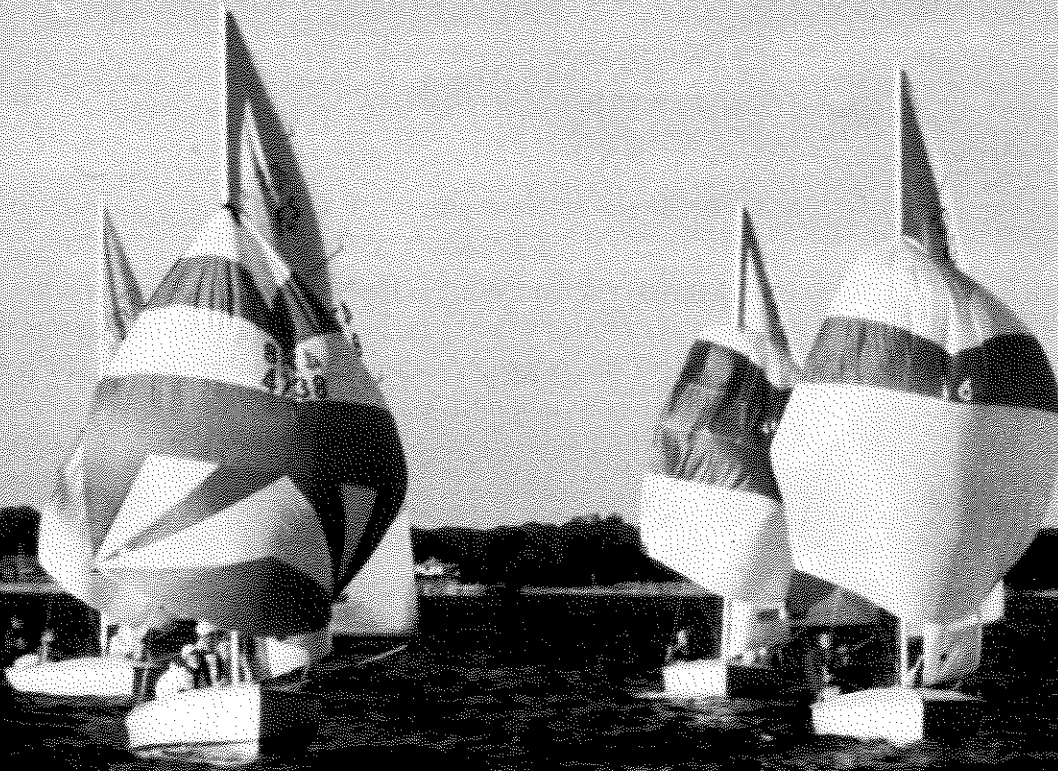


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 41 NUMBER 2 MAR/APR 97

The Jubilee Regatta



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

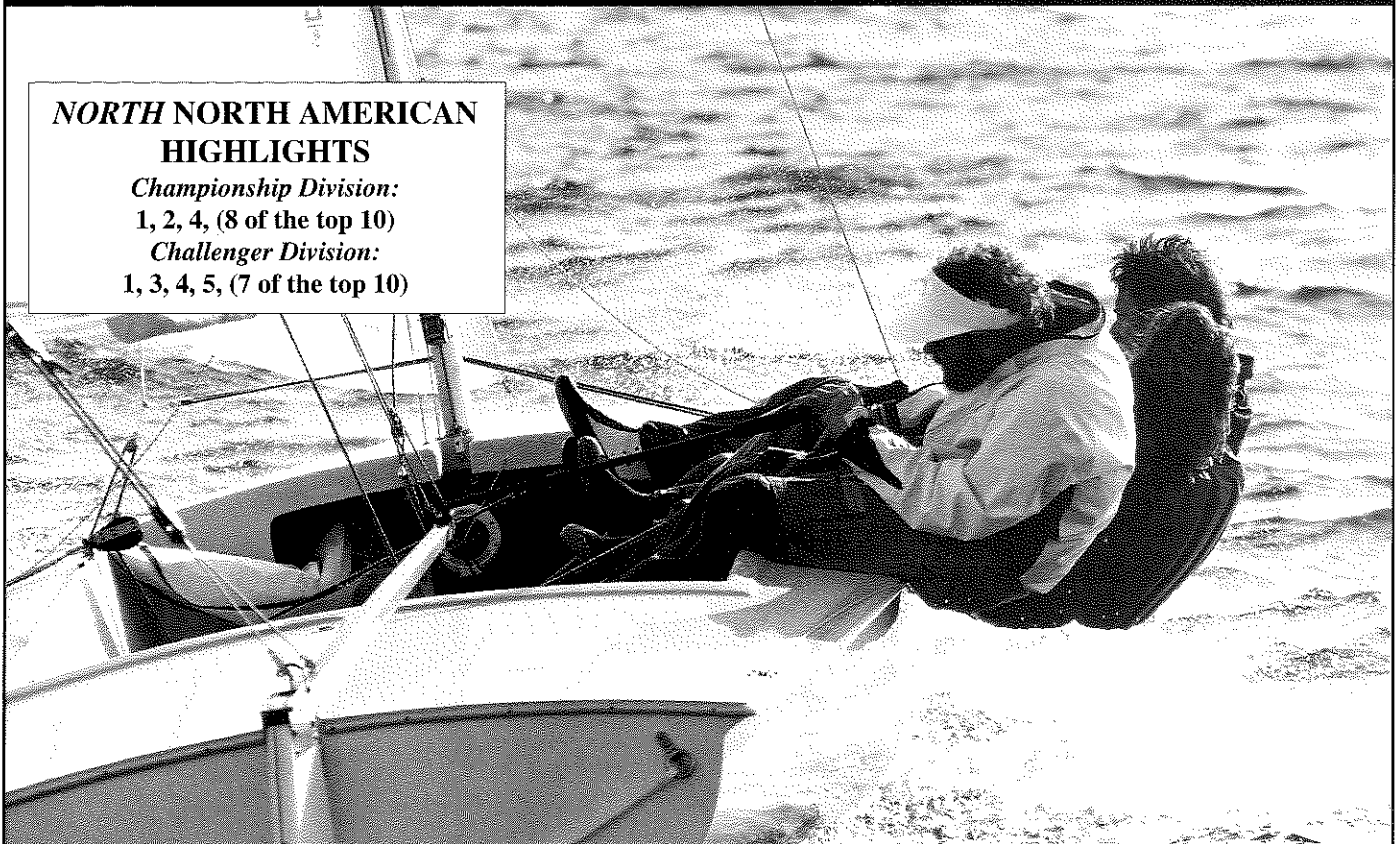
NORTH NORTH AMERICAN HIGHLIGHTS

Championship Division:

1, 2, 4, (8 of the top 10)

Challenger Division:

1, 3, 4, 5, (7 of the top 10)



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Scots n' Water

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On the Cover: The Jubilee Regatta.

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Attention Web Surfers

The new FSSA Flying Scot web site will be online by the time you receive this issue. <http://www.fssa.com> is the place to see it with your favorite browser.

Scots n' Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 6 Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, **October 15**; March/April issue **December 15**; May/June issue, **February 15**; July/August issue, **April 15**; September/October issue, **June 15**; November/December issue, **August 15**.

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to Scots n' Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

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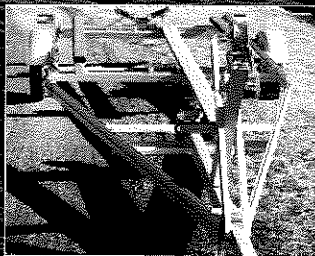
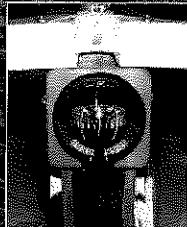


Aquameter Sailor II Compass and Mount...

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. \$62.00

Plastimo Contest Tactical Compass and Mount...

3 1/8" 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. \$230.00

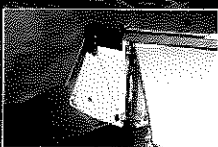


Trailex Aluminum Trailer...

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...

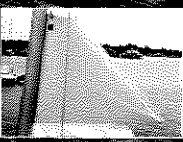
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. \$131.25



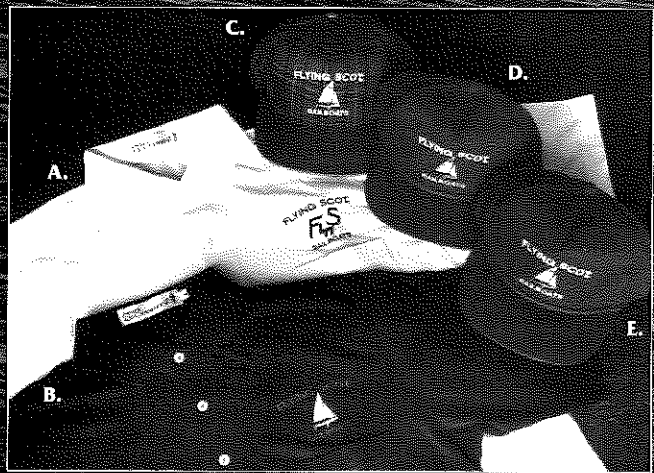
Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. \$109.00

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



Mainsail Flotation... For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight is approximately 2 pounds. Price complete. \$145.00



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B. Navy with Flying Scot Sailboat embroidery	\$28.00	D. Navy Plaid w/ Red Bill	\$9.00
		E. Bright Red	\$9.00
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Spinnaker Pole... 1.5" dia. pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. \$178.00

Motor Bracket... Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template. \$115.00

Forespar Stay-Set Tiller Extension... 40" fixed length painted white aluminum tube with black sponge grip and ball end. Stay-set end holds the tiller extension exactly where you leave it. Price complete. \$54.10

Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube with black Hyperlon grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. \$42.00
Clip to hold extension to tiller. \$1.85

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. \$2.40

Bow Flotation Bag Kit... Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. \$51.50
Replacement bag only. \$37.80

Transom Port 4"... Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Looser hole saw available. \$9.20

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Letter from the Editor



I have a little room in this issue to let you know a few things have changed.

All regatta notices should go directly to the Association offices. They will place them in a standard format and print them in the next issue of *Scots n' Water* and also place them on our new home page on the Internet. (See Page 18). This is an exciting new method of getting members more timely information about regatta dates.

You may send these notices by fax, E-Mail: fssa@scsn.net, or of course, US Mail. As always, all entries to Caveat Emptor (boats for sale), should be sent to the Association Office. Any other information, articles, regatta results, and/or questions should be directed

to me at PO Box 1066, Champaign, IL 61824. I do have an E-Mail address: Hartsung@msn.com, but I am not always near a printer or for that matter the computer...my office does have E-Mail: bhapt@soltec.com and that address can also be used. Now that we have made it so easy for you to communicate with us, I hope that we will get more articles, regatta notices and such...

Don't forget about District Highlights....the schedules are below. Call or write to your District Governor and find out how you can support your district. I think, from the feedback I have received, the articles about boat maintenance, new ideas, cruising, and women sailors have been well received and more are needed.

Take the time to write me with your thoughts and ideas. We also need submissions for the Annual Picture Awards.



Weather Clues

When the rain's before the wind,
Halyards, sheets and braces mind,
When the wind's before the rain,
Soon you may make sail again.

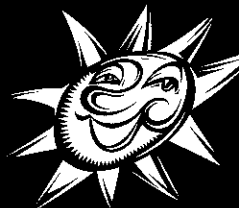
A red sky in the morning,
Is the sailor's warning,
A red sky at night,
Is the sailor's delight.

Evening red and morning grey
Are certain signs of a fine day.

Sound travels far and wide
A stormy day will betide.

The further the sight,
The nearer the rain.

Lightning in the west or north-west usually is in a storm that will reach you. Storms to the south and east go past.



Dew on grass at night or in early morning is a sign of fair weather. It forms only when the air is dry and skies are clear.

Rising smoke foretells fair weather. Lowering pressure and unstable air, preceding a rain, drives the smoke downward.

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
4/15/97	JULY/AUG	Gulf
6/15/97	SEPT/OCT	Texas
8/15/97	NOV/DEC	Carolinas
10/15/97	JAN/FEB 98	Pacific
12/15/97	MAR/APR 98	Florida

North American Championship Masters Format

by Dan Goldberg, FS 4761

A number of people have questioned the format used for the Masters competition at the 1996 NAC. The format has changed several times through the years, in an attempt to best serve the wishes of the sailors who compete in the Masters. As chairman of the International Race Committee, I would like to explain what will happen at the 1997 and future NACs.

With the separation of the Seniors into their own competition, a change was made at the 1995 Mid-Winters Board meeting to (hopefully) restore the Masters to its original intent. Simply stated, effective starting with the 1997 NAC, the winner of the Masters will be the skipper age 55 or older with the highest finish in the NAC.

To clarify a few points: There will be no separate qualifying series or



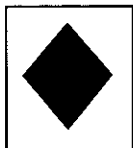
special Division of the qualifying series for the Masters. They will compete along with everyone else,

and will not be scored separately. If only one Master makes the cut for the Championship Division, that skipper automatically wins the Masters. If no Master makes the cut, the highest Master finisher in the Challenger Division wins the Masters. There is no combined skipper/crew age minimum. Only the skipper's age counts. Any skipper age 55 or older wishing to compete for the Masters must so indicate during NAC registration. Masters are eligible to win Masters trophies and Championship or Challenger trophies.

The Seniors format remains unchanged. The skipper

plus one crew must be 120 years minimum, with no individual minimum on the skipper or crew age. Any boat wishing to compete for the Seniors must so indicate during NAC registration. The Senior with the best three scores in the Seniors Series wins the Seniors. Seniors sail with the Challenger Division but are scored separately. Seniors can elect to sail three, four or all five races of the Seniors Series with the best three scores counted. Seniors need not sail in the Qualifying Series, but may do so if desired (for practice or for real). Any Senior who makes the cut for the Championship Series may then change their original election and sail in the Championship Division rather than the Seniors Division (but not both). Seniors are not eligible for Challenger trophies.

One further note – it is not clear to a lot of people what the International Race Committee is or does. No, it is not for the next Scot regatta to be held in some exotic country. According to the Handbook, the purpose of this committee is to provide oversight over all sanctioned events which are national in character. One specific goal we have for 1997 is to provide standardized Sailing Instructions for national events. Hopefully this will result in consistent Sailing Instructions from year to year in all national events. The Committee members for 1997 are Peter Seidman, Larry Taggart, Bernie Knight, Dave Jacobsen, and me. Don't hesitate to let us know if you have any ideas, comments, or thoughts on the conduct or management of national regattas.



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"A Woman's Place is at the Helm"

by Jane Mahan, 1996 Commodore
Deep Creek Yacht Club, Inc.
Fleet #6 - FS 1866

The fifth annual Women's Regatta, sponsored by the Deep Creek Yacht Racing Association, Deep Creek Lake, Maryland, was held on August 10 and 11, 1996. Six Flying Scots sailed by all females started in the "A" Fleet. Seven Flying Scots with female skippers and male and/or female crew started in the Challenger fleet.

Saturday's races were sailed in 5-10 mph northerly winds on a partly sunny day. Defending champion, Allison Felix, and crew, Jenny Meredith, walked away from the "A" fleet to finish first in both races. Audrey MacMillan, sailing with daughter-in-law, Andi, and good friend, Marilyn Filemyr, finished second in the first race. Vicky Willey, sailing with her mother, Charlotte Hott, sailed to second place in the second race.

A very significant wind shift in the second race led to a costly mistake for several sailors in both fleets. Stephanie Mahan, sailing with her mother, Jane Mahan, inadvertently rounded the second mark to port instead of starboard as did Susan and Geri Meehan of the "A" fleet and Lauren and Bruce Spinnenweber of the Challenger fleet. These sailors weren't aware of the mistake until

after the race when a protest was lodged bringing it to their attention. Each skipper accepted a DSQ for this race.

Sunday was another beautiful day for racing. The winds, again from the north were light for the start but picked up as the race progressed. Allison Felix took another first to make it a clean sweep in the "A" fleet. The MacMillan team finished second in this race and in the Regatta. Stephanie Mahan managed to out tack her cousin Susan Meehan on the last leg to finish third.

The Challenger fleet was comprised of a few seasoned veterans like Barbara Griffin and her husband Don and a number of up and coming young lady skippers: nine year old Rebecca Carpenter sailing with her dad, Jack; ten year old Meredith Dodd sailing with mom, Jeanette and friend, Al Riebel; and twelve year old Lauren Spinnenweber sailing with dad, Bruce and friend, Rachel Schubert. It is exciting and refreshing to see two and three generations of families experiencing the joy of sailing together!

The women's regatta has certainly grown and evolved in the past five years. The women take their racing quite seriously, but it always must remain fun! This year we sold tee

shirts which were actually designed and created by Deep Creek Yacht Club, Inc. Members. They wore shocking fuchsia tee shirts with electric blue lettering announcing, "A WOMAN'S PLACE IS AT THE HELM". These were a great hit and sold out.

This year two new perpetual trophies were donated for the winners of each Division. Harry Carpenter presented Rebecca Carpenter, winner of the Challenger Division with a beautiful silver pitcher which was donated by Karen Carpenter of F/S, Inc. Karen is an avid supporter of our Women's Regatta. Jane Mahan presented Allison Felix, winner of the "A" fleet, with the Kenton B. Farrell Memorial Trophy, a cut glass bowl, named for her father, Ken. He taught her, her two sisters and his grandchildren the art of sailing on Deep Creek Lake many years ago.

So far DCYRA's Women's Regatta has attracted only our local sailors, but we hope that it will continue to grow and attract women Flying Scot Sailors from all over. Flying Scot women remember, "A WOMAN'S PLACE IS AT THE HELM" on Deep Creek Lake, Maryland, August 16 and 17, 1997: See you on the starting line!

REGATTA STANDINGS

FLYING SCOT "A" FLEET

1. Allison Felix, Jenny Meredith
2. Audrey MacMillan, Andi MacMillan, Marilyn Filemyr
3. Stephanie Mahan, Jane Mahan
4. Vicky Willey, Charlotte Hott
5. Susan Meehan, Geri Meehan

FLYING SCOT CHALLENGER DIVISION

1. Rebecca Carpenter, Jack Carpenter
2. Barbara Griffin, Don Griffin
3. Lauren Spinnenweber, Bruce Spinnenweber, Rachel Schubert
4. Meredith Dodd, Jeanette Dodd, Al Riebel

From the Back of the "B" Fleet

by Scott Stofer

After our first regatta as husband and wife, I knew the honeymoon was over. So, I had to come up with a list of rules to race with and help me stay married. These may come in handy for other sailors (assuming your wife is your crew):

1. Never make last minute changes to the boat just before the first race starts and assure the crew "this will make a big difference!"
2. Never choke on the starting line. (Repeat at least 5 times).
3. Never look your crew directly in the eyes if you hit a mark. (It could end your marriage instantly.) Addendum: Practice doing 360's just in case. (There is no tone of voice capable of explaining what you are doing with the boat after you hit a mark without severe consequences.)
4. Do not try to lie when asked, "Why did you do that?"
5. Do not yell when asked, "Why did you do that again?"
6. Never make a judgement call on your crews' foul weather gear before you go out on the water.
7. Sail better next regatta, or let wife skipper from now on and keep mouth shut.
8. Never let the crew drink any fluids before you leave the beach.
9. Learn new high tech curse words. These sound very impressive to the crew in times of total disaster.
10. Keep an extra course sticker where only you can see it. When all the other boats are sailing to another mark, it will keep you from asking your crew, "Are you sure you read the right course to me?" That question seems to annoy crews instantly.
11. Finally, at all costs, never, ever say, "Then you sail the @!/#!%\$* boat!" (Very bad!! You will be talking to an attorney in the morning.)

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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.

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TRAILING/MOORING FROM \$301
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FITS WITH MAST UP

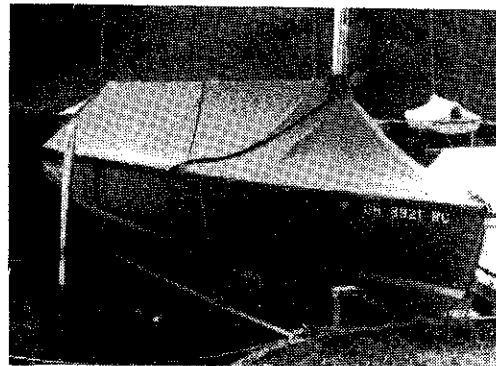
SKIRTED FROM \$390
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TRANSOM

BOTTOM COVER \$280
SOFT FLANNEL-LINED CANVAS WITH
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Trivia

from *Starlights*

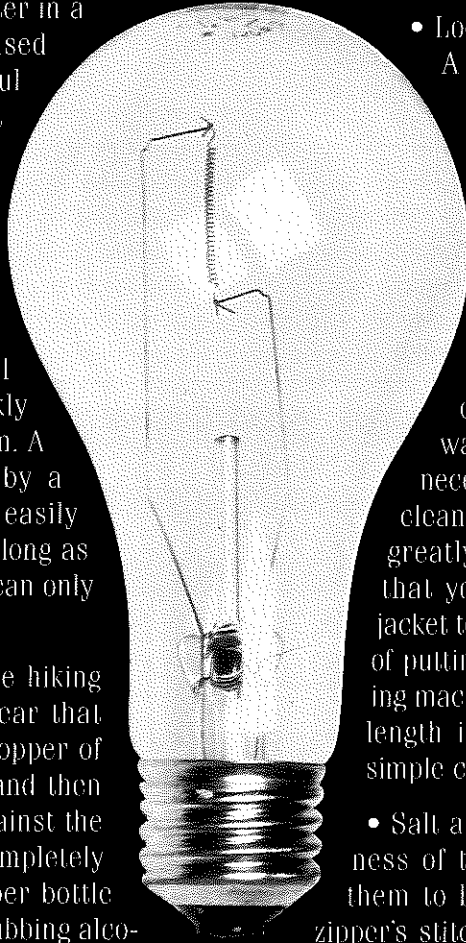
- Fiberglass hull and deck cleaning can be easily done using a homemade mixture of three tablespoons of white vinegar with one cup of water in a trigger spray bottle, thoroughly rinsed of its earlier product. Without harmful chemicals and ingredients that usually will not evaporate without leaving a residue or film, the vinegar will dissolve all normal dirt, most oxidation and lime deposits on smooth fiberglass easily and without abrading glossy surfaces. Also, the savings against commercial cleaners are significant if a weekly cleaning is part of your care program. A vinegar and water mix, followed by a thorough flushing with a hose will easily ensure well cleaned surfaces for as long as the boat is yours. Such simple care can only enhance the boat's long term value.

- If you've taken heavy seas while hiking and become bothered by an inner ear that has retained water, insert an eyedropper of rubbing alcohol into the ear canal and then gently clap the heel of your hand against the side of your head several times to completely clear the problem. An old eyedropper bottle that is well cleaned and filled with rubbing alcohol can be a blessing and is easily stored in a trailer box for after sailing uses.

- Before stepping your mast it is important to check all standing rigging for frays, bends and salt deposits in your terminals. Solid rod wire is a visual matter, while layered wire should be run along by a cloth or glove to catch any burrs, and swages should be cleaned with a chemical cleaner and brush to remove grit and salt. Yes, a proper inspection and cleaning will require both attention and time, however, the effort involved will pay-back on the course and will also prove to be an important confidence, even a possible edge.

- Don't forget to rub those halyards with a beeswax block before stepping to ease those loads, and shoot a spray of silicone into the jib and main turning sheaves

to ease matters. Also, that outhaul system or block requires lubrication occasionally.



- Loose screw or questionable stainless? A dab of clear nail polish to coat the shank of a bothersome screw will relieve the problem, and a coating with clear nail polish after cleaning will greatly reduce rust discoloration in all bolt and screw heads, especially in the slots that have taken wear.

- On cleaning those salt encrusted, dingy wet weather suits, wash them in warm water and mild soap solution as necessary, but *do not* ever have them dry cleaned! The process of dry cleaning will greatly reduce the water repellent finish that you bought the suit, farmer John or jacket to provide. Also, avoid the convenience of putting water repellent items into a washing machine, regardless, as the washing cycle length is damaging and not essential to a simple cleaning rinse to remove salt and dirt.

- Salt air will eventually "stall" the smoothness of those boat cover zippers, or cause them to bind and strip teeth, or loosen the zipper's stitching. Avoid the possible problem by wiping each zipper track with a cloth that is moistened with a liquid silicone product. Avoid spraying silicone aerosol on zippers, as the silicone that is absorbed by the stitching will cause it to weaken eventually.

- Whenever mildew appears anywhere, avoid tackling it with an unknown value cleaning solution, just bathe the surface or fabric in a solution of household ammonia and clear water several times to kill and remove the causing spores. Repeated cleansing may be necessary for a canvas weight fabric, however, staying ahead of any mildew is better than an eventual weakening of any fabric's surface values.

- Perhaps reaching too far, but keeping cookies moist and chewy can be accomplished by adding a slice of bread in the storage jar or can...even helps to keep fresh pasta fresher until used.

Yachting and Health

by Sam Sez, as published in Grande Maumelle SC *Mainsheet*

People who sail are at risk. There are very few vocations that have fewer diseases ascribed to them than has sailing. Your doctor may have trouble recognizing your illness. We must let our plight be known. TV loves the diseases of the month, but they recognize us not! Medical texts virtually ignore us – even seasickness

is apt to be listed as “motion sickness” in some subparagraph of “vertigo”.

Therefore, I am beginning a list of diseases I have seen in sailors. Please add to it; I’m certain you know of some I have left out.

Spinnaker Shoulder
Centerboard Callus
Fiberglass Butt
Vang Virus
Cleatbutt
Tack Back
Mid-line Sag

Masthead-fly Neck
Skipper Tongue
Mainsail Madness
Planing Panic
Hydrophilia
Ooching Ankle
Tiller Thumb

Boom Brain
Hiking Knees
Sheet Cuts
Starting Slump
Telltale Eye
Breakwater Knuckle
Jib Blindness

Hiking Heart
Gybo-o-phobia
Heat Frustration
Slipped Sheet Teeth

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INDIVIDUALLY MADE, YOU SPECIFY THE COLOR OF YOUR BOAT AND THE NUMBER ON YOUR SAIL, MAKING YOUR JACKET A ONE-OF-A-KIND
ALSO, THE FLYING SCOT NAME AND INSIGNIA ARE EMBROIDERED ON THE LEFT CHEST

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- ◆ Similar to, but much nicer than *LL BEAN* or *LAND'S END* brand
- ◆ Wind-proof taslan nylon shell; 460-gram fleece lined; lined stand up collar; Hip length

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\$50.01-\$100.00	\$6.50
\$100.01-\$150.00	\$7.50
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Williston, VT 05495

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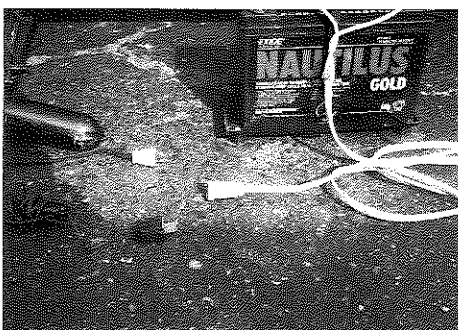
(802) 879-1779

Power Without Wind?

by Ernest P. Ayo, FS 3202

Sad to say, there comes a time in every sailor's life when there just ain't no wind. Double negative or not, you just don't move and it's getting dark, especially on inland lakes. You are faced with the humiliation of a tow or paddling with a flashlight in your mouth. Really ruins a nice day of sailing!

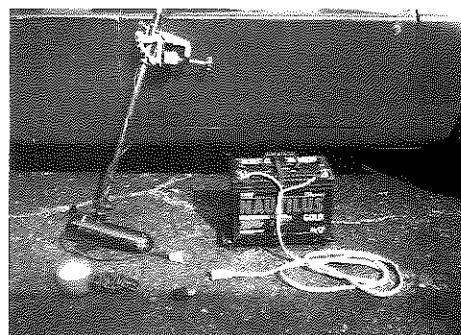
Options? A motor mount is cheap enough, but a small outboard motor is outrageously expensive, bloody



heavy and difficult to store. It leaks fuel and may be temperamental to start. All of the reasons you sail to avoid. Perhaps an electric trolling motor? Cheap, light, clean, easy to store under deck, hung or on a couple of cushions. Oh... the battery. Darn! Who wants a square bowling ball bouncing around in the hull?

The solution! Car top suction cups attached to a battery tray and a rubber cord secures a leak free marine battery exceptionally well. I've sailed with this rig centered on the hull in the stern and never had it move. But then I've never turtled.

As a bonus, you can have light using a 12V hand held spotlight and battery charger using a 12V solar battery charger. Keep the charger in the sun with velcro on



your deck cover. I use extension cords with polarity to make connections. Female to the battery and male plugs from each appliance. I guess one could brew coffee or play music, etc. The bottom line is, it gets me off the lake quietly, quickly and efficiently. Which, is what sailing is all about.

P.S. My present system (battery, motor, charger and light) is for sale..\$150.

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(619) 226-2422
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

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Flying Scot Prices

Main	\$ 606.00
Jib	\$ 240.00
Spinn.	\$ 410.00
(sails include Royalties)	

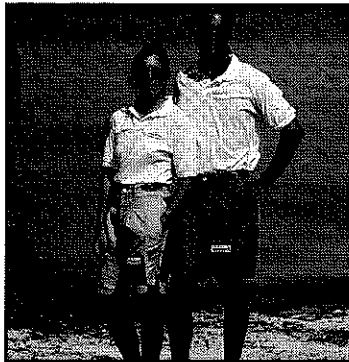
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-  Sails with a Sobstad race winning pedigree.

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Technically Designed Sailing Short

Unrestrictive, breathable, quick-drying, double-seated. Breaker Shorts are not only tough as nails but help you and your shipmates move quickly and hike hard all regatta long. Insertable foam protectors, Fanny Fenders, will take the pain provoked hesitance out of max-hiking. Waist adjustment straps and deep pockets with non-corroding zippers make this attractive gear functional for hard sailing. Change your clothes this season & shift into high gear, sail flat, fast and focused!

Breaker Shorts: Nylon: \$65.00

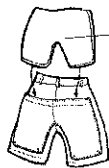
Optional Fanny Fender: \$9.95

Size: 26-44

Color: Khaki, Red, Royal, Navy,
Teal/Navy, Khaki/Navy, Surprise

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6-16

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www=http://paw.com/sail/sailangl

Hurricane Fran at the Harvest Moon Regatta

by George Rootring, Atwood Yacht Club

After a 30 day period of no rain, it finally came! Lots of rain, lots of wind, and all of that on the Saturday (and Friday night) of our Regatta. Winds 15-30 knots, waves 8 -12 (inches!). Nineteen Scots were registered, but several skippers elected not to go out, or to sail 3 up with others.

One person yelled up to the crowd asking for some lard, and one of the committee ladies replied, "Why do you need lard?" The racing chairman then informed her, "They don't want lard, just some beef!" (extra weight on board).

We did two races on Saturday and Dave Neff won both. Boats with three people did well, all boats did survive! One boat had father and little daughter on board. Just the two of them, at every mark she yelled, "Oh Daddy, Oh Daddy. (Jack Carpenter telling her to take down the pole and spinnaker!) They proved that you don't need beef, just sail the boat. They did well, 6-6-2.

Under main and jib you could plane the boat, and with spinnaker you could fly!

Jack and Martha Stewart were tied for third after two races with Richard Frankland from Berlin Yacht Club. Winds were gusting 15-30 knots, W to NW. One Scot did upset, as well as two Thistles, one Lightning and all the Juniors in Sunfish and Lasers! The rain had stopped during the second race, but the winds were howling and

the sun was somewhere behind the clouds.

Everybody was glad to get to shore and prepare for party time. Atwood Yacht Club has a large new "Refreshment-Bar" featuring "Main-Sail Ale," which is brewed on the premises in our own mini-brewery!

In the dining room hors d'oeuvres were served to all comers, goodies supplied by all the ladies of the Yacht Club!

On Sunday, Race 3, the weather was sunny and pleasant with moderate winds at 8-10 knots.

All the fleets had a good start and the Scots were sailing great. The total number of boats in the Regatta was 85 with 19 being registered Flying Scots.

And how did we do? Well, we survived! During Race 2 we almost went over! We took in a lot of water for extra ballast and had to bail. Crew Robert Clark got hit on the back of the head by something sharp on the boom and started bleeding. I offered to quit and go in but he insisted on continuing and started bailing. At the almost knock-down, I let go of the mainsheet and the boat rounded up - Collision! We did a 720° and kept on going. We had survived but we were tired!

Bob is a good crew, he earned a purple heart and will receive a FSSA Membership and *Scots n' Water*. After all, he did not get any blood on the sails! We sailed consistently in all three races: 8th place.

RACING RESULTS:

- 1 David Neff and crew (2)
- 2 Steve Branner and crew (2)
- 3 Jack and Martha Stewart
- 4 Jack Carpenter and daughter
- 5 Dan Goldberg and crew (2)

Cave Run Sailing Assoc.
Cave Run Sailing Assoc.
Atwood Yacht Club
Deep Creek
Moraine Sailing Club

Come and Celebrate!

The 40th Anniversary of the Flying Scot Class

Flying Scot Fleet One presents the Pig Roast Regatta at Cowan Lake Sailing Association June 21 & 22, 1997

Those of us who participated in the 30th Anniversary Regatta remember the hospitality and good times at Cowan Lake with the 72 boats that attended the event. The host fleet is making every arrangement to ensure this will be another classic event. The fleet will be divided into three divisions: the Hogs (Championship), the Oinkers (Challenger), and the Piglets (Non-spinnaker) with a total of 21 fleet trophies

being awarded. There will also be 8 Ohio District Trophies and 5 Parent-Child Trophies. Participants will be allowed to choose their divisions at registration. However, a one-race elimination may be held if the split is too lopsided. And finally, the fleet captain (Jim Richardson) has scheduled three clear days with 12 knot winds from the west.

Schedule of Events

Friday, June 20

3:00 pm Practice Race and Seminar on the water with Greg Fisher of North Sails, followed by Snacks and Beverages.

Sunday, June 22

8:00 am Breakfast
10:00 am Fourth Race
11:30 am Lunch and Awards

Saturday, June 21

7:30 am Breakfast
8:30 am Registration
10:00 am Skippers meeting at the Race Committee Boat
11:00 am First Race
12:30 pm Lunch at the Clubhouse
2:00 pm Second and Third Races (Back to Back)
6:00 pm Pig Roast Dinner
7:00 pm Entertainment



REGISTRATION FORM - 1997 Pig Roast Regatta

Boat Number _____ Skipper _____

Fleet/Club Affiliation _____ Crew _____ 2nd Crew _____

Registration Fee: \$70.00 Per Boat-\$65 if member of US Sailing, with proof of membership.

The Registration includes complete meal package for two adults. \$ _____

Additional Meals:	Pig Roast	___@	\$15.00 Adult	_____
		___@	\$8.00 Child (ages 6-11)	_____
	Lunch-Sat	___@	\$4.00 Adult	_____
		___@	\$2.00 Child	_____
	Lunch-Sun	___@	\$4.00 Adult	_____
		___@	\$2.00 Child	_____

Make Check Payable to: FLYING SCOT FLEET #1 for total of \$ _____ and mail to:

Pat Glazier, 8500 Nottingwood Dr., Cincinnati, OH 45255 • Tel: (513) 474-9037 • Please RSVCP by June 1, 1997.

Name: _____ Phone: _____

Street: _____

City: _____ State: _____ Zip: _____

Accommodations

Camping: Excellent free camping is available on the grounds of Cowan Lake Sailing Association. The club has bathrooms, his/hers showers and a kitchen with refrigerators, microwave and stove. Club rules do not permit pets on the grounds.

Motels:

- Kings Island Inn: 800-727-3050
- Quality Inn: 513-398-1237
- L & K Motel: 800-282-5711

Cabins: Cowan Lake State Park Cabins: Comfortable, air-conditioned, furnished, kitchens, etc. Sleeps a total of 6. Contact John Eilers @ 513-321-5257.

Child Care: Baby sitting/child care will be provided with one week notice. Please call Bob Peterson to make arrangements at 513-522-2203.

Directions to Cowan Lake:

From Cincinnati:

- I-71 North, Exit @ exit 36 (Wilmington Rd)
- 3.5 miles East to Clarksville Rd, turn right
- 2.8 miles to RT 350 (Clarksville), turn left
- 3.8 miles to RT 730, turn left
- Quarter mile to Cowan Lake Park Entrance, bear right
- Quarter mile to CLSA entrance. Turn right.
- Quarter mile to CLSA.

From Columbus:

- I-71 South, Exit 50 (RT 68)
- 5 miles South through downtown Wilmington to RT 730, turn right
- 8 miles to Cowan Lake Entrance, (Quarter mile after crossing dam), turn left
- Quarter mile to CLSA entrance. Turn right.
- Quarter mile to CLSA.



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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.

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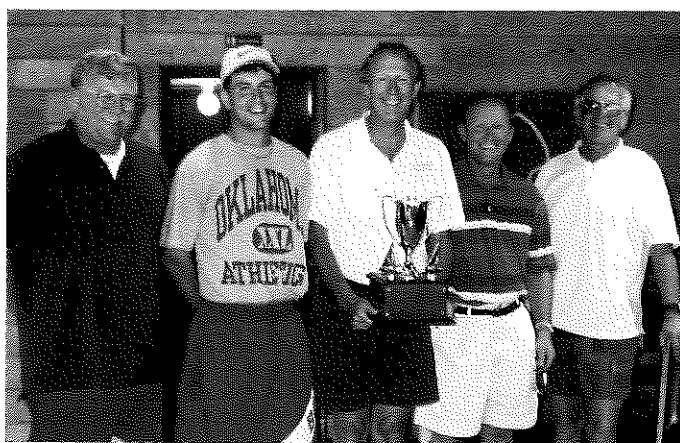
Team Racing at its Best

Three years ago the Clear Lake Yacht Club threw out the challenge to the Portage Yacht. 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 two years in a row the Clear Lake Yacht Club Team was able to hold on to the cup. Last year was a different story. The Portage Club joined forces with the Berlin and Monroe Clubs and took the Challenge Cup. This year, THE CLEAR LAKE YACHT CLUB TOOK THE CUP BACK!

The racing conditions were much better than last year and as you can see by the first three places, it was a very close race. Everyone seemed to have a great time. The pig roast

**1996 CLEAR LAKE CHALLENGE CUP
FLYING SCOT
CLEAR LAKE YACHT CLUB, CLEAR LAKE, IN
AUGUST 10 AND 11, 1996**



Clear Lake Yacht Club Team: Mike Brodrick, Kent Robinson, Jim Horein, Bob Lewis and Len Weber.

on Saturday night was great and everyone liked the idea of not having an entry fee and paying only for your meals.

The 1997 race will be held on June 28 and 29, at Clear Lake, Fremont, IN. This is

the only Flying Scot Regatta in the Midwest that is set up for fleet team racing. Get your team together for 1997 and plan on a great time at Clear Lake.

For additional information call: Larry Schavey (219) 495-2640 or Bob Lewis (219) 637-3922.

The results of this year's race are listed below.

**CLEAR LAKE YACHT CLUB: 69.5 POINTS
PORTAGE, BERLIN AND MONROE CLUBS: 94.5**

The individual scores were as follows:

Pos.	Boat	Skipper/Crew	Points
1	657	Kent Robinson/Duane Robinson	11.75
2	4580	Jim and Jody Horein	12.75
3	3577	John and Suzie Domagala	14.75
4	4844	Mike Brodrick/Scott Brodrick	20
5	3929	Bill Vorgler/Sally Kerber	22.75

Letters

as published in Grand Maumelle SC *Mainsheet*

Dear Maestro,

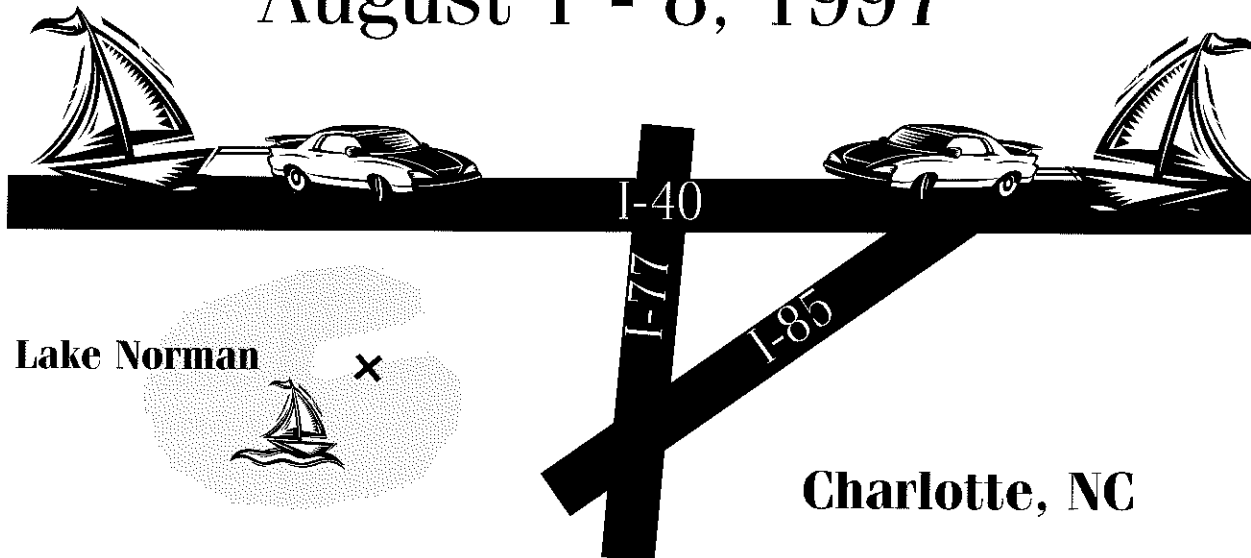
Please tell me what you can about sail trim.

Signed, Earnest

Dear Earnest,

Never trim your sails. They come just the right size and any trimming will just make them too small to fit your mast and boom.

All Roads Lead to Lake Norman Y.C. August 1 - 8, 1997



Flying Scot North American Championships

The 1997 Flying Scot NAC is being hosted by Lake Norman Yacht Club and will be governed by the International Sailing Federation Racing Rules, the prescriptions of the United States Sailing Association, and the rules of the Flying Scot Class, except as any of these are altered by the sailing instructions, (available at registration). In addition to general registration, competitions exist for Women*, Junior* and Senior Sailors.

LOCATION AND AREA FEATURES:

Piedmont Region of North Carolina

- Central location for Flying Scot Fleets in the East
- Sports, concerts, amusement center, art, shopping, night clubs, outlet malls, barbeque, history, Southern Hospitality

Lake Norman Yacht Club

- Experienced race management – three previous NACs
- Attractive setting with docks and ramps, 22 acres, parking, camping and playgrounds
- Nearby racing allows onshore postponements
- Clubhouse and pavilion facilities
- Friendly, family atmosphere (sorry, no pets)
- Breakfasts, lunches, several dinners available (cost not included; cannot accommodate special diets)

Hotels (area code is 704):

Best Western: 896-0660	Comfort Inn: 892-3500
Days Inn: 664-6100	Hampton Inn: 892-9900
Holiday Inn: 892-9120	Ramada Ltd.: 664-6556

Contacts:

Registration/Childcare: Marti Worthen (910) 766-9042,
E-mail: mworthen@bgsm.edu.

Charter Boats: Don Smith (704) 788-8532

Regatta Chairman: Dave Alkire (704) 364-2277

- *Important: Childcare and chartered boats available only with pre-registration.*
- **If five boats are not pre-registered, this category of racing will be cancelled and registration fees returned.*

SCHEDULE OF EVENTS (TENTATIVE):

Registration and Measuring:
1300 Friday until 1700 Sunday

NACs for Women and Juniors:
0900 to 1600 Sunday

Welcome Party:
1730 Sunday

NAC qualifying races:
0900 Monday and Tuesday

Board of Governors Dinner:
1830 Tuesday

Annual Meeting and Dinner:
1830 Wednesday

NAC racing:
0900 Wednesday, Thursday and Friday

Awards:
Friday p.m

1997 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP

Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Fleet # _____ Sail # _____

EXTRA INFORMATION

Total no. of people attending (for social planning): _____; Camping Yes No

Need child care Yes No No. of children _____, age(s) _____

Registration Fee: \$110 if postmarked by July 1; \$130 after that date.

Deduct \$10 if you are a member of USSA (member # _____)

WOMEN'S NAC REGISTRATION

Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Fleet # _____ Sail # _____

Registration Fee: \$20 if postmarked by July 1; \$25 after that date.

JUNIOR NAC REGISTRATION

Name _____

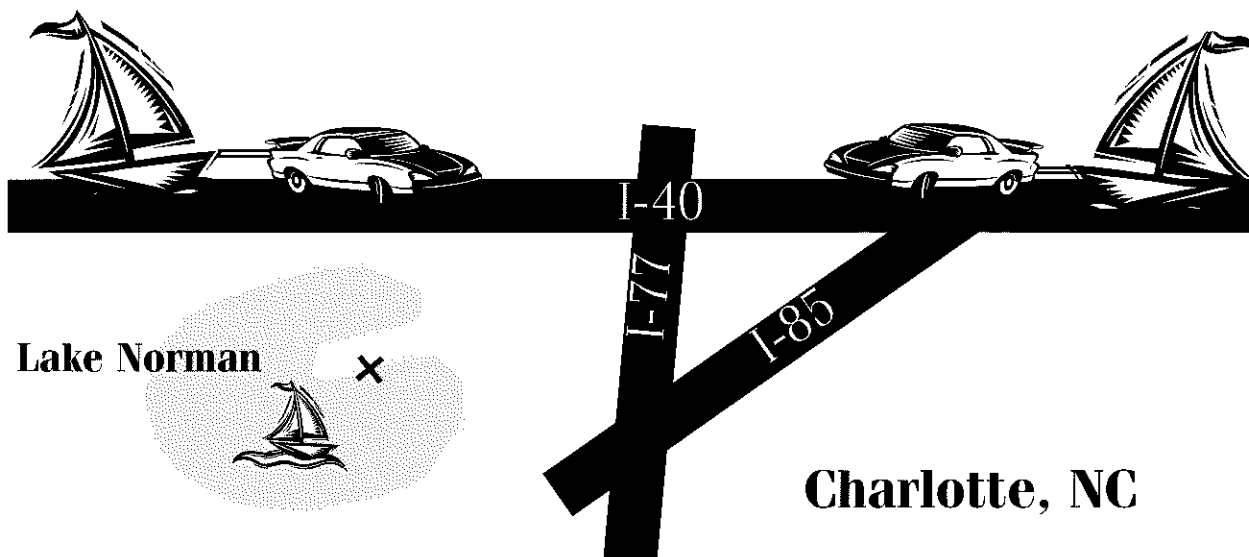
Address _____

City _____ State _____ ZIP _____

Phone _____ Fleet # _____ Sail # _____

Registration Fee: \$20 if postmarked by July 1; \$25 after that date.

Registration Forms (Make checks payable to 1997 Flying Scot NAC) and mail to:
Marti Worthen, 220 Epping Rd., Clemmons, NC 27012



Flying Scot Sailing on the Web

by Bernie Knight and Hank Sykes

Flying Scot Sailing has officially joined the World Wide Web¹. What this means is that we now have a home base on the Internet for promoting memberships in the FSSA, making it easier to become an owner of a new or used Scot, and providing existing Scot sailors with information, such as daily updates from the Midwinters and NACs for those unlucky enough not to be there. By aiming your web browser at <http://www.fssa.com> you will see the home page, a copy of which is included in this article.

First you will see a general description of the virtues and versatility of the Scot. From the home page you can get to sections on the FSSA, the fleets and their locations, regatta schedules and results, buying new or used boats, an FSSA membership application and "links" to other sailing information on the Internet.

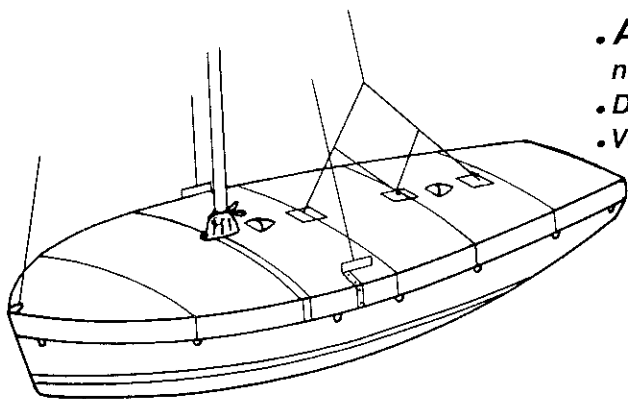


One advantage of having the Scot web site is the chance for a worldwide audience to learn what a great boat we sail. People who are ready for that mystical Scot experience can find out about buying new boats from Flying Scot, Inc., and sails and other equipment from our outfitters. For sailors not quite ready to jump into a new boat, a slight increase in the Caveat Emptor fee will include posting these ads on the net where the world can see them.

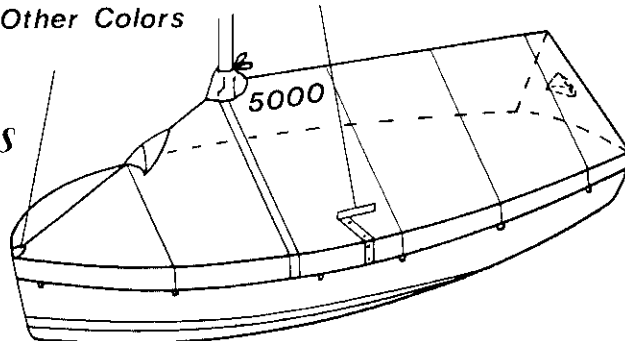
This is just a start. As we get our sea legs, the site will be expanded to include articles and other topics of interest. Pass on any suggestions you have to info@fssa.com, or the FSSA offices.

¹ Some of you pioneer web surfers are familiar with Palmer Davis' web site. Palmer has graciously deferred to the FSSA which will run the site from here on.

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- *Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG*
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- *White & Blue — FAST DELIVERY!*
- *Other Colors*



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

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1744 Prescott South
Memphis, Tenn 38111



Flying Scot Canadian Championship

by Douglas T. Smith FS 3691

Once again Fleet 148 was host to the Flying Scot Canadian Championship held every two years at the Stony Lake Yacht Club on beautiful Stony Lake. This event has become one of the most highly regarded regattas on the FS racing circuit, and is attended by a group of hard core supporters who come back year after year knowing that they will find good racing and great hospitality. This year's event was no exception with all the same amenities plus a new feature, the 10 in-a-Scot bi-national paddling event. More on that later.

As usual the fun began Friday afternoon as the first of 22 boats with sailors and their families began to arrive at the local marina. Since the SLYC is on an island as are most of the cottages where participants stayed, all boats are launched mast down and towed to a billet or the yacht club. Most people were at the marina by six and were taken over to the yacht club for a delicious pre-regatta dinner as old friendships were renewed and new ones made.

Saturday morning after a gourmet breakfast, regatta chairman Colin Kinnear welcomed the participants



and introduced the race committee. At that time the wind was non-existent and the decision was made to delay the start until the wind filled in. Local sailors were not hopeful that any kind of pressure would develop considering the warm sunny conditions that so often mean no wind for days. But much to the delight of the sailors, a front moved in from the west and the R.C. fired a gun signaling that they were leaving the dock to set the course. Peter Seidman was caught napping as his wife searched

for her lost skipper. Seems he was asleep under the deck the whole time.

The first race started just after noon with Harry Carpenter taking an early lead at the first windward mark on a standard Olympic course. A stall in the wind on the second windward leg caught five of the seven lead boats on the wrong side of freshening starboard lift, dramatically changing the positions of all but the two lead boats. Harry went on to win that race and the next with Joe Gulick taking two second places.

After the end of the second race, everybody returned to the yacht club or to their billets to get ready for the evening festivities. This year a new event was added, the International 10 in a Scot Paddling Match. Two teams were picked, one representing Canada and the other the United States. With no sails and only paddles to provide forward motion, the two teams made their way out to the starting line. Team USA trying to intimidate the Canadians muscled their way up to the start line first, but



Continued on page 20

Continued from page 19

a more experienced team Canada knew to save their strength for the grueling race that lay ahead. With the sound of the starter's gun both teams dug in to overcome the immense inertia that a Flying Scot with a crew 10 must have had. For the first quarter of the 500 ft. course, both boats were pretty much neck and neck. With so much energy spent on just getting the boats moving, it now became a race of endurance. The Team that was going to win was the team that could maintain their speed to the finish line. Slowly Team Canada started to inch ahead. Each stroke increased their

lead but Team USA battled fiercely to the bitter end and even though Team Canada was victorious, crossing the finish line in front of the Yacht Club to the cheers of the crowd, they knew that the battle had just begun and that the Americans would be back in two years' time to avenge their defeat.

Back at the dock all participants gathered for a photo-op and media scrum. In the spirit of sportsmanship, the Canadian paddlers gave their prizes (miniature paddles) to the Americans and a well deserved beverage was consumed by some. After a delicious meal most of the sailors returned to their billets but some of the more adventurous went to the local bar, Viamede resort. In fact, we couldn't keep Steve Bellows away, as he led the charge across the lake.

Sunday morning everyone returned for another superb breakfast and then out for two more races on the water (no paddles allowed for these races). The winds were steady out of the west. Harry Carpenter had to settle

for third place as Paul Lee took first and Joe Gulick remained consistent with second place. In the last race, Dan Goldberg out maneuvered everyone to take first and Harry, second. Joe Gulick had his worst race, but still was well positioned for taking second overall and Dan Goldberg, third.



The weather was fantastic and the Race Committee outstanding. This Regatta was one of our best ever. At the end of the Awards ceremony following a barbeque lunch of hamburgers and chicken, fleet captain Douglas Smith introduced the next regatta chairman, Susie Hauth who promises more of the same in 1998.

One suggestion that the local fleet has always made is that if people booked a cabin at the local resort they could spend the week before or the week after on the lake with their families and explore more of the history of this unique region. The rock that all the cottages sit on is some of the oldest rock in the world and in fact is an exposed area of the Canadian Shield. Stony Lake is one of a chain of the Kawartha Lakes that are connected by locks and even a marine railway that stretches from the Bay of Quinte in Lake Ontario all the way to Georgian Bay in Lake Huron. The Trent-Severn waterway was originally

conceived as a means for water traffic to by pass the Welland canal following the hostilities of the War of 1812. By the time the system was complete that threat no longer existed, but the interior of Upper Canada was now open up for commercial ventures from lumber to mining and the fur trade. Many people came

just for the scenery and soon they bought the local islands or mainland property that was only accessible by the local steamers. These people are the ancestors of the residents of Stony Lake today. Some of these islands have been in one family for over one hundred years, mine included. Trying to explain relations on the lake to one's

own family is hard enough let alone a newcomer, but we try, and new blood is always welcomed as a way to expand the gene pool.

The reason we have this regatta is to bring such good competitors right to our own backyard. We are a small club, but we have a lot of heart. We have been racing since the 1920's and we have a great junior program that teaches several levels of sailing from basic fundamentals to advanced racing. But, like a lot of clubs, we are experiencing a decline in participation in our regular weekend races. Every time we hold one of these events, we stir the interest of people to come out and volunteer their time to help make the regatta a success. Sometimes people just come and ask us what all the activity is about. We tell them that we are having a sailing regatta, and they see that we are having fun. We hope that you can come and have fun with us in August 1998.

1996 Flying Scot Canadian Championship Stony Lake Yacht Club / Fleet 148

Place	Sail#	Country	Skipper	Crew	Race1	Race2	Race3	Race4	Total
1	5019	USA	Harry Carpenter	Jimmy Carpenter	0.75	0.75	3	2	6.5
2	4508	USA	Joe Gulick	Patti Gulick	2	2	2	8	14
3	4991	USA	Dan Goldberg	Joni Reis/Martine Rawlings	9	3	9	0.75	21.75
4	3913	USA	Josh Goldman	Martin Waine	3	6	8	6	23
5	4999	CAN	Robin Collins	Colin Kinnear	4	5	7	7	23
6	5007	USA	Steve Bellows	Hank Williams	7	9	6	5	27
7	D3	USA	Paul Lee	Denise Lee	5	12	0.75	13	30.75
8	4620	USA	Mike Cullen	Jonathon Vehar	10	8	4	9	31
9	4096	USA	Forest Rogers	Mike Boehl	8	4	11	12	35
10	2843	USA	Paul Blonski	John Blonski/Paul Blonski, Jr.	11	16	5	4	36
11	2601	USA	Melanie Dunham	Bill Dunham	14	13	10	3	40
12	4147	CAN	Alick Ryder	Leslie Ryder/Elizabeth Christie	15	7	12	10	44
13	3991	USA	Chris Rotunno	Jeanne Rotunno	17	11	16	11	55
14	3691	CAN	Doug Smith	Susie Hauth	6	19	17	14	56
15	442	CAN	Sandy Beatty	David McCumber	13	15	13	16	57
16	4254	USA	Peter Seidman	Ann Seidman	16	14	14	17	61
17	4320	CAN	Douglas McTavish	Elan Emerson/Jennifer Ayers	18	17	15	15	65
18	4937	USA	David Jacobsen	Dave Jacobsen	12	10	23	23	68
19	4999	CAN	Liz Guillet	Ron Hauth	20	20	18	18	76
20	4389	CAN	Alan Wotherspoon	Susie Newton	19	18	19	23	79

INTERNATIONAL TEN IN A SCOT PADDLING MATCH

TEAM CANADA

Robin Collins
Ron Hauth
Scot Sherin
Colin Kinnear
Susie Hauth
Douglas Smith
Liz Guillet
Sandy Beatty
Woody Brumet
Tristan Jenkins

TEAM USA

Melanie Dunham
Chris Rotunno
Jonathan Vehar
Martine Rawlings
Paul Lee
Denise Lee
Paul Blonski, Jr.
Josh Goldman
Mike Boehl
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Sail for the Grail

Fleet 80, Lake Arthur

The 1996 version of the Sail for the Grail at Lake Arthur was won again by Mike Cullen and his crew John Jombeck who Mike borrowed from our Fleet. Mike also won last year. There were 23 boats entered in this year's regatta with 8 boats in from out of town. Steve Branner, our Ohio District Governor, was in from Cave Run Lake, KY, Fleet 165 with crew Martin Klapproth. Steve came in eighth.

Harry Carpenter sailed with his sister Sally Carpenter for a second place finish. Skipper Don Griffin with crew Barbara Griffin got the bronze.

Fourth place was taken by Tom Lawton and his crew, Patti Johns. They showed up without a boat so Dan Goldberg let them use one of his. Fifth place was awarded to Jack Carpenter with his ten-year-old daughter Rebecca as his crew. The last trophy winner for sixth place was finally won by someone from Fleet 80, Jim Starr and his crew, Martine Rawlings and Arlene Richardson.

Saturdays three races were sailed in 5 to 15 knot winds, under big fluffy clouds, and low 70° temp. Even though the air kept everyone moving, the best sailors guessed where the

puffs were going to be. A wrong guess cost lots and lots of boat lengths. Saturday evening we had a wonderful party and dinner with ribs as our main course. Our own Uncle Charley cooked all the ribs everyone could eat and then gave everyone some more. Jim Starr served up his special whiskey sour. Harry Carpenter talked about the new mast head floatation that is now available for the Scots, which is just what we needed for Sunday, with lots of wind 20-25, rain, and cool temps. We still held our down the lake sail. That race counted as a double race giving us one throw out.

Jubilee Regatta

Pensacola Yacht Club

The Jubilee Regatta for Flying Scots and Thistles was held on Nov 9 and 10, 1996. There was a great turnout for this growing regatta that is held each year at Pensacola Yacht Club. The winds were favorable, the temperatures a little cool, but a great time was had by all. Come join us next year...it's really exciting to be racing and have the US airshow performing above.

• Glass Award: Ellen Fitzgibbon

• Cock of the Walk: Darren Cook

• Sunshine Award: Paul-Jon Patin & Micki Gramm

Pos.	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Total
1	Darren Cooke	Robert Harrison	0.75	0.75	0.75	4	6.25
2	Charlie Buller	Andy Buller	7	8	2	0.75	17.75
3	Paul-Jon Patin	Micki Gramm	3	4	11	3	21
4	Brian Harrison	Eric Boothe, Tom Boothe	6	3	6	11	26
5	John Domagala	Terri Swift	8	7	12	2	29
6	G.W. Hartman	Pat Manicchia	10	2	9	8	29
7	Chuck Barnes	Scott Rames, Patrick Nobles	4	16	3	10	33
8	Russell Brown	Chris Brown	14	10	4	5	33
9	Larry Taggart	Granny Ders, Carrie Berger	5	9	13	7	34
10	Ellen Fitzgibbon	Roth Rowell, Cylle Rowell	9	5	7	14	35

<http://www.fssa.com>

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Caveat Emptor

FS 841- One of the prettiest, user-friendly Scots anywhere. Blue hull, white stripe and deck. Red, white and blue racing chevrons on foredeck, custom graphics. Waco 360 centerboard cleat, centerboard vang cleating system, adjustable tiller extension, transom-mounted boarding ladder, tiller-mounted rudder lift, jiffy reefing, stainless mast sleeve and hinge, tactical compass, 2-1 jib sheeting, transom port, full-sided mooring cover, rerigged trailer, two like-new sets of Schurr sails, multi-colored spinnaker. \$3000. Call Joseph Van Zandt (414) 877-2276

FS 1364- WANTED: used set of sails for 1364. Please call Mike Burns (608) 241-7544.

FS 1379- Customflex green hull, white deck, good condition, new cockpit cover, new trailer/mooring cover, WACO 360 centerboard swivel, motormount, danforth anchor, compass, teak trim, Boston sails and spinnaker, jiffy reef, windex, bow floatation bag, MAGI outhaul, MAGI spinnaker system, MAGI jib sheeting, lifting bridle, mast hinge, Gator trailer with spare, tiller extension, stainless mast sleeve, 1993 2hp Johnson. Located in Dayton, OH. \$3200. Call Ray (937) 294-4537.

FS 1421- Customflex, light, strong, and in excellent condition. White deck, blue stripe, two sets of sails, spinnaker with pole, Harken hardware, stainless steel mast sleeve with new hinge, shimmed centerboard trunk. 360, 3hp outboard with bracket, trailer has large storage box and three new tires, two covers - one is a sturdy trailering/mooring cover. Can deliver. Located near Boston, MA. \$4300. Call Bob Wray (508) 263-2121.

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 YC. \$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) 873-7973.

FS 2105- Blue, yellow stripe, Good condition. Dry winter storage, cockpit

cover, two sets of sails, one new, spinnaker, all lines, fully equipped (anchor, preservers, etc.) Harken blocks. Rarely raced. Located in Long Island, NY. \$2500. Call Paul Katz (718) 847-9873.

FS 2208- Customflex built in 1972, Fisher main and jib used less than 10 times - chute older. PAMCO trailer with new wheels and bearing buddies. About \$1100 in repair work performed in 1995 at Gordon Douglass Boatworks. \$3000. Call John Utti (330) 856-7443.

FS 2397- Customflex white hull & deck, dry sailed only, always stored indoors, two sets of sails, spinnaker, custom (Harken) rigged from Midwest Aquatics, cockpit cover, outboard bracket, Pamco trailer. \$3400. Also, brand new Fisher 1/2 oz. rainbow spinnaker, never used - best offer. Call Harold Gendelman (810) 646-2094 (H), (810) 557-5200 (W).

FS 2541- Customflex. Blue with white trim. Main, jib, spinnaker, trailer, anchor, new cover. Some racing equipment, Harken blocks & new lines. \$2500. Located in Westerville, OH. Call Bill McGonigal (614) 890-7107 evenings, weekends.

FS 2599- Douglass, white hull and deck with blue stripe. Excellent condition. Comes with two sets of sails, aluminum trailer, and tent cover. \$2850. Call Steve Spencer (512) 343-7189.

FS 2895- Douglass built, light blue hull with off white deck, two sets of sails with spinnaker. Brand new Harken mid-boom main sheet, new spinnaker rig with Harken blocks and pole lift. New 6-1 boom vang, galvanized trailer with extra set of wheels, cover, lift bridle, never raced. Dry stored. Located in New Jersey. \$3000. Call Teresa or Lou Condas (908) 727-0144

FS 3042- Douglass, excellent condition stem to stern, white on white with yellow stripe, two suits of sails with spinnaker, gimmicked to date, new mast and standing rigging, motor mount, full boom cover, galvanized Dilly trailer, freshwater dry sailed only, estate sail. Call Dan Baldwin (915) 692-9803 (H) or (915) 690-5914 (O).

FS 3323- Douglass, Sterling galvanized trailer, yellow with white deck & graphite bottom, two suits sails & spinnaker, underdeck spinnaker sheets and jib sheets on seats, anchor, boom tent, compass, hoisting bridle, motor mount, tongue

jack, Bearing Buddies, bow floatation bag, very good condition, dry sailed at Saratoga Lake, NY, ex Gary Powell 3rd '91 Nationals. \$4500 obo. Call Rob Ballinger (518) 587-7723 evenings, (518) 783-4253 days.

FS 3366- Douglass built, well maintained, dry sailed, complete like new sails, brand new 3hp seagull with bracket, sterling trailer, yellow/blue stripe, last sailed 1960, one owner, winter covered & stored. \$5200. Call Bill Davis (603) 428-3228.

FS 4044- Douglass built. Fully race equipped with Tee-Nee trailer. Dry sailed. Two sets of sails (1 new), spinnaker, all accessories, fast boat. \$5300. Long Island, NY. Call Florence Forman, (212) 799-5331.

FS 4328- Douglass built, cream color hull and deck with red trim. Galvanized trailer, Schurr main and jib, all in good condition. Full cover. Located in NE Ohio. \$4895. Call George Rootring (330) 874-4541.

FS 4419- 1987 Douglass, TeeNee Trailer with spare, White with Blue Stripe, Two (North & Fisher) suites of sails (main, jib & spinnaker). Rigged for racing. Full deck over boom cover. Well cared for and maintained. \$5800. Call John Horwedel (630) 665-4054.

OLD SAILS + TAX DEDUCTIONS = HAPPY CAMPERS

Do you have sails gathering dust? You may be able to gain a valuable tax deduction while helping youngsters learn sailing and seamanship. YMCA Camp Lettis, on an inlet just south of Annapolis, is refurbishing their five Flying Scots and would love to accept your older main, jib or spinnaker in good condition. "We only race the Scots against each other so we're not looking for perfection, just a clean, not too blown out sail," said Tom Coleman, Waterfront Director.

Camp Lettis, now in its 91st year of serving children, families and adults is recognized as having one of the country's best sailing programs. "Volunteerism and donations have always gone a long way to help maintain a quality program," Coleman reports.

Anyone interested in tax deductible contributions of sails or gear should contact Tom Coleman at (301) 261-4286 or FAX (301) 261-7336.

Starting Line

River City Regatta

April 12 and 13, 1997

Rudder Club, Jacksonville, FL

The first day of the two-day regatta features one-design racing (Flying Scots, Prindle 19's, Sunfish, Portsmouth monohull, and Portsmouth multihull are the classes anticipated). Sunday there is a race for cruisers and a distance race for other boats (with separate awards from Saturday).

Come race on the St. Johns River at the site of the 1997 Wife-Husband Championship Regatta.

For further information, contact the Rudder Club 904-264-4094 or Jonathan Hamilton 352-392-2999 (Office/Messages) or 352-335-1243 (Home).

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>. Entry forms can be FAXED to requestees.

Mug Race

Saturday, May 3, 1997

Palatka, FL to Rudder Club,
Jacksonville, FL

The world's longest river race - 38 nautical miles downstream on the St. Johns River from Palatka to Jacksonville. Join 250 plus other boats (including a Flying Scot class) in a weekend party starting Friday afternoon in Palatka and ending with the trophy presentation Sunday morning at the Rudder Club.

For further information, contact the Rudder Club 904-264-4094 (Call for a brochure) or Jonathan Hamilton 352-392-2999 (Off/Messages) or 352-335-1243 (Home).

GREAT 48 Regatta

May 3 and 4, 1997

Lake Norman, NC

The 1997 NAC will also be held at LNYC. Being a Flying Scot only regatta, The GREAT 48 is a perfect warm up for the NAC. Wind permitting, we will run 3 NAC caliber races. We should have over 40 boats for the 1997 GREAT 48.

You can drop your boat off at LNYC for the GREAT 48 on your return from the Mid-Winters in Panama City, FL. There are great camping facilities at LNYC and at least 5 motels within 15 minutes of LNYC.

For details, contact Larry Lewis (H) 910-884-0518 (W) 910-882-3301 or Bane Shaw (H) 704-366-0829 (W) 704-822-6014.

Full Moon Regatta

May 17, 1997

Red Bank, NJ

Calling all Flying Scots! The first stop on the 1997 New Jersey Championship Series circuit is in Red Bank, NJ on Saturday, May 17. The sixth annual Full Moon Regatta, hosted by Monmouth Boat Club, will be sailed on the beautiful Navasink River. Come test your prowess as five races are planned. EZ in, EZ out on the three hoists next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am. For more information, contact Fleet Captains, Bruce and Jackie Cattanach at 201-586-0825 or via e-mail: bcattanach@aol.com

Egyptian Cup Regatta

May 31 and June 1, 1997

Lake Carlyle, IL

Flying Scot Fleet #83 at Carlyle Sailing Association - Lake Carlyle, IL, is organizing the annual Egyptian Cup. We invite everybody, especially Flying Scot sailors of the neighboring states, to participate in this great event. The end of May/early June date will guarantee great atmospheric conditions. The doors will open Friday evening May 30, and the sailors of GSA will organize an exceptional welcome party for all new and old out of town participants (maybe Cleopatra and Julius Caesar will join us!)

For more information, call Emilio or Susan Tellini: (314) 921-5033. or e-mail: ETellini@aol.com.

1997 Midwest District Championships

June 13 - 15

Delavan Lake YC 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 six 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.

FS 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.

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.

1997 NERD

July 12 and 13, 1997

Annapolis, MD

The NERD will be sailed in the Chesapeake Bay area near Annapolis, MD. The exact location will be given in future issues of Scots n' Water.

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

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.

NY Lakes District Championship

July 19 and 20 1997

Fleet #104 welcomes one and all to the NY Lakes District Championship to be held on picturesque 4th Lake in the heart of the Central Adirondack Mountains. Come sail the five race series over two days. A cocktail party and dinner is planned for Saturday night, along with an awards ceremony after racing on Sunday.

For more information contact Duffy Zornow at 716-383-8099 or Randy Blakeman at 518-885-0150.

Sandy Douglass Memorial Regatta

July 26 and 27 1997

Deep Creek Lake, MD

Plan your vacation around the weekend of the Sandy Douglass Memorial Regatta to be held the last weekend of July at Deep Creek Lake. There will be three races on Saturday and two on Sunday with trophies for both skippers and crew in the Championship and Challenger categories.

Call Bob Givan at (301) 387-8064 for further information about vacationing in the Deep Creek Lake area. Watch this column in future issues of *Scots n' Water* for registration information.

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 & 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.

Scott Decker Memorial/ Capitol District Championship

September 6 and 7, 1997

The 1997 Capitol Districts will be hosted by Fleet 86 of the Potapskut Sailing Assoc. in conjunction with their annual Scott Decker Memorial Regatta. The club is located on the Magothy River between Baltimore and Annapolis, and is one of the Chesapeake Bay area's finest sailing venues. Come join the Capitol District's finest for a weekend of great racing.

For further information, contact Craig Decker at (410) 729-1362 or Frank Gibson at (703) 271-2716.

The Founders Cup

Riverside YC, Riverside, CT

October 4 and 5, 1997

FS Fleet #7 will be hosting its 7th 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 40 boats today. Last year's regatta was a great event, and we hope to build on its success.

Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound.

We will have a Friday evening reception, Saturday night dinner and Awards luncheon Sunday after racing.

For registration forms and sailing instructions contact: Ed Davis, FS#2828, (203) 637-1055.

1997 Wife-Husband Natational 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.



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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

Call (410) 798-4146 or write:

Selby Bay Sailing Center, 1032 Old Turkey Point Road
Edgewater, MD 21037

Flying Scot New Membership

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	5035	Nicholas G. Williams	211 Briar Lane, Oaklands	Newark, DE 19711
	2103	Seldon T. Tompkins	6 Clarke Road	Richmond, VA 23226
	4707	Mary Janice Dicello	6417 31st Place, NW	Washington, DC 20015
		Dennett K. Mills	10319 Cardigan Circle	Glen Allen, VA 23060
	4802	Ray E. Blake	1400 Johnson Avenue	Bridgeport, WV 26330
		Current Skipper	PO Box 208	Edgewater, MD 21037
	2672	John Tillson	5410 Mohican Road	Bethesda, MD 20816
42	5120	Michael J. Farmelo	1130 Oak View Drive	Crownsville, MD 21032
42	4824	Roger & Sarah Anderson	1419 Ormsby Place	Crofton, MD 21114
Carolinas District				
		Tricia Batchelor	1906 Alexander Road	Raleigh, NC 27608
48	4952	Kenneth G. Gorni	9621 Willowglen Trail	Charlotte, NC 28215
48		Randy Hord	196 Ponderosa Circle	Mooreville, NC 28115
126	2300	John Russell	1303 Maple Street	Greensboro, NC 27405
Greater NY District				
	5113	Theodore J. Jaska	88 Metacomet Drive	Meriden, CT 06450
162	3713	Patricia & John J. Applegate	26 Park Ave., PO Box 1426	Island Heights, NJ 08752
Gulf District				
13	co2095	William W. Denes	3116 Corner Oak Drive	Norcross, GA 30071
13	co2095	James N. Howard	2621 Woodside Drive	Duluth, GA 30136
Michigan-Ontario District				
16		Edwin A. Bayer	24637 E. Seaton Circuit	Warren, MI 48091
20	1471	Frank Kalinski	9281 Virginia	Lavonia, MI 48150
Midwestern District				
	2966	John J. Rice	W225 N 2772 Fernwood Court	Waukesha, WI 53186
New England District				
	co1018	Michael T. Boyle	PO Box 2934	Pittsfield, MA 01202
	co1018	Clebe W. Scott	220 Kemp Avenue	N. Adams, MA 01247
	3366	Wilfred G. Davis	35 Flanders Road	Henniker, NH 03242
11		Ronald E. Lustig	9 Linwood Avenue	Rockport, MA 01966
76	3630	Peter Kovat	254 Mansfield Street	Sharon, MA 02067
76	3987	Eugene Neault	74 East Street	Sharon, MA 02067
New York Lakes District				
		Stephen A. Lyons	PO Box 6352, Clarkson Univ.	Potsdam, NY 13699
109	3563	John O. Mason	PO Box 136	Norwich, NY 13815
Ohio District				
	2385	Bruce Korstange	1537 Stonehaven	Holt, MI 43842
		Robert L. Brewer	682 Pine Needles Drive	Centerville, OH 45458
1	4800	Jay Antenen	7775 Surrey Hill Lane	Cincinnati, OH 45243
12	3911	Christine Nickerson	12664 Webster Road	Strongsville, OH 44136
19	2346	David Haska	6853 Hughes Road	Ravenna, OH 44266
Pacific District				
		Israel Almog	24, Habanai Street	Jerusalem 96264, Israel
Florida District				
		Gary T. Butts	1501 NE 62nd Street	Ft. Lauderdale, FL 33334
		Dr. Michael K. Roberts	3224 Fountainhead Drive	Largo, FL 33770
131		John Hunter	4751 San Juan Avenue, Ste. 11	Jacksonville, FL 32210
New Members this report			37	



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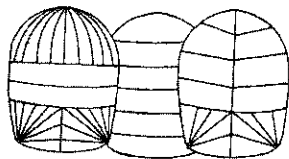
Name _____ Phone _____ Sail # _____

- | | | |
|---|---|--|
| <input type="checkbox"/> 4.4 oz. Racing Cloth | <input type="checkbox"/> 5.3 oz. Cruising Cloth | Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; n White |
| <input type="checkbox"/> Main & Jib \$896 | <input type="checkbox"/> Spinnaker Triradial/Biradial \$450 | <input type="checkbox"/> 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 |
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|------------|--------------|
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| Grey | Coast Gold |
| Natural | Yellow |
| Purple | FL-Yellow |
| Lt. Blue | FL-Green |
| Ocean Blue | FL-Pink |
| Green | FL-Orange |
| Dk. Blue | FL-Raspberry |
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	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	
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	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$60.00	

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	

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