	Eric Doyle	1/75
Charles Meade	John Aiden Meade, Eddie Conrad	2/2
Ken Kleinscrodt	Don Brennan, Jackie Gorski	3/3
Billy Ross	David Bolyard Sr., David Bolyard	5/5
Dennis Stieffel	Rene Dupaquier, Timothy Stieffel	6/6
Adam White	Rush Galloway, Leslie Kelly	7/7
Larry Manuel	Robbie Schmidt, Renee Dellenger	15/15
Zane Yoder	Susan Kurzweg, Ken Robinson	9/9
Steve Bellows	Micki Gramm, Terri Swift	13/13
Tom Garner	Andy Molovich, Alan Thomas	12/12
Chris Christman	Emily Jo East, Fleet Ollinger	10/10
Charlie Buller	Andy Buller, David Dowsay,	8/8
Jerry Hartman	Sunshine Hartman	11/11
Mike Beard	Carol Simpson, Dave Oerting	14/14
Eric Nelson	Phil Turner, Roy Troendle	23/23
Bert Denton	Carla Hill, Lisa Hyde	22/22
Austin Howell	David Grafton, Curt Mather	16/16
Adam Abble	Mathew Blackman, Holly Murray	19/19
Donna Toncrey	Kelly Richardt, Dina White	25/25
Jack Mulhollan	Nicole Claas, Jon Claas	DNS/27
Daniel Lafleur	Al Rees, Phil Stutes	20/20
Justin Gish	Marc Haughaboo, Siemssen	17/17
Peter DeBeukelae	Ian Lacour, Bill Chene	18/18
Leo Potvin	Jay Gorday	21/21
Scott Thurston	George Monk, Dean Domanine	24/24

Sandy Douglass Memorial

By Al Thagard

The third annual Sandy Douglass Memorial Regatta was held on Deep Creek Lake in western Maryland on July 27th and 28th, 1996. The Flying Scot Inc. boat factory is located at Deep Creek and a number of regatta participants took the opportunity to visit the plant before the races. Thirteen boats from off the lake raced in either the championship or challenger competition. The results are below.

Most of our visiting racers stayed with local hosts, while others stayed at nearby motels and everybody enjoyed the facilities at Turkey Neck Yacht Club. Breakfast was provided before the races on Saturday and Sunday and a delicious catered dinner was served on Saturday night. A

July 26 - 27 1997 Deep Creek Lake, Maryland

sandwich lunch spread was served on both race days.

Deep Creek Lake is located in the mountains at an elevation of about three thousand feet. This ensures cool, comfortable evenings regardless of daytime highs; but the winds are very unpredictable and always fluky. Saturday's winds were ten to fifteen

knots while on Sunday they diminished to five to ten knots.

Seven places were awarded in the championship division while five places were given in the challenger category. This year the monkey award went to Doug and Audrey MacMillan of the host club for finishing just out of the "money" in the championship division.

Flying Scot sailors are reminded to keep the Sandy Douglass Memorial Regatta in mind when setting their 1997 schedule of events to attend. This regatta will be held again on the last weekend of July. Contact Al Thagard at (412) 882-8490 for a registration form and additional information. ▲

1996 Sandy Douglass Memorial Invitational Regatta Results

CHAMPIONSHIP FLEET

SKIPPER	Sail #	R-1	R-2	R-3	R-4	R-5	TOTAL	CREW	HOMETOWN
1 Meredith, John	5001	0.75	0.75	0.75	3	2	7.25	Kaminski, Tony	Pittsburgh, PA
2 Carpenter, Harry	5019	2	5	2	2	10	21	Carpenter, Carrie	Oakland, MD
3 Griffin, Don	2259	3	12	4	4	3	26	Griffin, Barbara	Pittsburgh, PA
4 Carpenter, Jack	4987	12	3	9	0.75	4	28.75	Carpenter, Rebecca	Pittsburgh, PA
5 Neff, Dave	3961	4	6	7	13	5	35	Groom, Bob	Charleston, WV
6 Goldberg, Dan	4991	11	4	3	12	6	36	Reis, Joni	Bethel Park, PA
7 Salmon-Cox, Peter	5047	7	9	6	5	9	36	Schneider, June	Millersville, MD

CHALLENGER FLEET

SKIPPER	Sail #	R-1	R-2	R-3	R-4	R-5	TOTAL	CREW	HOMETOWN
1 Peters, Ed	3240	2	0.75	3	2	2	9.75	Rissell, Ted	Hagerstown, MD
2 Leet, George	3830	4	3	5	0.75	0.75	13.5	Whittleley, Dan	Cincinnati, OH
3 Meehan, Dave	4166	3	2	2	4	3	14	Neehan, Karen	Manassas, VA
4 Armstrong, Alan	2901	5	4	4	3	6	22	Armstrong, Jeannette	Johnstown, PA
5 Frank, John	2888	0.75	7	8	7	4	26.75	Frank, John	Pittsburgh, PA

Heaving-To

From *On The Wind* (Wayfarer Fleet 2)

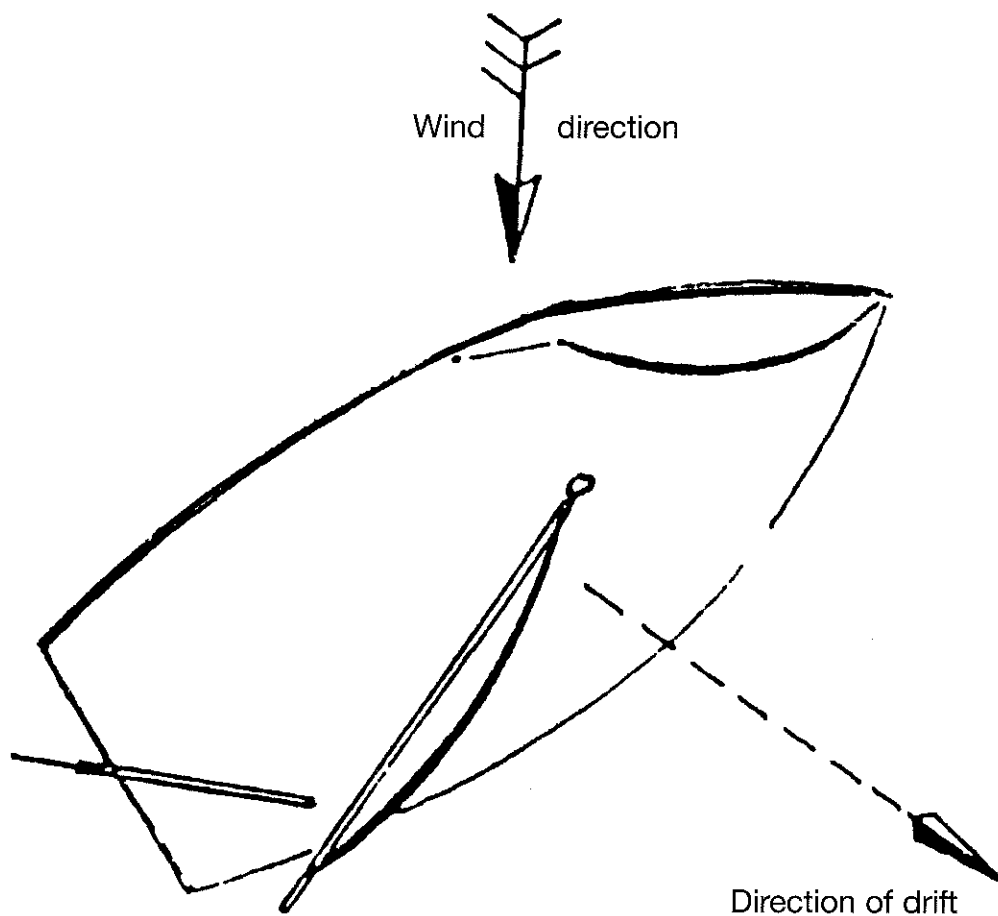
It is sometimes necessary to stop a sailboat to effect repairs, take a break from hard sailing or eat your lunch. **Heaving-To** is a technique that will result in a sailboat lying across the wind (approximately 100 degrees to the wind) and making slow progress to leeward. Heaving-to is a maneuver so important that it is well worth a little study and a great deal of practice - the effect is quite remarkable. The major safety concern when heaving-to is that there are no obstructions to leeward in the path of the drifting.

Let us look first at the result of heaving-to. It will then be easier to deal with the process. When heaving-to, the jib will be backed (pulled or held on the windward side of the boat), the mainsail will be freed off somewhat, the tiller will be lashed to the leeward side of the vessel and the centerboard half raised. Most one-designs will heave-to particularly well under this scenario.

The tiller to lee causes the boat to steer into the wind. As the boat heads up, the wind will catch the backed jib and will push the bow away from the wind. These two actions cancel each other, and the result is a slow seesaw movement to leeward.

TO HEAVE-TO:

1. The helmsman will give commands similar to coming about. In fact, the maneuver is virtually



- the same for heaving-to and coming about.
2. With the command, "ready to heave-to", the helmsman will instruct the crew to prepare. When ready, the crew will respond, "ready".
3. The helmsman will bring the boat about with the command, "hard to lee" as the tiller is pushed to the leeward side of the boat.
4. As the bow of the boat passes through the wind, ease the mainsail, but leave the jib sheeted in.
5. As the boat slows, the helmsman will push the tiller to the "new leeward" side of the boat. This

will cause the bow to head towards the wind. With the jib backed, the motion will be stopped and the boat will successfully be in the heave-to position.

TO GET UNDERWAY AFTER HEAVING-TO:

1. Lower the centerboard.
2. The crew will release the windward jib sheet.
3. The helmsman will center the tiller.
4. The helmsman will sheet-in on the mainsheet. ▲

Crews' Union Speaks Out

as published in *C World*

Years ago, some folks from Cedar Lake Yacht Club in Indiana formed a crews' union. They tried to become part of the teamsters and, indeed, had a deal worked out with Jimmy Hoffa. Hoffa disappeared before this

matter was formalized. Several skippers were questioned with respect to that disappearance. The following "work rules" have been leaked to us in an attempt to revive the effort to establish new working conditions.

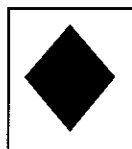
1. *Jumping into the water is prohibited.*
2. *When bailing is required, the rule of equal time will be observed.*
3. *In rigging the boat, the equal time rule also applies.*
4. *Equal time also applies to carrying the sailbag(s).*
5. *Hiking straps must be soft and well-padded.*
6. *A crew must be allowed a five second rest when using hiking straps.*
7. *A crew will fold the luff of the sail, while the skipper will take care of the leach.*
8. *A crew shall not be expected to sail more than three hours in any given day.*
9. *The word "please" shall be part of every order given.*
10. *Only words of eleven letters or more may be used.*
11. *A crew is not responsible for the wind, speedboat chop, etc., and therefore shall not have to listen to comments about such.*
12. *A crew shall not be blamed for the placement of the boat by the skipper.*
13. *A crew shall not be responsible for any maneuver not instructed before the onset of such maneuver.*
14. *A crew shall not be reprimanded for anything because the skipper changes his mind.*
15. *A skipper shall exhibit sympathy for any wounds incurred while sailing.*
16. *A crew will only sail in weather that has a wind of 10 M.P.H., 80°, and is clear and sunny.*
17. *Refreshments (ambrosia and nectar) will be provided during the race.*
18. *The crew should be presented with a drink of his/her choice immediately upon disembarking.*
19. *Apologies must be made before docking.*
20. *A skipper MUST treat the crew like a sweetheart, not like a wife.*
21. *A sit-down strike on the part of the crew because of any violations on the part of the skipper should be expected and tolerated graciously.*
22. *A crew has the right to determine the number of tacks she/he will perform in a day. It is the skipper's responsibility to use only that many while racing. Any additional tacks are performed solely at the discretion of the crew. ▲*

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By Doug, Sue, and Nolen Buffalo in
Grande Maumelle SC's *Mainsheet*

Have you ever wondered if you are a real sailor? You know you're a true Arkansan if your brother-in-law is also your cousin; you know you're a true Californian if you use sun tan oil in bed; and, you know you're a true Mississippian if your front porch collapses and kills more than three dogs. Here are some ways to know if you are a true sailor:

- You put telltales on your car radio antenna.
- Your sails are in better condition than your car's tires.
- You won't buy a Porsche because you can't put a trailer hitch on it.
- Your most expensive shoes are Topsiders.
- Your favorite TV channel is the weather channel.
- You install drain plugs in your car trunk.
- You own a Brooks Brothers life-jacket.
- You plan your wedding around the racing schedule.
- You think gourmet dining is the deli nearest the dock.
- You have duct tape in your first aid kit.
- Your best tan is on the top of your feet.
- Your best watch runs backwards.
- You pass a car on a 4-lane highway and yell, "Coming up!"
- Your boat costs more than your car.
- You spend more time at the sailing club than at work.
- You can always find your foul weather gear but can't find your umbrella. ▲

Etcetera

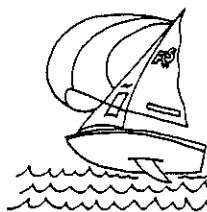
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What Is All The Fuss About The New Racing Rules?

By Bernie Knight

Last November the IYRU approved the new racing rules for international use of the sport, which will appear in the 1997-2000 US Sailing Rules Handbook. These rules were born in the form of the "Experimental Rules" about four years ago, and they have been the subject of a lot of discussion and controversy. No doubt, you have wondered what these "new rules" mean for yourself as a Flying Scot racer. Or, better yet you have read several articles in *Sailing World* about the subject, and found some things to really like or dislike about these new racing rules. In this article, I will not attempt to explain all the differences and nuances of those differences between the new Racing Rules and those described in the 1993-96 Handbook. There are plenty of good articles and books on that subject. The best references for that topic are Dick Rose's columns in *Sailing World* and *Yacht Racing Rules* by Dave Perry, a book available from US Sailing. What I will do is attempt to provide a little background and understanding as to why things are the way they are because I feel somewhat qualified to do this, having sat in several of the Rules Committee and Inshore Committee meetings at recent US Sailing meetings while this stuff was being discussed and formulated.

The new Racing Rules are the product of several years of discussions, situation analyses, and on the water testing. They started life from the assertion that the present racing rules were too complex and needed to be simplified. US Sailing's Rules Committee, chaired by Dick Rose, took on the task to draft a set of "simplified racing rules" to address

three issues: 1. the sport will attract more newcomers if the rules were made easier to understand, 2. more straightforward rules should contribute to fewer protests, and 3. because the average speed of racing yachts is increasing, simplification of the rules should lead to fewer expensive collisions and nasty confrontations. Many clubs and YRAs sailed under these new rules between 1994 and 1996 and provided lots of good feedback to the Rules Committee in the form of copies of all protest forms, and general comments. Based on that feedback, several adjustments were made for the 1995 and 1996 seasons, and evaluation on the water continued. A copy of the current Experimental Racing Rules can be found in the March '96 issue of *American Sailor*, and, most recent versions in one page leaflets printed by Harken. These leaflets have been distributed free of charge through boat stores, and they are available from US Sailing. Further you can probably find the latest version on US Sailing's web page and in the Sail Racing library on Compuserve.

The sense at US Sailing was that the rules had become far too complex with too many arcane twists and exceptions. In such an environment the average racing sailor was far from being really knowledgeable and able to anticipate every situation on the water. Worse yet the complex reputation of the rules seemed to be particularly daunting to novice or would be racers — not something that could be good for the growth of the sport.

In spite of efforts of the Rules Committee over the previous couple of issues of the Rule Book to simplify

things, it only got worse. The 1993-96 International Yacht Racing Rules that govern right of way and fair sailing while racing covered more than 15 pages of teeny tiny print in the Definitions and Part IV. The new rules can be reduced to one page, front and back, including room for a couple of diagrams to make things clearer, as evidenced by the "Experimental Rules" cards provided by Harken. To me that is a significant step in the right direction.

The new rules were based on six principles that say the rules should:

1. Embody the principles of fairness that most sailors accept.
2. Discourage contact between boats.
3. Allow maneuvering in close quarters with a minimum of anxiety.
4. Encourage sailing fast and discourage impeding others.
5. Minimize exceptions and rules for unusual situations.
6. Be stated in simple, direct, familiar language.

I have sailed under the new rules and the old rules for the past three years at Lake Carlyle and at other Flying Scot regattas. And, I have to admit that there are only three things that I keep in mind when going from one set to the other, and it seems to have worked for me.

1. The sharp, defensive luff is no longer available to me as a weapon under the new rules. That is good! Because, if on a running or a reaching leg I allow you to get close enough to threaten to roll over me without coming up a little bit far earlier to increase boat speed and prevent the pass. I have probably lost it already

Continued on page 12

anyhow. If I have to "take you to the beach" to prevent you passing me, we have both most likely lost several other boats in the process, a questionable gain for sure.

2. You can no longer approach the windward mark on the port tack lay line, and tack on the lee bow of a starboard tacker inside the two boat length circle and expect rounding rights. One of the underlying principles of the new rules was to simplify the situations that can exist at mark roundings, which seem to spawn more protests than any other meeting occasion on the race course.

3. Some people felt that they had to "tag you" to assure their rights when there is a probable foul. Well, this is verboten under the new rules - no exceptions.

If you are all worried about having to learn a whole new set of rules, I would say to you "don't be". If you think you know the 1993-96 rules fairly well, and if you keep in mind the three differences described here you will be OK in 90% of the situations you are likely to encounter. Furthermore, you can read the entire racing rules in less than 15 minutes, even at my pedestrian reading rate.

There has been some good healthy

debate and criticism of the new rules. For example, the air is a lot cleaner on the port side tack lay line than on the starboard tack lay line approaching the weather mark in a big fleet, simply because there are fewer boats there. I would argue that if giving up this tactic is the price we pay for improving the attractiveness of the sport to newcomers, it is probably worth it. Ditto for the defensive luff. We will just have to learn to win races by making our boat go fast, rather than jinking around with one another. As a bonus you should get to spend more time at the party instead of in the protest room. ▲

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Storm Warning II

By Dan Goldberg and Joni Reis,
FS 4761

This article is in response to Mike Palm's very interesting article in the September/October 1996 issue (It Happens). Mike cited my previous article from 1995, (Storm Warning), and stated that he believes I was wrong.

From my perspective, I would like to clarify some of the points I made in the article, and add some thoughts on storm preparation. First, I have to admit I'm confused as to exactly what Mike thinks was wrong in my first article. The main point of that article was that if you see a storm coming, GET THE SAILS DOWN. I'm sure Mike would agree with that. The article did not mean to imply that if you follow the exact procedure outlined, you will be immune to a capsize. I have capsized twice in a Scot (both times with sails up). I have heard stories of Scots capsizing under jib only in very heavy wind (30-40 knot range), and capsizing under bare poles in hurricane-force winds. No boat, especially a centerboard boat, is immune to a capsize. My article only was intended to point out the most effective preventative measures that one can take when it is obvious that big winds are about to hit. Mike's article inferred that his capsize was inevitable, given the force of the wind that hit him. He's probably right, given the fact that his sails were up. However, I believe there is a reasonable chance he could have avoided a capsize had he been anchored head-to-wind with the sails down when the big wind hit.

I am also a strong believer in preparation. On heavy air days, we do a number of things differently than we do under "normal" conditions. First, we assume there is a chance of a capsize so we all wear life jackets. Second, we collect all the excess

lines, tools, etc. out of the shelves and put them in a sail bag which we tie to the boat. Thus, if we capsize, all our gear does not float away or sink. Third, every crew member carries a winch handle, so that any one of us can lower the sails if needed. Fourth, we discuss our capsize recovery plan before we leave the dock. The strongest swimmer is assigned to swim to the top of the mast and hold it horizontal, to prevent a turtle (mast-down position). The remaining people attempt to climb out onto the centerboard. It is much easier to upright a capsized Scot if it has not turtled. I agree with Mike that personal safety is more important than boat salvage. All crew should be accounted for, in case someone is trapped under the boat or sails.

One other thing we learned from our experience last year, and subsequently confirmed by Harry Carpenter. In very heavy air, the jib is much more difficult to lower than the main. So when you see a storm coming, lower the jib first and tie it down, then lower the main.

Joni (my regular crew) adds her perspective to this issue through her experience:

I've fortunately never capsized with Dan, to date. However, I waited for hours in Panama City while they fished Dan, his crew, and his boat out of the water, an event which some of you may remember. Ever since then, I have not wanted to experience a similar situation myself.

The day we anchored out in the storm was the basis for Dan's article. At the time, I doubted the wisdom of not heading for shore. The wind was building. Fearing we would surely die (struck by lightning or capsizing violently), land seemed the place to

be. Dan was confident, however, and calmly ordered that we drop the sails. Getting the main down was easy, but getting the jib down was not. The jib tends to blow over the bow or back up the forestay. I crawled out on my stomach to pull it down and tuck it under the shock cord we have mounted on the deck as part of our spinnaker downhaul system. Back in the boat, our anchor line was tangled, and after exposure to the driving rain it was cold and wet (as was I). After untangling it, and not wanting to crawl out on the slippery deck again, I threw it out just forward of the shroud, and the boat came around head to wind. OK, I thought, we probably won't capsize now (unlike at least six other Scots on the lake), but the mast sure looked like a lightning rod. That appeared to be the only remaining danger.

The storm subsided and we sailed in soaked but safe. Dan's article was a result of the many discussions we had with other sailors, as well as Harry Carpenter, and seemed reasonable to me. We reviewed the problems and corrected them. For example, we got a holder for the anchor line so it won't tangle again. We have always reviewed capsize plans, if there is any chance of storms or if we are sailing in high-wind conditions with a new crew. So everybody knows their job. Dan wrote about what we learned, to provide the highest probability of avoiding capsize and injury.

Some final thoughts from both of us: We cannot control the whims of mother nature. So far, we've been lucky. Knowing that, we head for shore when there is any doubt about our safety. If it is impossible to get there - DROP THE SAILS! ▲

Racing W/O a Spinnaker?!

By Bruce Cattanach

FS 3817 - *Jollymon* • Fleet #157, Monmouth Boat Club

Most sailors entering into Flying Scot sailing when asked why they don't race will quickly say - "We don't have a Spinnaker". When my wife Jackie and I bought our Scot #3817, which we named "Jollymon" after the Jimmy Buffet song, it didn't have a spinnaker. However, we didn't hesitate to start racing our Scot, sans spinnaker.

Let me first say, you will NOT win the Championship fleet w/o spinnaker. However, you can race competitively and have a great time in Challenger Fleet. With Jackie skippering we reached the New Jersey State Championship, placed in the trophies in each regatta, and 1st overall for two years running. We also had great success in the Wife-Husband regatta at Lake Norman. After the first day we were in 3rd place in Challenger Fleet! And all the

It's a new element of complexity to an already complex and interesting sport.



courses were windward/leeward! I managed to botch that on the second day by leaving the board up 1/3 of the second weather leg and we finished 7th for the regatta. We also placed 5th at the N.E.R.D. (North East Regional District) regatta in Saratoga, New York.

To keep everything in perspective: Our boat was sailing with original sails (12 years old) and with bottom paint. Its true, we are not novice sailers having sailed Lasers, Snipes, big boats and Charter boats for many years prior to the Scot. My point here is that there are no excuses not to race. And if you try hard, concentrate, and have some good luck, you can get a trophy without a spinnaker.

The main advantage of sailing without a spinnaker is there is less stuff to foul up and go wrong. You don't create the opportunity for a Chinese fire drill every

mark rounding. The second advantage is while everyone else is doing their Chinese fire drill you can sail in control and faster. You can concentrate on boat speed, tactics and the course rather than getting jammed by all this extra gear, sail and line.

One piece of equipment I do recommend is a spinnaker pole. Get one regulation size and use it as a whisker pole to hold out the jib during a run. It keeps the jib perpendicular to the wind and saves the crew from stretching to hold the jib outboard. You don't need a topping lift - just pole will do.

If you feel intimidated by the spinnaker: don't use it while racing. If you don't have a spinnaker: don't worry about it. Someone once said that the spinnaker adds about 5% to the speed of a boat down wind. That might be wrong but you can race and have fun without it.

As for the crew of *Jollymon*, we spent this winter putting on the spinnaker gear and have borrowed an old spinnaker which we have put up in a few races this year. Its a new element of complexity to an already complex and interesting sport. I don't know if we're really any faster, but its sure fun trying to get it all to work. ▲



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FUN-N' GAMES AROUND OHIO

Several years ago FSSA Fleet 1 from Cowan Lake, Ohio sponsored a regatta series that encouraged traveling to Flying Scot Invitational Regattas throughout the Ohio District. For reasons that nobody can remember the Annual Regatta Series Program ceased to be. This year it was resurrected and included seven invitational regattas throughout the District. The Ohio District contains 12 active fleets and the seven fleets sponsoring regattas are all within relatively easy driving distances from each other with the maximum traveling time of about 5-1/2 hours so traveling to other lakes was relatively easy for those who wished to participate. The scoring for the regatta series was as follows:

Each participant in each regatta received five points plus points equal to the number of boats beaten based on the final standings of each regatta.

The boat with the highest point total at the end of the series will win... second highest - second place....and so forth.

In the event that more than one division (ex. championship and challenger) is sailed in an individual regatta the points earned by boats in the higher division(s) will be determined by the number of boats beaten plus the total number of boats in the lower division(s).

Participation in this regatta series was limited to currently paid active members of FSSA that are members of an Ohio District Flying Scot Fleet or are un-assigned Ohio District members as determined by FSSA.

So, with all of this in place we started sailing and the rest, as they say, is history.

The first weekend regatta was at Columbus, Ohio...the Buckeye Regatta

at Hoover Reservoir on May 18-19. Fleet Captain, Chris Fogle and Fleet 37 sailors put on their typically great event. Brisk winds greeted the 19 sailors who were seeing if their boats were still usable from the previous year. George Leet from Cowan Lake discovered that clevis pins do, in fact, come loose and his mast assumed the horizontal position following the second race on Saturday. Local sailor, Mike Cullen showed everyone else the way around the lake and won the regatta followed closely by Indiana Sailor, John Domagala.

BUCKEYE REGATTA FINAL RESULTS

- | | |
|-----------------|--------------|
| 1. Cullen | 6. Branner |
| 2. Domagala | 7. Huling |
| 3. Knight | 8. Courts |
| 4. VanDer Horst | 9. Stewart |
| 5. Griffin | 10. Goldberg |

In 1995 the Berlin Regatta, a 3 race event, was shortened to only one race due to the lack of wind. Well, lightning can't strike twice in the same place, can it...Yes it can. The Wind Gods weren't with us in 1996 either and only one race was held on Saturday, June 15th. The lead changed several times during the race and being at the right place at the right time when the small puffs filled in was the way to get around the course. Dan Goldberg drifted to a first place finish ahead of local sailor, Bill Kobel finishing second in the 15 boat fleet. Dick Franklin and Fleet 19 did an outstanding job with the Saturday nite buffet meal.

BERLIN FINAL RESULTS

- | | |
|-------------|---------------|
| 1. Goldberg | 6. Cronenburg |
| 2. Kobel | 7. Knight |
| 3. Neff | 8. Branner |
| 4. Liepper | 9. Franklin |
| 5. Shasteen | 10. Marlin |

Well, what else can be said about the Fleet 1, Pig Roast Regatta on June 22nd and 23rd at Cowan Lake that hasn't already been said? Fleet Captain, Pat Glazer and the Cowan Sailors put on another great event for everyone except the pig and ordered up light and shifty winds for the 20 participants at the Third Ohio District Regatta. Offset Windward-Leeward courses and Leeward Gate Courses provided excitement and frustration for all sailors. Pat Glazer, who obviously knows his way around Cowan won the regatta with Cave Run Sailor, Steve Branner finishing second. This event was a tune-up for the FSSA 40th Anniversary Regatta to be held at Cowan on June 21st-22nd, 1997.

PIG ROAST RESULTS

- | | |
|--------------|------------|
| 1. Glazer | 6. Courts |
| 2. Branner | 7. Eustis |
| 3. Shoemaker | 8. Lewis |
| 4. Ward | 9. Kitchen |
| 5. Leet | 10. Hilk |

Deep Creek Lake, July 27th & 28th, BURR? Its always cold at Deep Creek! The fourth event of the Ohio District Series saw 32 hardy Scot Sailors make the trek to the Factory's Lake for the Sandy Douglass Memorial Regatta. If you like shifty and breezy conditions you'll love Deep Creek. Fleet 6's recently expanded club house was an excellent facility to host this event and the eats were great as usual. The local guys sure knew how to sail in the ever changing conditions and were led by John Meredith who won the event followed closely by Harry

Continued on page 16

Continued from page 15

Carpenter. George Leet won the Challenger Fleet Series.

SANDY DOUGLASS MEMORIAL RESULTS

- | | |
|-----------------|---------------|
| 1. Meredith | 6. Goldberg |
| 2. Carpenter H. | 7. Salmon-Cox |
| 3. Griffin | 8. Dodd |
| 4. Carpenter J. | 9. MacMillan |
| 5. Neff | 10. Branner |

Hurricane Fran and the Harvest Moon Regatta hosted by Fleet 65 of Atwood Lake seemed to be on a collision course on Sept 7th and 8th. Rain, cold temperatures, and high winds greeted 15 not-so-sane sailors on Saturday morning. This multi-class event also brought thistles, lightnings, highlanders, and lasers to Atwood but the Scots outnumbered them all. By noon on Saturday the rain stopped and two races were held in moderate breezes. The "Z" turn in the lake proved to be its usual challenge in the races as the winds did their usual 180 degree shifts. Sunday's race in ideal 8-12 mph sunny conditions was a welcome change to the Saturday's weather. Fleet Captain, Debbie Stipkovich and her Fleet 65 members put on the usual fabulous Saturday nite hors d'oeuvres buffet. Cave Run sailors, David Neff and Steve Branner figured out the lakes winds to finish first and second.

HARVEST MOON REGATTA RESULTS

- | | |
|-----------------|-------------|
| 1. Neff | 6. Franklin |
| 2. Branner | 7. Solomon |
| 3. Stewart | 8. Rootring |
| 4. Carpenter J. | 9. Kobel |
| 5. Goldberg | 10. Rupp |

Twenty-two sailors arrived at Lake Arthur to "Sail for the Grail" on September 14th & 15th, the Sixth Ohio District Regatta.

Mike Higgins and Fleet 80 working out of Moraine State Park ran a great regatta in windy/sometimes rainy conditions. Close racing all over the lake led to multiple infractions at turning marks and exciting finishes. The "Down-the Lake" Race on Sunday was sailed quickly in 15-18 mph winds and the Race Committee, on a shore break, had to hurry to set the finish line. Mike Cullen won the regatta (thank goodness for the throw out score, right Mike) followed closely by Harry Carpenter.

SAIL FOR THE GRAIL RESULTS

- | | |
|-----------------|--------------|
| 1. Cullen | 6. Starr |
| 2. Carpenter H. | 7. McAdoo |
| 3. Griffin | 8. Branner |
| 4. Lawton | 9. Marlin |
| 5. Carpenter J. | 10. Goldberg |

The last race of the Ohio District Series, the Ohio District Championship Regatta...and the Cave Run Lake Grand Annual Regatta October 5th & 6th. As Bernie Knight so appropriately said, we should have hired a skywriter to place a large "H" right over the lake to signify the high pressure weather pattern experienced by the 20 sailors vying for the Ohio District Championship trophy. Many sailors arrived at the campground Friday nite and enjoyed the campfire and told war stories about 1996 racing experiences. A beautifully clear night (the Milky Way glowed), an impromptu fireworks show, and great company highlighted the evening. Only 2 shortened course races of 3 scheduled races were sailed on Saturday due to light winds and waiting for the completion of other classes that were participating in the multi-class Cave Run Regatta. (That damn yellow cruiser still hasn't finished the race on Sunday yet!) Dan Goldberg got a great start and led the entire way in the first race and Steve Branner squeezed around the windward mark in a puff in the second race and went on to lead to the finish.

The Saturday nite cookout was fabulous...there's still some food left over - and the campfire/social was highlighted by live music where both kinds of music were played...Country and Western. Highlights Saturday nite included terrible jokes (punch lines only..."He's All Right Now" and "We Called a Toe Truck"), peppermint Schnapps, more fireworks, and the great campfire lasting well past midnight. Racing on Sunday started an hour early to take advantage of the morning breeze before it died.

Saturday's canceled race was sailed on Sunday with Mike Cullen leading wire to wire in close company at all marks. After its completion the infamous Cave Run "Down-the-Lake" race was started. In the early stages of the race the winds were 4-6 mph & they stayed that way until most of the boats arrived at the turning mark about 2 miles away...then "the race from/to/in (take you're pick) Hell" began. No wind...light Zephyrs occurring at random...bright sun. Some boats caught in the middle of the lake didn't move more than fifty feet in an hour. (By all rights the race should have been abandoned but a few boats, very successfully, played the light shore breezes on either side of "Tackers Alley" and kept moving) about 3-1/2 hours after the race began it, mercifully, ended with Don Griffin, who with Barbara, his wife, drifting across the finish line in first place. Don went left at the turning mark and somehow never stopped moving in the non-existent breeze. All boats were towed back to the launching area at the completion of the race. (Better not call it a race..."drift" sounds better). David Neff finished

OHIO DISTRICT REGATTA...CAVE RUN REGATTA RESULTS

- | | |
|-----------------|----------------|
| 1. Neff | 6. Summerfeldt |
| 2. Cullen | 7. Eilers |
| 3. Griffin | 8. Lawton |
| 4. Carpenter J. | 9. Glazer |
| 5. Bernstein | 10. Goldberg |

well consistently in all races to win the championship followed by Mike Cullen

The Seven-Regatta Ohio District Series ended with the Cave Run Regatta. 95 Scot Sailors participated in at least one race. As stated the series is intended to encourage traveling to fleet regattas throughout the District and the following list indicates the breakdown of traveling sailors:

- 24 Sailors participated in 2 or more Regattas
- 12 Members sailed in 3 or more Regattas
- 7 Members sailed in 4 or more Regattas
- 3 Members sailed in 5 or more Regattas
- 2 Members sailed in 6 or more Regattas
- 1 Member sailed in all seven events

As can be assumed, those who sailed the most events generally did the best

in the overall standings and more points could be earned in the regattas with the higher participation then in the regattas with lower attendance.

Building on the enthusiasm generated in 1996 the 1997 Ohio District Regatta Series should be even more successful. ▲

FINAL OHIO DISTRICT REGATTA SERIES STANDING

PLACE	SKIPPER	FLEET/#	# REGATTAS	POINTS	
1	Branner	Cave Run	165	7	130
2	Goldberg	Arthur	80	6	112
3	Neff	Cave Run	165	5	108
4	Griffin	Deep Creek	6	4	100
5	Carpenter J.	Deep Creek	6	4	93
6	Cullen	Hoover	37	3	72
7	Shoemaker	Cowan	1	4	62
8	Glazer	Cowan	1	3	64
9	Leet	Cowan	1	4	58
10	Cronenburg	Arthur	80	3	57

Acrylic covers last "Twice as Long"?... Twice as long as what?

Here are the simple facts:

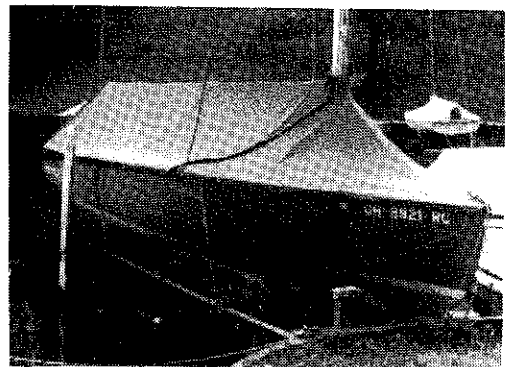
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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

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

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

So, when you're ready for a new boat cover, choose the quality standard of the industry... a cover by *The Sailors' Tailor*.



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FULL DECK COVER FOR TRAILING &/OR
FITS WITH MAST UP

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SOFT FLANNEL-LINED CANVAS WITH
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 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305



Letter To The Editor

Dear Editor,

A photo I snapped (left) on Crystal Lake, Fleet 41, Crystal, MI. Seniors, Don Twohy and Dave Schuurmans enjoying an August sail on Crystal Lake. It occurred to me how versatile the Flying Scot really is: Young and Old, Day sailing or racing, a beautiful boat with an interesting cloud background.

Sincerely,
Steve Last, FS 4979
Fleet 41
Crystal Lake, MI.



Midwest Sailing

SAILING SPECIALISTS SINCE 1963

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Pinckney, Michigan 48169-9430
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NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from **Midwest Sailing**: 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 Sailing** 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.

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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.

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 Sailing** 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.

How We Spent Our Summer Vacation

By Betty Struckhoff

What were our expectations for a six-day Flying Scot cruise of the Thousand Islands in the St. Lawrence river? It's hard to say. There were visions of a large fleet of boats, leisurely sails, maybe a picnic on a deserted isle, quaint bed and breakfasts. Not surprisingly, the reality was somewhat different, but absolutely perfect in its own way.

Our adventure started in early June with a Friday evening get together in St. Louis with sailing friends, John and Peg Woodworth. As we drank martinis on their porch, we decided that, yes, we would go on the trip being organized by Graham Hall. So there would be no turning back, John proceeded to immediately call to reserve accommodations for the five nights of the trip.

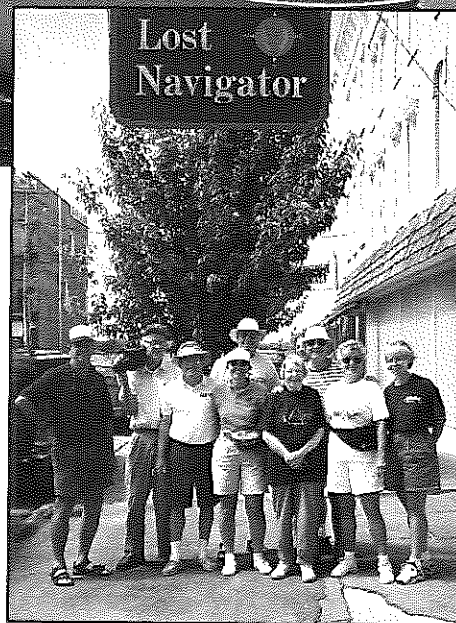
It was about a month later when we found ourselves with our Scots (Jim and Betty #4296; John and Peg #3943) at New York's Westcott Beach State Park, watching the pouring Saturday morning rain and thinking about omens. But the sky cleared around noon as Graham showed up with his wife, Mary Ellen, his parents, Bob and Alice Hall, and "Irish Rover", Flying Scot #3720. Bob was to be Graham's crew, while Alice would drive the "sag wagon", Mary Ellen would accompany her until flying back to New York on Sunday night. Later that afternoon, we were joined by Paul and Nancy Clark, who cruise their Flying Scot #4965 near their home in Pittsburgh, as well as in Sarasota, FL and elsewhere.



Betty and Jim enjoy sailing wing and wing.

Our shake-down cruise to Sackett's Harbor was picture perfect. Lake Ontario was calm and the four boats sailed an easy reach before turning downwind into the wide bay created by the Black River. As advertised in the cruise brochure, we tied up at the Boathouse restaurant and proceeded to imbibe and get acquainted. This turned out to be the only town where our accommodations were not a short walk from our moorings. Sacketts Harbor was full of tourists for the long 4th of July weekend so Bob chauffeured us to the renovated 1812 army barracks where we stayed. We retired early to forecasts of 15-20 mph winds for our 20 mile sail across part of Lake Ontario and into the St. Lawrence river the next day.

Graham warned us the wind would probably not come up at all until ten, but we persuaded him to make an early start and left the dock around eight thirty. A light breeze carried us out of the bay and then it died!

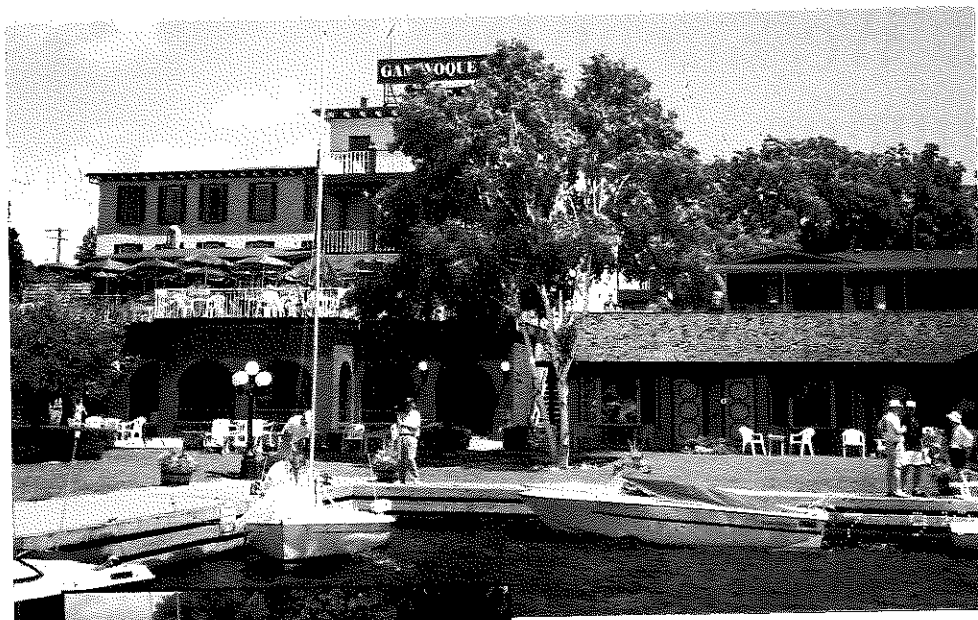


After a quaff at the Lost Navigator.

Left to Right-Graham Hall, Bob Hall, Jim Harris, Betty Struckhoff, John Woodworth, Alice Hall, Andre Gendrom, Paul Clark, Nancy Clark, Peg Woodworth

Graham was obviously the seasoned veteran when it comes to cruising. He just set his beach chair on the fore-deck and read a book. The real cruisers in the group, Paul and Nancy, had the good sense to bring a motor and began to tow us slowly across the lake. Later a very light breeze surfaced and we struggled to make way

Continued on page 20



Tied up in Gananoque.



Alice and Bob Hall enjoy drinks at Boathouse Restaurant, Sacketts Harbor.

Continued from page 19

with sails alone. As loons skimmed along the surface of the glassy lake, verses from the Rhyme of the Ancient Mariner kept flitting through my mind. A steadier breeze greeted us at the entrance to the St. Lawrence river and it built nicely as we sailed a broad reach under spinnaker to our dock at Cape Vincent, tying up about nine hours after we left Sackett Harbor.

Cape Vincent was arguably the most unspoiled and amiable of the towns we visited. Our motel host was a Bronx transplant who gave us the complete low down on every bar and restaurant in town. We took his advice and had a first rate dinner at the Sleepy Hollow restaurant. A pleasant walk brought us to the general store

where we found a copy of the gossipy local newsletter, complete with a listing of the recent high school graduating class and lots of press on the French festival scheduled the following weekend. Napoleon would lead the parade. French festival? On the New York side of the river?

Our questions were answered the next morning as we and the Woodworths rented bicycles and pedaled to Tibbetts Lighthouse, at the entrance to the river from Lake Ontario. Peg found a brochure explaining the historical significance of many old houses along the way and she became our tour guide. Turns out Cape Vincent was settled in the 1840's by Napoleon's supporters who fled France when he was deposed. They weren't welcome in Canada so they picked the American side of the river.

At noon we began our sail straight down the river to Clayton. The wind which had been predicted for the prior day had finally materialized. We were able to go "wing and wing" with the main and jib as we surfed straight downwind for 12 miles. Something else!

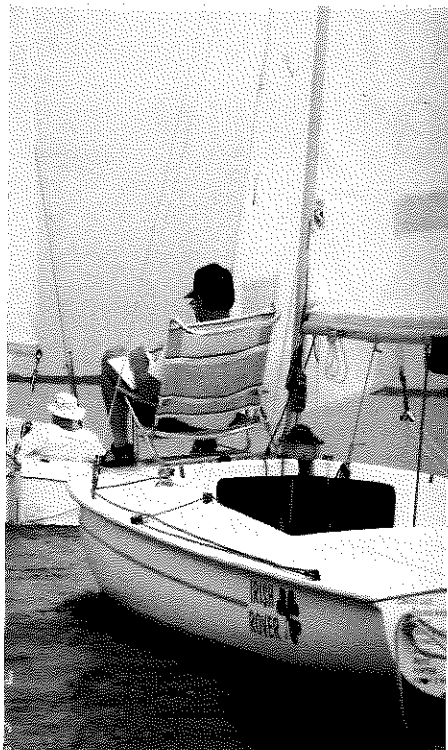
At Clayton we were met at the dock by Andre Gendron. Hailing from Montreal, Andre sails Flying Scot

#697 solo. Full of excitement, he accompanied us to the Lost Navigator tavern where we quaffed our thirst and reveled in the glow of a great sailing experience. Following our group photo and motel check-in, some of us followed a short walking tour which highlighted much of the Romanesque and Italianate architecture in the old town. Clayton was a shipbuilding town and then a railroad terminus in the heyday of Thousand Island tourism, early in the 20th century. Our group which now numbered an even ten people enjoyed a perfect sunset dinner at the Riverside Cafe overlooking the beautiful St. Lawrence.

By now, no one really knew or cared what day of the week it was. We left the dock the next morning, beating up the ship channel in a brisk west wind to make our way around Grindstone Island. Andre quickly fell behind, but he had assured us not to wait for him. He could always motor if needed. After our beat of about a mile and a half, we were able to reach down and pop our chutes as we sailed across a wide open expanse and then followed the channel markers to Gananoque.

My history book told me the name means "place of many deer" but no deer were seen in this delightful Canadian town. We docked and stayed at the Gananoque Inn, had a leisurely lunch on the deck overlooking the water (as Andre sailed in while the wind built) and explored the town. Some retired to the hotel bar after dinner to watch the baseball all-star game with French commentary. Those of us who persevered were able to buy unclaimed tickets to a sold out performance of Noel Coward's *Private Lives* at the circa 1909 playhouse. At intermission, as we stood on the deck overlooking the river, Bob and Alice reminisced about their years of sailing in Snipes, Flying Scots and other boats. Graham comes by his passion honestly.

We left Gananoque about noon the next day with the promise of a relax-



Graham demonstrates how to deal with no wind.

ing sail. With a fair wind out of the west, our course was downwind on the Canadian side, an easy reach across, and then downwind again in the American Channel to Alexandria Bay. Not! As we headed down, the wind clocked to the southwest. By the time we turned to cross, it was gusting to 20 mph or more and we found ourselves in a grueling beat, buffeted by continuous puffs. Of course Andre fell behind, but the other four boats stayed within sight of each other. There was a wide expanse of water, with Eel Bay, a very shallow area, to our left. When we finally reached a narrower passage, I relaxed a little – at least if we capsized now we would drift to shore very quickly and not be in the chilly water too long!

No one was sure just which island was which. Jim suggested I check the chart, but between the gusts I politely informed him that charts are pretty useless when you don't know where in the _ _ _ you are. Even Graham professed ignorance, so we followed our best hunch and turned downwind toward what was thankfully the

American Channel. A storm was now hanging in the southeast. With continued strong winds and whitecaps on the water, we doused our mainsails and proceeded with just jibs. Eventually the winds lightened allowing us to loaf along and enjoy spotting interesting sights on shore, a little rain fell, Graham serenaded us with his harmonica and the four boats reached Alexandria Bay safe and sound.

But where was Andre? Of course he had fallen behind in the heavy air. We decided to give him some time to catch up while taking our boats out of the water to prepare for an early departure the next day. Alice took drivers back to Westcott Beach while the rest of us towed the boats to the take-off ramp. We packed up our gear, cleaned up and prepared for dinner. Still no Andre!

While our minds told us he was surely safe, we couldn't help being concerned. Jim was in the process of notifying the Coast Guard when John returned from a quick trip to Clayton with the report that Andre was there. In true sybaritic style, he had made his way to a private dock when the winds became too strong. As luck would have it, the island was the vacation spot of a French Canadian couple who feted him with wine and lunch. When the weather improved, Andre motored back to Clayton where he had his car and trailer.

Our last dinner together was a bit raucous. Surviving our bit of adversity, Andre back with us, we ate and drank and shared sailing stories. The restaurant was not crowded, and near the end of the evening a gentleman

from another table stopped by. He had been fishing at the ramp when we took out our boats. "Just what is this group?" Well, we all got together to cruise the river. "But you're from all over the continent. How did you find each other?" Well, there's this national organization of Flying Scot owners, the Flying Scot Sailing Association.

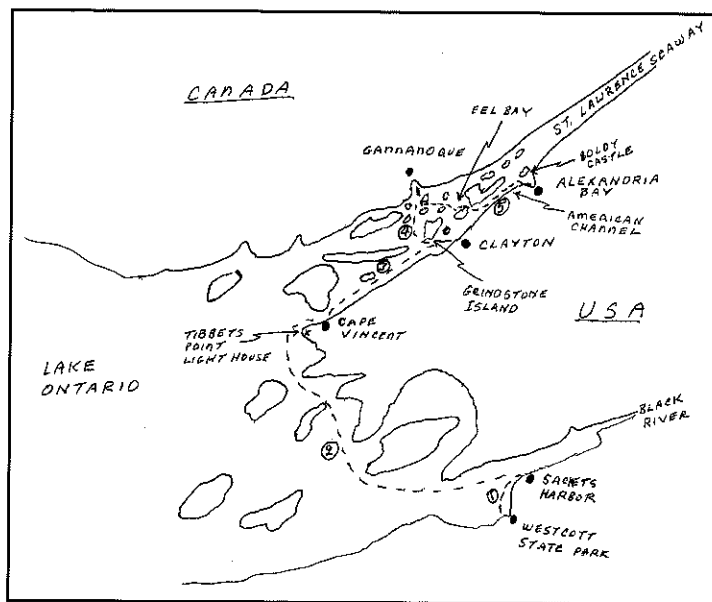
In the morning we shared pancakes and coffee before heading for all points of the compass. Some of us took the ferry to tour Boldt's castle while others got an early start on the road.

The trip packed a little more adventure than some of us had bargained for. However it included learning a lot about the history and culture of a beautiful part of the U.S. and Canada, testing our sailing skills in all kinds of weather, and the opportunity to get to know some delightful fellow sailors. Graham did a wonderful job of planning, organizing and leading the itinerary. Let's hope this is the first of many cruising adventures for all of us.

Betty Struckhoff & Jim Harris

Map by Jim Harris. Not for navigational purposes.

Special thanks to Peg and John Woodworth for photos. ▲



1997 FLYING SCOT MID-WINTER CHAMPIONSHIP MARCH 24-28, 1997

St. Andrews Bay Yacht Club • Panama City, FL

Each year better and better competition, more fun ashore and on the water, beautiful locale, spectacular trophies, lots of prizes, great food, entertainment, sailors and friends from all over the country—HOW COULD YOU EVEN THINK ABOUT MISSING THIS EVENT?? If you've been here before, you know what we are talking about; if not, you owe it to yourself to make this season's regatta a MUST!

Here you will find a tentative Schedule of Events and Registration Form. Upon receipt of your Registration, we will send you a packet containing Notice of Race, listing of nearby motels offering discounts, maps of the area, etc. If you need more info, or any other assistance prior to your arrival, please call Ellen Price at (904) 763-4658. ▲

1997 MID-WINTERS REGISTRATION FORM

Skipper _____

Address _____

Sail # _____ Member USSA? (If yes, #) _____

Division (Check)

Champion

Challenger

Crew Name _____

Crew Name _____

Enclose \$80 if postmarked by March 10 (Additional \$5 if not USSA member) - \$100 total after March 10.

Please make checks payable to
ST. ANDREWS BAY YACHT CLUB
and mail to Ellen Price
1078 E. Caroline Blvd., • Panama City, FL 32401

1997 FLYING SCOT MID-WINTERS TENTATIVE SCHEDULE OF EVENTS

SUNDAY, MARCH 23

1200-1400 Brunch (Proper Attire) - Dining Room
1400-1700 Registration/check-in - Club Bar
1400-1700 Sail Measurement - Sailing Center

MONDAY, MARCH 24

0730-1000 Breakfast - Dining Room
0800-1600 Sail Measurement - Sailing Center
0900-1600 Registration/check-in - Club Bar
T B A Afternoon Fun Race
1400 FSSA Executive Comm. - Ballroom
1600 FSSA Board of Governors - Ballroom
1800-2000 Welcome Patio Party - Best Western
Bayside
1830 FSSA Board of Governors Dinner
Dining Room

TUESDAY, MARCH 25

0730-1000 Breakfast - Dining Room
0800-0945 Registration/check-in - Club Bar
0830-1000 Sail Measurement - Sailing Center
1000 Skippers Meeting - Ballroom
1230 Races (2) Back to Back, Both Divisions
1700 Entertainment - Club Deck/Lawn
1800 Cookout - Club Deck/Lawn

WEDNESDAY, MARCH 26

0730-1000 Breakfast - Dining Room
1230 Races (2) Back to Back, Both Divisions
1900 "Famous" Cocktail Party - Ballroom
1900 Entertainment - Club Bar

THURSDAY, MARCH 27

0730-1000 Breakfast - Dining Room
1230 Races (2) Back to Back, Both Divisions
1900 Banquet - Ballroom (Trophy presentation as possible, based on completed races)
2000 Entertainment - Club Bar

FRIDAY, MARCH 28

0730-1000 Breakfast - Dining Room
1130 Race(s), if necessary - Trophy presentation immediately following OR Family Fun Event if no races

Why Not Try a Sailing Vacation This Year?

Put the FS North American Championships on Your Calendar Now!

By John Slater, FS 4865

Just look outside your window. What do you see? Snow, probably. Ice. Gray clouds.

Now think ahead just six short months. You could be skimming the waves on Lake Norman and basking in the North Carolina sun. All it takes is a little advance planning.

The 1997 Flying Scot North American Championships will be held August 1 - 8 at Lake Norman Yacht Club near Charlotte, N.C. Registration and measuring will begin at 1 pm Friday, Aug. 1, and will continue until 5 pm Sunday.

A welcoming party will begin at 5:30 pm Sunday.

There will be three preliminary races on Monday and Tuesday, and a five-race series for championship and challenger divisions Wednesday, Thursday and Friday.

Trophies will be awarded Friday evening, Aug. 8.

If at least five boats pre-register, NACs for women and juniors will be sailed Sunday, Aug. 3. There also will be competitions for masters and seniors.

Lake Norman Yacht Club is the home of Flying Scot Fleet 48, which hosted the NACs in 1976, 1981 and 1988, and the Wife-Husband Championship in 1995.

The club occupies more than 20 acres overlooking the best sailing grounds on the lake, with plenty of room for camping, swimming and playing. It offers excellent facilities for launching and for parking boats and trailers.

LNYC's facilities include a two-story clubhouse, an outdoor pavilion and

Regardless of the weather, you'll find a warm welcome waiting for you at LNYC.

bath house, a sandy beach with a roped-off swimming area, two double-wide concrete ramps for launching boats, and a number of floating docks, all set in a secluded cove that opens onto one of the lake's widest stretches.

Having the course adjacent to the club means postponements can be signaled ashore, before competitors go on the water.

The club has a reputation as a family club, and it prides itself on its friendliness and Southern hospitality. (That hospitality doesn't extend to animals, though -- LNYC has a strict rule against pets on the grounds.)

What kind of weather can you expect? The average temperature for August is 77 degrees, so you should look for highs in the 80s and lows in the upper 60s, with relatively high humidity. Afternoon thunderstorms are common in the summer, but wind conditions are harder to predict.

Prevailing winds are from the southwest, and when a stationary high pressure center is in place over Bermuda, winds tend to be light. When something comes along to nudge the Bermuda high further offshore, anything can happen. Winds

at previous NACs have ranged from calm to more than 25 knots.

Regardless of the weather, you'll find a warm welcome waiting for you at LNYC.

You've got family members and additional crew who want to know what else they can do in the area? Lake Norman lies just north of Charlotte, NC, a city that has come of age in recent years.

Charlotte is the entertainment center of the state, and the sports center and the cultural center and the shopping center. It offers restaurants, night clubs, outlet malls, museums, art galleries and Southern barbecue. You'll find historic houses, an award-winning science museum called Discovery Place, and a gold mine left over from before 1849, when North Carolina still led the nation in the production of gold.

Nearly 90 percent of FSSA members live within 650 miles of Lake Norman, and LNYC is easily accessible from I-77, I-85 and I-40.

Motels near the club include Best Western (896-0660), Comfort Inn (892-3500), Days Inn (664-6100), Hampton Inn (892-9900), Holiday Inn (892-9120), and Ramada Limited (664-6556). The area code is 704.

You'll find registration forms and a notice of race in the next issue of Scots 'n Water. In the meantime, pencil in those dates, start talking it up with your friends and family, and keep looking out that window.

Summer will be here before you know it. ▲

Starting Line

Warm-Up Regatta

March 22 and 23, 1997
Fort Walton Yacht Club
Fort Walton Beach, FL

1997 Flying Scot Midwinters

March 24 - 28, 1997

See Registration Form and Schedule of Events on Page 22.

Fleet 160

Seventeenth Annual Regatta

April 26, 1997
Locust Grove, VA

The Lake of the Woods Sailing Club and Flying Scot Fleet #160 will host its 17th Annual Regatta, April 26, 1997.

We are located half way between Fredericksburg and Culpeper, VA and consider our lake to be one of the three finest sailing areas in the state. The club is nearly twenty years old and a number of charter memberships still compete in our races.

Consideration will be given to adding races on Sunday, April 27, at our annual meeting in January 1997.

For further information contact Racing Committee chairman: Don Schneider at (540) 972-7725 or visit our Lake of the Woods Sailing Club Home Page on the Internet at URL [Http://wwwpc-central.com/lowsc.htm](http://wwwpc-central.com/lowsc.htm). Entry forms can be FAXED to requestees.

1997 Midwest District Championships

June 13 - 15

Delavan Lake Yacht Club
and Fleet #114

On June 13 - 15, the Delavan Lake Yacht Club and Fleet #114 will be hosting the 1997 Midwest District Championships. The club has a reputation for great regattas and is looking forward to continuing this 102 year old tradition. Good racing, good food, and good times are what make this club special and its regattas memorable.

Delavan Lake is located south west of Lake Geneva in Southern Wisconsin. Flying Scot Fleet #114 is one of 6 competitive fleets at DLYC and the weekly

Sunday club series averages 12 to 14 Scots on the line. This is inland lake sailing at its best.

This is an open invitation for Flying Scots to join us for a weekend of competitive sailing. Please contact Harry Haack (847) 362-7878, to be added to the mailing list.

Fleet 42

Summer Solstice Regatta

June 21 and 22, 1997

How many races can we get in on the longest day of the year? Come sail with Fleet 42 and find out during our Annual Summer Solstice Regatta.

Fleet 42 is located in Edgewater, MD on the South River. Races may be held on the river or the Chesapeake Bay, depending on weather conditions. As well as being an excellent place to sail, the non-sailor may also enjoy day trips to Washington, DC, Baltimore, Annapolis, or St. Michaels.

For further information, call Chris Swensen at 410-721-2505.

Flying Scot 40th Anniversary Regatta

June 20 and 21, 1997

Cowan Lake, OH

We sincerely hope you and your family join us for the 40th Flying Scot Anniversary Regatta and Pig Roast June 20 and 21, 1997. We race and party with equal vigor.

Steve Yovan, Commodore Fleet One '97

13th Annual Newport Regatta

July 18, 19 and 20, 1997

Multi Class One Design Ad
Handicap Regatta

Narragansett Bay • Nightly Tent Parties
For further information, contact Trixie Bobrouniczky 401-846-1983.

1997 NERD

July 19 and 20, 1997

The 1997 Northeast Regional Districts (NERD) will be hosted by Fleet 42 and sailed on the scenic Chesapeake Bay on July 19 and 20, 1997. Fleet 42 is located on the South River just south of historic Annapolis, Maryland. There will be two

divisions, Championship and Challenger, as well as team racing to promote the exchange of tactics between sailors of varying skill levels.

There are numerous hotels, inns, and bed and breakfasts to stay at in the area, as well as limited camping.

For further information on the regatta or housing, please call Chris Swensen at 410-721-2505 or Frank Gibson at 703-271-2716.

1997 Flying Scot North American Championships

August 1-8, 1997

The 1997 Flying Scot North American Championships will be held at Lake Norman Yacht Club near Charlotte, N.C., August 1-8.

The schedule calls for measuring-in and social activities during the first weekend, three preliminary races on Monday and Tuesday, and a five-race series for championship and challenger divisions Wednesday, Thursday and Friday. Trophies will be awarded Friday night, August 8.

The junior and women's NACs will be sailed on Sunday, August 3. There also will be competitions for masters and seniors.

LNYC is the home of Flying Scot Fleet 48, which hosted the NACs in 1976, 1981 and 1988, and the Wife-Husband Championship in 1995.

The club comprises some 22 acres and offers excellent facilities for launching and camping.

Contact John Slater at 704-586-0630.

1997 Wife-Husband National Championship Regatta

October 11 and 12, 1997

The 1997 Wife-Husband Championship Regatta will be held at the Rudder Club in Jacksonville, Florida on October 11 & 12.

For more information contact:
Brenda Ruthven, Regatta Chairman at 110 Governor Street, Green Cove Springs, FL 32043, (904) 284-2359 or Jonathan Hamilton, (352) 392-2999 (office/messages); (352) 335-1243 (home). The Rudder Club can be reached at (904) 264-4094.

Caveat Emptor

FS 134- Douglass built. Full Harken race equipped with trailer. Two sets of sails. 4 hp Johnson outboard. Full boom cover. Spare tire and bearings for trailer, floatation kit, port drains installed. Trailer tongue jack. Well maintained and stored under roof. Located in Nashville, TN. \$2000. Call John Callighan (615) 353-4622.

FS 288- Main, jib, new tiller, anchor and rode, blue hull. Located in New Smyrna Beach, FL, near Daytona Beach. \$1500 OBO. Call (904) 427-4651 after 6pm or on weekends.

FS 577- Douglass-built boat, trailer and sails. Hull light green, deck white, main, jib and colorful spinnaker. Located in Ohio. \$1500 FIRM. Call George Rootring, (330) 874-4541.

FS 1482- Douglass, trailer, 1 1/2 hp motor and mount, 2 year old North sails, spinnaker, new blocks, new cam cleats, 10:1 vang, all redone in 1994. Extras: mailsail float, bow floatation bag, new tent cover. Located at Delavan Lake, WI Yacht Club. \$3900. Call Ted Spanbauer, (815) 338-4782.

FS 2048- Completely refurbished, excellent condition. New North sails, new Awlgrip paint, white with red stripe, rudder and centerboard faired and templated to class specs., all racing gear. Trailer primed and painted, cover. \$4500. Call Joe Park (704) 872-5533.

FS 3828- Douglass, TeeNee Trailer with spare, White w/Red Stripe, Two sets of sails - new North main and jib, race ready, cover and accessories. Boat dry sailed and stored covered. \$3950. Call Warren Ratley, H (910) 628-7328; W (910) 671-5808.

FS 4044- Douglass built. Fully race equipped with Tee-Nec trailer. Dry sailed, 2 sets of sails (1 new), spinnaker, all accessories, fast boat. Long Island, NY. Call Florence Forman, (212) 799-5331.

FS 4083- Douglass (1985), ivory with green trim. Two suits main/jib, one spinnaker. Waco 360 centerboard cleat, swivel tiller/tamer, compass, mast hinge, lifting bridle, PFD's, motor mount, British Seagull 3 hp, TeeNee trailer w/spare. Always dry sailed. Chester Springs, PA. \$5500. Call Gene Stluka, (610) 469-1111.

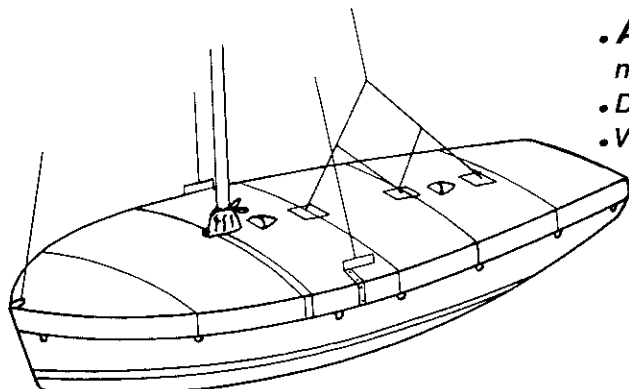
FS 4250- Douglass, TeeNee trailer with launching guides and spare tire, separate boom and jib summer covers, and full winter cover, motor mount and motor, compass, cross sheeting 10 foot sculling oar and lock, set for comfort. Never raced. Located in Philadelphia area. \$5000. Call Dale Mantell, (215) 348-3317.

FS 4614- With Schurr jib/mainsail and galvanized TeeNee trailer, tent-type over-boom cockpit cover. Available for inspection at Pleasure Cove Marina, Pasadena, Maryland. \$6000 or best offer. Call owner Michael Connor, (201) 966-1460 or Jeff Barger at Pleasure Cove, (410) 437-6600.

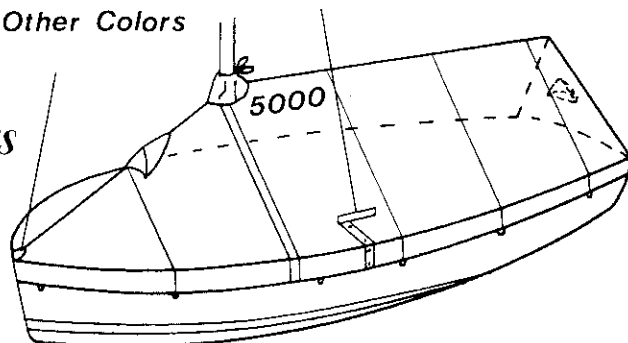
FS 4838- (1992) White with blue stripe, Bowers racing sails, full mooring/trailing covering, Trailmaster galvanized trailer with spare tire, hasn't been sailed since 1994. New Richmond, WI. \$7500. Call Carol Johnson (715) 248-3086.

* Please consider a tax deductible donation of your older but usable sails to the YMCA Camp Letts sailing program. Call Tom at (301) 261-4286 for details.

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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
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- Never stiff or brittle
- Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors



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Tent 6" Skirt	325.00	330.00	345.00
Tent Full Side	418.00	431.00	452.00
Sail # Installed	25 ⁰⁰		

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Flying Scot New Membership

Fleet #	Boat #	Name	Address	City, State & Zip
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	4285	Alan J. Bream	511 Nottingham Road	Charlottesville, VA 22901
	4927	Monie R. Eutsler	12515 Tongue Cove Lane	Lubby, MD 20657
	5002	Robert Fenimore	5911 Elston Shore Road, Box 218	Neavitt, MD 21652
	4845	Bruce E. Lichtenstein	312 Woods Edge Place	Langhorne, PA 19047
	0377	Michael E. Mittel	13010 Oak Hill Avenue	Hagerstown, MD 21742
	5012	Tena Renken & Kenneth E. DeLaski	100 Interpromontory Road	Great Falls, VA 22066
	5110	David Koski	701 S. Cox Street	Middletown, DE 19709
		Jim Jarvis	1743 Fellner Drive	Shady Side, MD 20764
	4228	E. Penn Lemmonds	5009 Seneca Drive	Mechanicsburg, PA 17055
	1706	Stephen A. Burton	5212 Highberry Woods Road	Midlothian, VA 23113
		Steve J. Balk	633 Radford Terrace, NE	Leesburg, VA 20176
	5123	Harry T. Gladding	PO Box 1645	Tappahannock, VA 22560
6		Stephen Robertson	8959 Jasime Court	Manassas, VA 20110
Carolinas District				
		David Meehan	100 Guy Road	Clayton, NC 27520
1	1328	William T. Martin	1510 Edgedale Road	Greensboro, NC 27408
		Jim Bircher	101 Roanoke Avenue	Morehead City, NC 28557
Greater NY District				
		Michael P. Callahan	2176 Mohansic Avenue	Yorktown Hts, NY 10598
	4430	John T. Reilly	54 Snedecor Avenue	Bayport, NY 11705
	4718	Garret Sayia	47 Haddonfield Road	Short Hills, NJ 07078
	3906	Frank Stasium	16 Meghan Court	Glassboro, NJ 08028
157	5128	Richard J. Struse & Jo-Ann Polise	200 River Road	Red Bank, NJ 07701
162	5129	Jan & Mary Rella	1587 Greenleaf Court	Toms River, NJ 08753
162	4780	Clifford W. Campbell	37 Haines Cove Road	Toms River, NJ 08753
Gulf District				
		Harry K. Whitver	409 Brook Hollow Road	Nashville, TN 37205
85	-2046	James Bonnell	315 Tree Lake Court	Alpharetta, GA 30202
153		Euel A. Screws	PO Box 347	Montgomery, AL 36101
		Barney Rees	5551 Chamberlain Dr.	New Orleans, LA 70122
Michigan-Ontario District				
	0697	Andre' Gendron	3896 Grande allee	Hubert, QUE, CN J4T 2V9
	3368	Kerry A. Peebles	14640 Michels	Dearborn, MI 48126
Midwestern District				
	3571	Jack Graber	5039 Bryant Avenue S	Minneapolis, MN 55419
83	2712	Darrell & Jeri Snedecor	303 Timothy Lane	Centerville, IL 62918
83	4749	Russ Bryant	313 Keighly Drive	Ellisville, MO 63011
New England District				
124	-2822	Sam Lawson	95 Whitecomb Avenue	Hingham, MA 02043
169		Andrew Sykes	23 Ravine Road	Melrose, MA 02176
New York Lakes District				
	5091	Marion Craig Potter	315 Whiting Road	Webster, NY 14580
161	1770	Brian Palmer	7 Cindy Lane	Halfmoon, NY 12065
Ohio District				
	2756	Pamela A. Molle	1618 Harbeson	Cincinnati, OH 45224
1	4241	Mark Workman	1215 Morts Pass	Cincinnati, OH 45215
6	5117	H. Kirk Roberts	8 Crystal Court	Covington, KY 41015
37	2297	Kenneth M. Gibbs	6606 Shady Avenue	Finleyville, PA 15332
		Ray Trask	3292 Atlin Avenue	Dublin, OH 43017
Pacific District				
	0660	Sally Lovett	6 Coronet Way	Kentfield, CA 94904
	3960	Richard Emery	924 Shorewood Drive, #36	Bremerton, WA 98312
		Tom Harris	1160 George Washington Way	Richland, WA 99352\
100	1679	Current Skipper FS#1679	3800 Lake Washington Blvd., S	Seattle, WA 98103
Prairie District				
	5074	Jody J. Tedesco	4937 N. 109th Street	Longmont, CO 80501
Texas District				
Florida District				

New Members this report

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

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 # _____

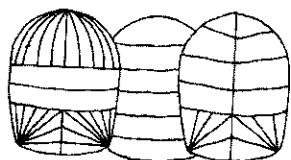
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; n White

<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	\$15	<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.

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Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



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QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
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	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	
	Scot Print- "Sailing"	\$60.00	

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