

# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 41 NUMBER 5 SEPT/OCT 97



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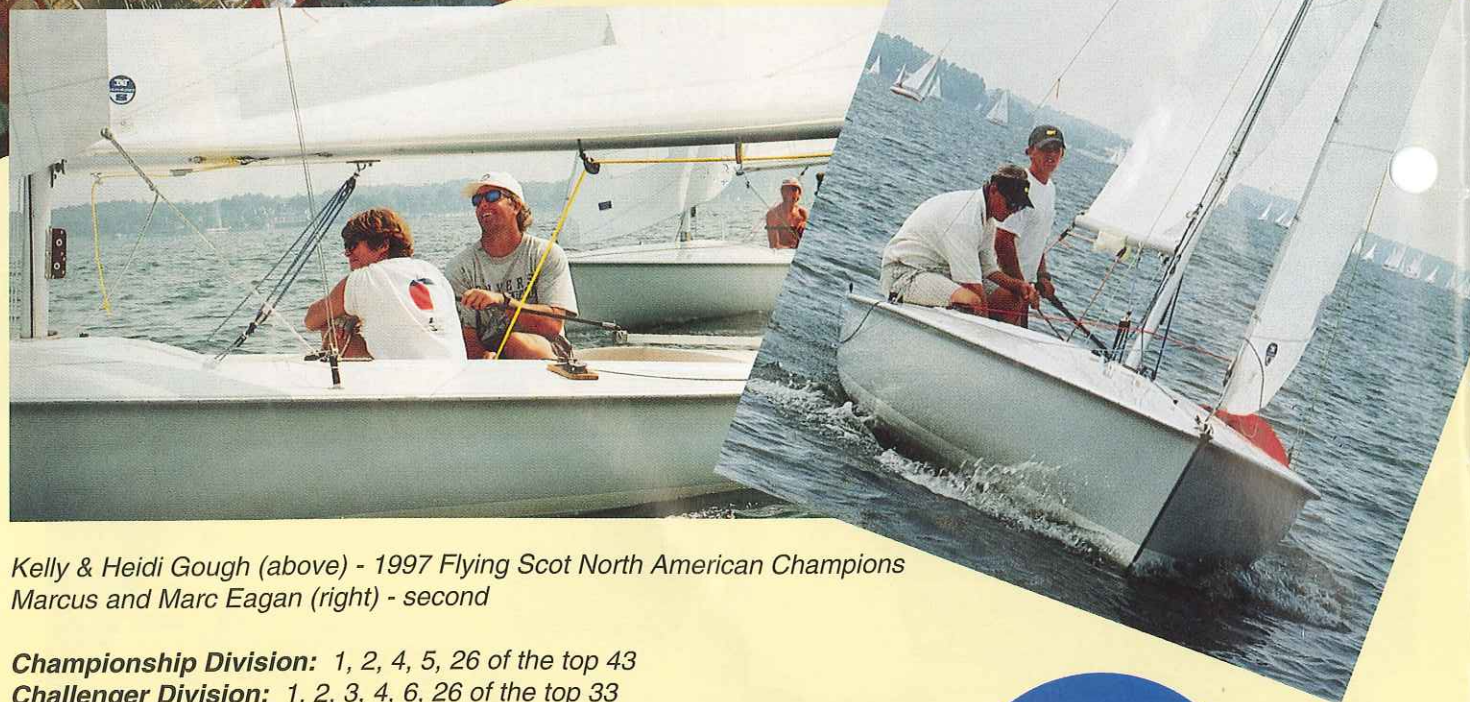
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# 25th Anniversary Regatta - 1982

This article, written by Jack Brown of Benton, Illinois, original owner of Scot No. 4, is included here because it describes the 25th Anniversary Celebration of the Flying Scot at Cowan Lake, Ohio., in a different and perhaps more reflective and appropriate light than the usual regatta report.

As happy owners of a Flying Scot (#4), who ordered their first one sight unseen from a drawing appearing in *RUDDER Magazine* while it was only a light in Sandy's eye, my wife and I attended the 25th anniversary of its birth recently at Cowan Lake.

How strange it seems that this boat and the love for sailing could have inspired the comradeships continuing through the years that brought together such a diverse group. Young, eager, fierce competitors mingled with tired, old has-beens and those of us who never were, to

enjoy two days of nostalgia, reliving past victories, avoiding the memory of defeats, and telling those gentle lies about physical appearances so common to reunions.

There were races, of course, and winners whose names, brilliant tactics and spinnaker work will be engraved on stone tablets to be unearthed in a thousand years by an archeological Scot sailor whose boat will be equipped with some ridiculous gadget with an important-sounding name, notwithstanding various return trips from the hereafter by Sandy in opposition.

The host club, Cowan Lake Sailing Association, was more than hospitable. "Boy Scouts" were provided to help the elderly to tack up the grade from the water to the club and fair winds were provided - not only on the lake, but at the happy hour preceding the dinner.

It was a great reunion and we expect to attend the 50th because, as we all know, old sailors never die - they just get a little dinghy.

# A Look Back

In a letter to C.W. Evanson on October 6, 1958 Sandy Douglass stated,

*"My new shop has had to be outfitted and new equipment bought. The design had to be lofted and a mold built. I will start construction tomorrow, everything now being ready. I am proceeding. I could ill afford a failure for reasons other than just the loss of the cost of the operation. Here is where a man has to make his decision and rely on his judgement. I believe there is a market for a new class of boat; and having sounded out many sailors in various parts of the country, I believe I know what is wanted. I believe my FLYING SCOT will be a good boat and that she will fill the bill. All that remains is to build her to see if she fulfills my estimate of her and then to let others try her. Frankly, I have been well pleased at the interest created by just a description of her.*

*I hope to have her sailing by Thanksgiving, and expect to publish her lines and story this winter. Pretty soon I should start looking into yards for building her as well as into domestic yards for fibre-glassing her. First of all, we must sail her so that we can know what we are talking about. I still am an adherent to the better Mousetrap theory, along with plenty of promotion and publicity.*

*My only objection to the idea of the keel model comes from the thought that there are times when it is not the best policy to try to be all things to all men. Is the boat to be sold as a day sailer without much thought to the formation of a strong racing class? Or is she intended primarily to become an organized class, and will this added impetus more than compensate for the loss of the orders to those who might have bought the keel model? Many sailors would not be interested in a new class if they thought she might*

*have several models, if she were not one-design. It is anyone's guess which is better, but it seems to me that the best success has come from boats which stick pretty close to the one-design. It also seems to me that there are many more centerboard boats than keel boats and that the*



Sandy Douglass

*market is greater for centerboarders, even though there is a definite market for a light keel boat. Perhaps I am just lazy, but the work of handling a keel boat, of launching and haul-out, unless you can have a good hoist at hand - is too great for the slight gain.*

*It also seems to me that the classes which have had the greatest success and the longest life, in general have been those which have had plenty of canvas to make them interesting to sail in light weather and thrilling in heavy weather, such as the Scows, Stars, Int. 14's and Thistles. Even the lighting is over-canvased by some standard, but I think she could carry more, her working sails do not match her big spinnaker for sporty sailing."*

Thus, the thoughts behind the birth of the FLYING SCOT.

Now 40 years later, the boat and the Class Association are going strong and have maintained an excellent reputation. The boat's attributes have been hailed in many national magazines, such as *Sail*

and *Sailing World*, over the years. This national attention has helped to draw attention to the versatility of the Flying Scot. People purchasing boats today are finding the Flying Scot an excellent boat for daysailing and even cruising, with the added advantage of a strong racing one design group. There are literally thousands of local regattas each year from California to New York, Canada to the Keys. The Annual Midwinters Regatta, held in Panama City, Florida hosts an average of 70 boats, the Nationals, which is held annually in a different region in the U.S. averages 75 boats and the Wife/Husband Regatta which is only 10 years old, draws upwards of 65 boats.

How did all this come about in the last forty years? Let's look at the entire history.

From Sandy, "The autumn of 1956 passed quickly as I worked to run the lines, build the molds and finally the wooden prototype which I would use for testing and later as a plug for building the fiberglass molds. I completed the boat late in December and right after Christmas we headed south for trials.

Would she perform as I had expected? Would she prove to be good enough to warrant being put into production?

To my great relief she came up to expectations in nearly every way. I had built her with a 250-pound centerboard to make her self-righting but found that much weight to be unnecessary for stability as well as undesirable in other ways. (Aren't we glad I cut the weight down to 100 pounds?) I also soon found that while the seats kept out the spray, they also held quite a puddle of water and that drains were most desirable.

Following the trials, I was confident enough of her potential that I announced the new design in the January, 1957 issue of *Yachting* magazine.

In June, 1957, Eric Ammann joined the company. A graduate of the University of Montana in forestry, Eric worked for a big lumber company in Cleveland. Eric had heard about me and my new boat and, not liking his job, was considering a change.

Continued on page 6

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Eric knew nothing about fiberglass and little about boats, but we liked each other and Eric came to work for me. He soon became my invaluable assistant."

"You potential owners have some terrific thrills in store...the biggest is delivery time! Oh boy!"

Those words, written by Russ Stinchcomb of Newton Falls, Ohio, in December, 1958 characterize the initial enthusiasm of the pioneer Scot sailors that helped to build not only the Flying Scot as a one-design Class, but the Flying Scot Sailing Association, as well. Much of the early history of the Class has faded from memory, never been written, or has been lost. What remains, however, tells a great deal of what went through people's minds as they began the Association to which we all belong. And what remains explains why both the Scot, and the Association have taken their place in the forefront of one-design sailing.

Having been a member of several classes in the past, our designer Sandy Douglass saw the need to develop a strong Class Association. Knowing the Association must be strong and have a clear sense of purpose right from the beginning, he felt that the governing bodies of his earlier designed Thistle and Highlander had let the Class stray too far from its original course and that, eventually, it would cause great problems. Thus, when the original 40 orders for Flying

Scots were filled in the summer of 1958, giving Sandy both time to take a breath and the belief that this newborn was going to survive after all (40 more were on order), he encouraged several members to meet with him for the purpose of creating an association to foster Flying Scots and Flying Scot sailing.

An interested group of new owners met in November, 1959, in Mansfield, Ohio for the purpose of creating an Association. What to call it? Bob Greening, who had just convinced his Detroit Edison Boat Club to purchase Scots as a replacement for their Club Cats, argued for Flying Scot Association. Bob recalls, "It was rejected because at the time there was a popular outboard motor called the Flying Scott and the members feared that our Association might attract outboard motor owners!" The group expanded on Bob's idea, calling itself the Flying Scot Sailing Association.

The Steering Committee then determined that a constitution was necessary. Sandy brought along several, including that of the Lightning Class. Theirs had been based on that of the earlier Star Class. With the necessary modifications made, the Class adopted the Lightning's format. We thus owe a debt of thanks to both the Lightning and Star Classes.

Finally, an election of officers was held so that the Association could conduct business and move forward. Truman Clark was elected our first President,

with Bob Meese as Secretary-Treasurer, and Bob Schneider the Measurer. The Executive Committee was expanded in December to include Bob Greening as Detroit Representative, John Dayton as Eastern Seaboard Representative, and John Lacey as our Chicago Area Representative. The birth was completed.

Like the Class, the publication needed a name. How best to do it? The first editor, Secretary Bob Meese, called on members for their suggestions. A contest was run and the various submissions were tried each month for seven successive issues of the one-page, 11x14", mimeographed newsletter. The names tried (in order) were: *Plane Talk*, *Scot-Tiebut*, *Scot-Issue*, *The Pibroch*, *Scots 'n Water*, *The Mast Head*, and *Undecided*. The name *Scots 'n Water* was selected and published with a very attractive masthead on the July, 1959 issue. The magazine notes that "the suggestion came in from V.W. Knerson, FS 58, as 'Scots n'Soda' - we changed it to suit our tastes."

The publication's name was eventually registered as Trademark #765924 in April, 1964. Class member G. Kendall Parmalee was an expert in such matters and handled the process for the Class.

*Scots 'n Water* reflected the early years of the Class well by promoting and encouraging the boat and the Class, printing names and addresses of new members, helpful hints, and Class business. One early promotion touted the 'international' flavor of the Flying Scot

with Major Gene Erickson's report that he had been cruising FS 31, his "dream boat" over the Nicaraguan waters "filled with naught but ancient commercial buckets."

Class business took the form of soliciting comments, ideas, and help as well as membership. The December, 1958 issue - the second ever published - explained the difference between Active and Associate Members and said, "We are now in a receptive mood for 1959 memberships as we anticipate some expense in the continued publication of this item plus preparations for the 1959 National Regatta. May we suggest that all owners should become Active Members and many of you skippers may want to register your crews as Associate Members. All it takes is a check payable to F.S.S.A. Are we getting through?"

The dues were a whopping \$5.00 for Active Members and \$2.00 for Associate Members. The call for funds must have been successful as the next month's issue reported 28 Active and 10 Associate members. Within two months the Class had 55 members. It may be reassuring to today's officers to know that the Class had a long and historic need to ask for money!

As members joined, fleets were chartered. The first four assigned in December, 1958 were: #1, Cowan Lake, Ohio; #2, Leatherlips YC, Columbus, Ohio; #3, Sheridan Shores YC, Wilmette, Illinois; and #4, Mansfield Sailing Club, Mansfield, Ohio. Fleet growth was rapid with nearly every early issue saluting a new fleet or two.

Keeping the Class as one-design as possible was Sandy's strongest and clearest goal. To that end, Registration and Measurement Certificates were drafted early on and were to be forwarded to members as soon as possible by the Executive Committee.

Further, Sandy Douglass reported in the January, 1959 issue that discussions with several sailmakers had produced the final figures for the official sail plan. Measurer Bob Schneider was to re-draft the plan, which would then become part of the official specifications. Due to the lateness of this process, however, Measurer Schneider felt compelled to tolerate some minor variances in the early sails when they were measured for the first time at the 1959 Championship.

The Class's reliance on regattas as a method of pulling the members together

was evidenced early. The very first regatta notice was that of a national championship to be held on Clear Fork Lake, Mansfield, Ohio, in late August, 1959. This offer was extended at the Steering Committee meeting in November, 1958 and Bob Greening



Eric Ammann

recalls that it was granted to Mansfield because the lake was small and everyone knew that future championships would be larger, necessitating a bigger body of water, making this perhaps Mansfield's best chance for a national regatta.

The first local regatta notice was an invitation by Bob Greening: "The Edison Boat Club, Detroit, Michigan, extends an invitation to Flying Scot owners to compete in races at EBC." Two other notices in that January, 1959 issue were for the Ohio Interlake Yachting Association's annual Put-In-Bay, Ohio regatta on August 10-12, 1959.

The first regatta report ever was that of the Atwood Lake regatta. The eleven boat field was led by Ted Beach (FS 10), Dick Peake (FS 18), and Tru Clark (FS 55). It was one of not too many Scot regattas that Sandy was not to win, as he finished 5th in the fleet.

The first national championship attracted 32 boats to Clear Fork Lake for a regatta that featured great excitement and revelry centered around two days of light air racing. Sandy showed his light air mastery besting the fleet with Dick Tappan of the local fleet second and Detroit Bob Greening third. The Scots 'n Water story summarized:

"Many interesting stories go untold. The air was generally flat - the food was generally good - the booze was generally wet. We have a wonderful group of people sailing Scots, and judging from the many comments and letters, we feel sure that all who attended had a swell time. Now,

let's think about next year and see who can knock off the old Master."

The very first Annual Meeting was held that Saturday evening with 155 skippers, crews, and guests in attendance. The first election of officers saw Jack Beierwaltes become President, Charles Silsbee become Secretary-Treasurer and Bob Greening, Albert Bigelow, and Hank Cooper elected as Vice-Presidents. Tru Clark was named Commodore and Bob Schneider remained as Measurer. Officers were to be elected annually with generally a one year term of office planned.

Helpful hints were part of the earliest issues of the newsletter. The first ever was submitted by Julius Blankstein for the February, 1959 issue and explained how he solved the vexing problem of holding on to the tiller when one wanted to sit in the back of the boat and not hold the tiller extension provided.

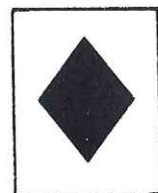
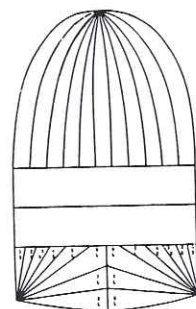
It may relieve past, present, and future editors to know that obtaining material for the newsletter was a problem even then. The first 'article call' was published that same issue and asked: "Who wants to contribute a short treatise on the technique of how to make a Scot plane?" It appears the call went unanswered as a search of the next nine issues showed no such 'treatise'. In fact, a few years later Sandy, himself - perhaps weary from writing most of the articles - offered a free Scottish 'bonnet' to anyone who sent in an article. We're not sure if even that helped!

Pictures, too, were a problem to obtain. Though the earliest newsletters did not have the ability to publish them, later ones did. With few available, one editor solicited a spinnaker from a sailmaker and offered it as first prize for the best picture submitted. The prize was won by Jack Beierwaltes and was used in Flying Scot promotional material for many years.

In the early 60's Sandy and Eric logged a lot of miles delivering boats to the east half of the United States. The Detroit Yacht Club had decided to use the Flying Scot as a Club boat and in the national advertising promotion to introduce the 1961 Buick, Flying Scots were in the large magazine ads. Interest in the boat and the Class was very rewarding to Sandy and Eric. The members of the Gulf Yachting Association chose the Flying

Continued on page 8

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Continued from page 7

Scot as their club boat...to teach juniors sailing and to race. A midwinter meeting of FSSA started and the first several of these in the 60's were held in New York. These were meetings... not any sailing. The location was changed to Ft. Myers, Florida and then to the present site of Panama City, Florida.

The 60's rolled into the 70's and changes were in the wind. In 1971, Gordon K. "Sandy" Douglass, boat designer and builder, retired. He and his wife Mary, who was his business partner and his favorite crew, sold the business to Eric and Mary Ammann, thus keeping it "in the family". The boat company and manufacturing plant were, at this time located in an old car dealership in Oakland, Maryland. The transition went very smoothly...Flying Scots were in great demand.

Eric and Mary oversaw the building of a new large customized building just

outside of Oakland, in Deer Park in the year 1975. At about this time they were able to hire a young college student they knew to teach sailing lessons and do some racing of the boats they were manufacturing. His name was Harry Carpenter. The new plant was located adjacent to a small cemetery where unlike earlier neighbors, Eric reported that the residents are "quiet and don't mind the noise."

More fleets were being given charters. Districts were formed. The boat was getting a lot of publicity from *Sailing World*, *American Sailor*, *Yachting*, *Sailing Magazine* and other national publications. Word was spreading what a great boat the Flying Scot was for both daysailors and racers. It was possible to do BOTH in this wonderful boat!

Gordon Douglass Boat Company employed between 10 to 12 people, including Mary Ammann who ran the office and business end of the operation. Harry Carpenter came aboard full time after graduating from college in 1978.

The new boat market was thriving and the used market was getting more active as people came back to the plant to purchase new boasts. On to the next decade full steam ahead.

The 80's (please forgive me in advance) proved to be smooth sailing...Harry Carpenter married Karen, an emergency room nurse, in 1981, which provided him with a wonderful wife and the Gordon Douglass Boat Company a part time helper. Karen helped out in the office and crewed with Harry at many regattas. About this time John Clickener also joined the fleet of workers in Deer Park.

In 1982, the 25th Anniversary Regatta was held at Cowan Lake, Ohio, home of Fleet 1. This year also brought controversy over rigging. The adopted rigging amendment preserved the one-design principle, to Sandy's satisfaction. Yes, Sandy was still very active in the Flying Scot Association. His strict ideas on one-design were what had made the Class what it was.

In 1983, measurement certificates, a boon at the NAC's, were first issued. The editor of *Scots 'n Water* was calling for articles and pictures as we always do.

Boat number 1 was located and restored to winning shape in 1983 and sailed competitively by Harry Carpenter at the helm. Also that year, a Utah builder, West Scot, was licensed to produce Flying Scot boats since there was quite a movement west.

The prototype wooden Scot number 0 emerged, still sailing, much to Sandy's amazement in 1984. 1986 Bob Vance, past president, started the successful charter cruises for Scoters, ranging as far as Turkey and Australia. Scot sailors, led by Marc Eagan, took national championships of USYRU in Mallory and Hinman competitions.

The 30th Anniversary of the Flying Scot in 1987 brought 72 skippers to sail and many others to watch the heavy air, 5 race regatta. It might have been the only time a Scot was capsized twice in one race... Sandy Douglass was gracious in signing his autobiographical, just published "Sixty Years Behind the Mast." It was the first time that a division was created for wife/husbands sailing. This division was so popular that an entire regatta has been held each year since with a very large turnout.

The 90's came in with a sad note, the sudden death of our great Executive Secretary, Ed Eubanks. We are grateful that his widow, MaryAnn Crews has carried on at Association headquarters in Columbia, SC. The Association office handles all of the needs of the Flying Scot Sailing Association members from connecting you to the sailors closest to you, collecting the dues, maintaining mailing lists, contacting advertisers to get supplies, and selling merchandise with the Flying Scot logo, to printing the magazine *Scots n' Water*. The Association staff has done a superb job over the years.

The year 1991 brought yet another change in the boat company. Eric and Mary Ammann retired to travel and they sold the company to Harry and Karen Carpenter... once again keeping it "in the family." The name of the company also changed to Flying Scot Inc. Harry was quoted at that time as "while the retirement of Eric and Mary and the dissolution of the Gordon Douglass Boat Co., Inc. is a notable landmark in the history of the Flying Scot, it is not a turning point. We

have spent too much time with Sandy and Mary Douglass, and Eric and Mary Ammann to contemplate radical changes to the business practice. The philosophy and operation will continue in the same tradition established over the past 34 years. Flying Scot, Inc. will continue to strive toward building the best boat possible and providing prompt, personal service." This has proved to be the case



The Carpenter Family

since Harry and Karen took over the helm of Flying Scots Inc. The service, and commitment to their clients has been excellent.

They have made many helpful products available to Scot owners from swimming ladders to motor brackets and stainless steel sleeves for a mast. They have also introduced in their constant endeavors to improve the Flying Scot, transom ports and bow buoyancy bags. The boat numbers at this time are up to #5200.

In 1995, Flying Scot President, Dave Jacobsen and John Pridemore were very instrumental in showcasing the Flying Scot to the organizers of the Special Olympics. Our boat was selected and the sailing event of the Special Olympics went exceptionally well. Bill Koch, Dave Delenbaugh, and many notable sailors helped the special kids really enjoy the event. Three fleets were formed in California in 1995 which is a healthy move west. Also, that year, our own Harry Carpenter was presented with the US Sailing Sportsmanship Award.

Both 1996 and 1997 were great years for the Flying Scot. The interest in sailing by women has grown by leaps and bounds. This year's Adams Cup, which is the North American Women's Sailing Nationals, will be sailed in Flying Scots in

New Orleans this September. The Women's Flying Scot National, which is held the weekend before the NAC's is a steadily growing event as is women skippering in their local, district and national regattas. They are taking home a lot of silver.

The year 1996 was the year Flying Scots joined the rest of the world on the Internet. The web site <http://www.fssa.com> tells all about the boats, has regatta notices and regatta results. It is updated twice a month with new information including boats for sale, officers, republished articles of *Scots n' Water* and many more details. Visit the site often to see what's happening within the organization. It is also possible to send articles and notices to the Association by way of email.

In the last two years as editor, I have noticed much more input and articles from daysailors and/or cruisers. This group makes up more than half of Flying Scot owners. Perhaps a jamboree of Flying Scot owners could be in the future.

In this, the 40th Anniversary of the Flying Scot, I see a past that has been committed to Sandy Douglass' ideas... a strong boat with a strong Class Association that can provide many years of sailing enjoyment. She is a well built, strong boat, that is beautiful as well. Since 1957 to the present, the steady growth of this outstanding one-design boat and Class has been the life blood of the early pioneers. We are now moving into another millennium. We are grateful to the pioneers for all their work and we will strive to carry on. It is impossible to mention all the stalwart Scot sailors who have been the backbone of the Class. Within FSSA, the united efforts of thousands of members have meant continuing success and growth while other Classes fall way. The tradition continues, with adherence to the principals that we have had for 40 years; an active members' Association in conjunction with a builder of integrity, both of which are devoted to keeping the vital character of Sandy's design.

Many thanks to Pat Berry, Former Editor of *Scots 'n Water* and first historian of FSSA, Hal Walker, past President, Sandy Douglass, Harry & Karen Carpenter plus numerous editors and writers who have contributed to this article.

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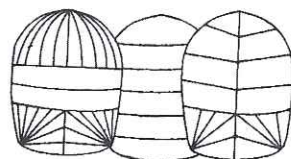
*For more information call Steve Bellows, your Flying Scot Sailmaker*

Name	Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; n White
<input type="checkbox"/> Main & Jib	\$896	<input type="checkbox"/> Spinnaker Triradial/Biradial \$450
<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut \$350
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle \$15
<input type="checkbox"/> Mainsail Reef	\$35	<input type="checkbox"/> Brummels on Spinnaker \$15
<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets \$12.50
<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials \$80
		<input type="checkbox"/> Telltale Window each \$10
		<input type="checkbox"/> Main Window each \$15
		<input type="checkbox"/> Mainsheet Retainer \$8.50
		<input type="checkbox"/> Mainsail Cover \$70
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# The Fortieth Anniversary Regatta Fleet #1 - Lake Cowan, Ohio, June 20-22

by Jack Rudy, FS 4321



Picture #1 - A Family Who Collects Mugs Together...

## THE WHEN-WEREN'T-RACING SCENE.

How did we Scotters celebrate the 40th anniversary of Flying Scot, via Regatta? We didn't look back, as fourth decade birthday-ers sometimes do; we promoted for the future; we included the kids. As the children of Scot families were noisily engaging in evening competition on the play-money casino tables, leaving "the grown-ups" free to renew old acquaintances and exaggerate old sailing stories, I overheard a sage from a far-away fleet comment, "Keep the children happy and you have a happy regatta". Family participation was furthered at "The 40th" by initiating the First (of many?) Parent-Child competition. In order to compete for trophies in this category a crew must have included members from two generations, all of whom shared actively in the sailing chores; 12 of the 56 competitors qualified for Parent-Child. It made for happy and excited faces at trophy presentation time, even more so than usual (See Picture #1).

There was a rich variety of activities on beyond the Parent-Child sailing. Many supporting sponsors came forward with help in making this "birthday" a memorable one. They helped make the cash flow work by donating items for raffle or whatever; everyone becomes quiet and attentive for a raffle. The sponsors and their donations included:

APS - three gift certificates for \$5 each

Deep Creek Brewing Co. - 7 cases of Deep Creek Beer

Flying Scot Boat Co. - \$500 for expenses, a tiller extension, and many prizes to be bid for with hard won play dollars.

Harken - Duffel Bags, Boating shoes, soft coolers, Polar Fleece coat and other items.

Lay Line - 6 lengths of Spectra braid line.

Midwest Sailing - \$100 gift certificate.

North Sails - Scot Spinnaker

Sailor's Tailor - Scot boat cover, embroidered, "40th Anniversary".

Schurr Sails - Scot Jib.

There were some offbeat awards, including:

The Ancient Mariner's award, a handkerchief of Douglas "Ancient Tartan" to Virginia Claypool, for 38 years of Scotting.

The Farthest Traveled awards, Cowan Lake Burgee to Steve Bellows, (FL) and John Burnham (RI). (There were attendees from 13 states).

Suckling Pig award, a mini sow with piglet suckling, for something or other.

Hartiest Partier award, a Glow-In-The-Dark boomerang, (of some devious significance?) to the last one standing Saturday night, Martin Klapproth.

Protest Resolution Device to the judges, Dave Rosekrans and Ed Theisen, a thumb wrestling ring, which is of course sanctioned by the World Thumb Wrestling Federation, if not USSA.

An Evil Eye Charm, to Eric Scarpa, to ward off anchored RC boats and other evil underworld attack sprites.

Braveheart award - or is it a test of braveness of heart - to the capsizers amongst us, Grahm Hall and Dan Whittlesly, Sr: a can each of the Scottish national dish, HAGGIS (lungs and heart of the sheep, cooked in the stomach lining, and {the good news} laced with Scotch). Somehow, one of these got left behind, but don't despair, we'll find some excuse to give it out again next year.

The Regatta not only gave the kids an exposure to gambling, but gave their ears an exposure to Bagpipers Jack McCall and Steve Shields (See Picture #2), who wowed the sailors with that bag-of-wind music dear to all sailors of Sandy Douglass designed boats. They not only piped as we came dragging off the lake and up the hill, all needing a sort of a Scottish "taps"; but they had already piped an earlier, surprising, reveille call by the shore during skipper's meeting, and had even piped what might have been a Scottish calvary charge from the Pink Lady (safety boat) near the starting line of the first race - on the water. Sandy Douglass must have been foot-stompin' in his grave.

The Parent Child boats competed for a perpetual trophy donated by North Sails - made by Charlotte Fisher and presented by Greg (Picture #3). It is a beautiful tray that will decorate any family room. As noted above, this encouraged 12 boats with generational mixes. Three Parent Child boats had four people; one had a grandparent-grandchild combination (the Mason Colbys), while another (the Bob Petersens) had three generations. Four PC boats had skipper and only one crew; the youngest crew to command the forward end all by herself was Rebecca Carpenter, a seasoned and articulate 10 years old, who trimmed and advised her father Jack to second place in the

Continued on page 12



Picture #2  
Two Pipers Piping

Continued from page 11

Parent Child - and 7th overall among the Hogs. There were two magazines covering the regatta, plus a local TV station. These observers were particularly interested in the whole-family attraction of our Class. You may see their opinions and comments in *Sailing World*, and in *Sailing*.

Greg Fisher treated the dozen or so early arriviers (Friday afternoon) with a sail trim seminar on shore plus a critique of sail trim on the water. The wind was fresh enough to afford some instruction on Greg's admonition to "keep it flat".

Having attended these every-fifth-year specials since the 25th, I can attest to the atrophy of tent-camping culture in favor of Mobile Home. The Mobile Home show has grown from Jerry and Sunshine Hartman's modest, home-on-wheels off to one side at the 25th, to their gleaming, Wheeled Palace; and along with the Hartman's "footage" there was a whole row of lesser, wannabes. Perhaps that's a factor in keeping the wives in the sport? Cowan's once-adequate parking lot electrical capacity was the only notable strain in the hosting department - Host volunteers in the future take warning, contact your local electrician.

### THE RACING SCENE

The Racing, was divided into three Starts, Hogs (Championship, 27 boats), Oinkers (Challengers, 21 boats), and Piglets (No Spinnaker, 8 boats). Scoring and Trophies included these three fleets plus a ranking of Parent Child (&/or grandchild) boats. Twelve boats pulled out from the three starts. An Ohio District competition of 16 boats was also culled from the Hog Fleet members who qualified by FS Membership and District residence. Rick and Jo Baugher took that very-familiar-to-them trophy home again. The results are shown in the five tables, Hogs, Oinkers, Piglets, Parent Child (we need a hog family name -- the Broods?) and Ohio District.

How was the racing? About half way into the year-long effort of planning an Anniversary Regatta the thought always occurs, "What if we get all of those people to come, and have no wind?" But the porcine gods smiled, and gave us conditions for a spir-



Picture #4 - Join the Crowd

ited competition, wind sufficient to test the de-powering and "keep it flat" skills of the weight-challenged, and shifty enough, for example, to throw the Shoemakers from head-to-wind over to port tack, without benefit of rudder change; and thence to penalty turns at the finish line while 8 boats crossed, "tweaking" their finish from 4th to 12th--tears all around? Shift enough too, that a full 17 boats, of the 26 boats in the Hogs (Championship Fleet), had at least one finish of 20th or higher, ego jostling!

Only 2 Hog boats avoided double digit finishes in all 4 races; they were, skipper Steve Bellows, who won carrying a 7th; and Rick Baugher who finished 2nd carrying an 8th. Harry Carpenter sailing boat No. 1 -- got saddled with a 15th place, but managed a 3rd overall, demonstrating the Scot's consistency over the years by showing the original boat to be still competitive.



Picture #3 - The Burnhams,  
first to win the Parent Child Trophy, with Greg Fisher

The Oinkers and Piglets were not quite so erratic; perhaps sailing on "filtered air" has some advantages.

The courses were either Olympic (once around a triangle plus a windward, leeward, and windward), or Gold Cup, (which omits the last {windward} leg, having a spinnaker leg finish). The Gold Cup has the advantage of collecting the boats at the starting line for a quick start for the next race. The starting line was long and the wind was shifty; considerable advantage was to be gained by hitting the favored end of the line on the favored shift. The writer demonstrated this in the negative. Saturday's three races were sailed in brisk winds; Sunday morning gave the light wind sailors a chance to master more subtle challenges.

Perhaps the fun and excitement of pond sailing was summed up by our visiting dignitary and Judge, Ed Theisen from bigger-than-pond waters - Detroit Yacht Club - who remarked, "it looks crowded out there" and it was (See Picture #4), but no protests, no one hit any trees, or parked motor vehicles.

And no yelling; we behaved very nicely while competing with children. To be quantitative, we had 56 boats sharing the racing activity's allotted three quarters of the 700 acres of Cowan Lake. (Gee, that works out to almost nine acres per boat; I don't think I had my share!)

Hope to see you all at the 45th, in the year 2002 (huh?), and of course we invite you to visit during our more relaxed Pig Roasts in the 'twixt years.

### HOGS - CHAMPIONSHIP

Boat	Skipper	Crew	Race1	Race 2	Race3	Race4	Sum	Place
5017	Steve Bellows	Leah Nellis	2	7	4	2	15	1
3666	Rick Baugher	Jo	4	4	1	8	17	2
5016	Harry Carpenter	Karen	1	1	2	15	19	3
4916	John Burnham	Rachel, et al	11	3	8	3	25	4
4945	Grahm Hall	Kris Smith	3	10	19	1	33	5
8	Paul Lee	Denise	6	17	6	4	33	6
4987	Jack Carpenter	Rebecca	23	2	5	7	37	7
4799	John Eilers	John Farnham	12	15	7	5	39	8
3577	John Domagala	Susan	9	13	9	9	40	9
3550	Jim Starr	Rebecca	8	9	15	11	43	10

### OINKERS - CHALLENGERS

Boat	Skipper	Crew	Race1	Race 2	Race3	Race4	Sum	Place
3148	Bruce Courts	Len Schlomer	2	2	4	1	9	1
4546	George Morrison	Sarah	1	1	1	8	11	2
4800	Jay Antenen	Jay III, Donald	3	3	3	3	12	3
3830	George Leet	Ken Donzie	8	12	6	2	28	4
3649	Jerry Hilk	Julie	4	11	8	6	29	5
3889	Allen Porter	Jean, Tyler, Catherine, Cass	17	8	5	4	34	6
2666	Tim Barrett	Wanda	12	9	7	9	37	7
3146	Dick Dage	Marie, Mike Landis	7	6	13	15	41	8
2445	Tom Lease	Paul C.	13	15	2	12	42	9
4177	John Lewis	Mike Boone	11	4	15	13	43	10

### PIGLETs - JUST JIB AND MAIN

Boat	Skipper	Crew	Race1	Race 2	Race3	Race4	Sum	Place
4301	Debbie Skipovich	Paul	1	4	1	1	7	1
264	Bob Summerfeldt	Adele	2	2	2	3	9	2
2297	Ray Trask	Kathy, Chris Fogle	3	1	4	6	14	3
4572	Eric Scarpa	George Murphy	8	3	5	2	18	4
3642	Bob Shondel	Lyn, Bridgett	5	5	3	7	20	5
1995	John Larsen	Sandy	6	6	6	4	22	6
3303	Carey Nelson	Bob	7	7	8	8	30	7
2107	Roy Clark	Barry Buckley						

### OHIO DISTRICT CHAMPIONSHIP, QUALIFIERS FROM "HOGS"

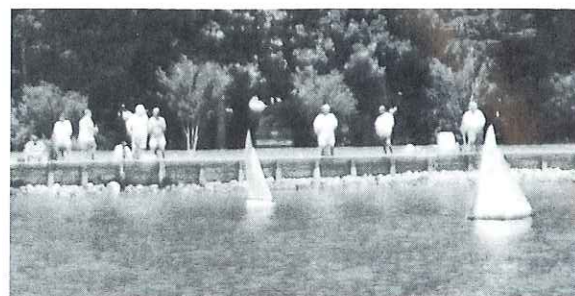
Boat	Skipper	Crew	Fleet	Sum	Place
3666	Rick Baugher	Jo	BYC	8	1
5016	Harry Carpenter	Karen	DCYC	19	2
4987	Jack Carpenter	Rebecca	DCYC	37	3
4799	John Eileers	John Franham	CLSA	39	4
3550	Jim Starr	Rebecca	MLYC	43	5
2259	Don Griffin	Barb	DCYC	45	6
1342	Jack Stewart	Martha	AYC	51	7
4449	Mark Shoemaker	Alice, Sarah	CLSA	64	8
4321	Jack Rudy	Nancy	CLAS	64	9
4348	Steve Branner	Martin Klapproth	CRYC	70	10

### "BROOD" - PARENT, CHILD, AND/OR GRANDCHILD

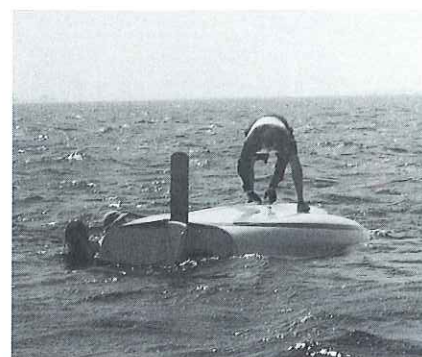
Boat	Skipper	Crew	Boats Beaten	Place
4916	John Burnham	Rachel, Isabel	34.5	1
4987	Jack Carpenter	Rebecca	30	2
4710	Bruce Busby	Justin	24	3
4800	Jay Antenen	Jay III, Donald	22.5	4
4449	Mark Shoemaker	Alice, Sarah	19.5	5
3889	Allen Porter	Jean, Tyler, Catherine, Cassandra	18.7	6
1973	Mason Colby	Pat, Peter Salida	13.7	7
3699	Bob Petersen	Shannon, Cory, Jeff	10.5	8
1472	Mike Shayeson	Dave	6.2	9
2253	Pat Glazier	Sean	6	10

# Trivia and Puzzlers

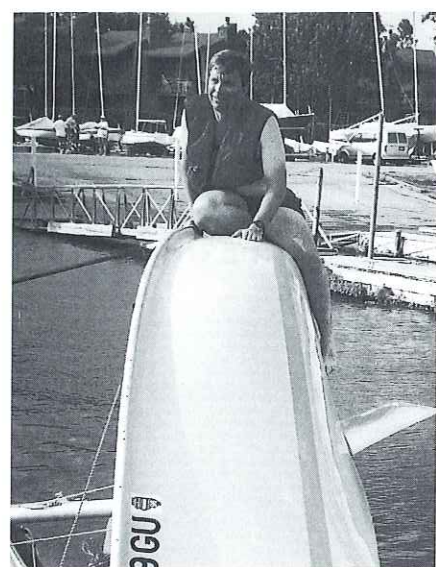
1. In what other year beside this one, was the Adams cup raced in Flying Scots? Who won?
2. Has a woman skipper ever won the NAC's? Who, when and where?
3. What does it mean at the start of a race if the "Q" or yellow flag is displayed and accompanied by three blasts of a horn?
4. When and where were measurement certificates adapted for the Nationals?
5. When was the first NAC's won by a two person team? (a skipper and one crew)
6. What was the price of a Flying Scot and the number of members of FSSA in 1961? (the first year that records were kept)
7. When was the first Flying Scot race in Texas?
8. Why was boat #159 renamed "Teri" in 1965?
9. What shocking event led to this comment from correspondent Pat Berry of the Edison Boat Club in Detroit in 1962..."Fortunately, Sandy designed a VERY sturdy boat in the Flying Scot...Give us strength to endure..."
10. The term Caveat Emptor was used for the first time when? What does it mean?
11. Who was the youngest skipper to win the NAC's?
12. What was the fate of boat #1000?
13. When and why did the first Flying Scot leave the continental USA?
14. What year did the Sears Cup race in the Flying Scot at Gulfport YC? Who won?
15. What is the most correct of the pictures below?



#1



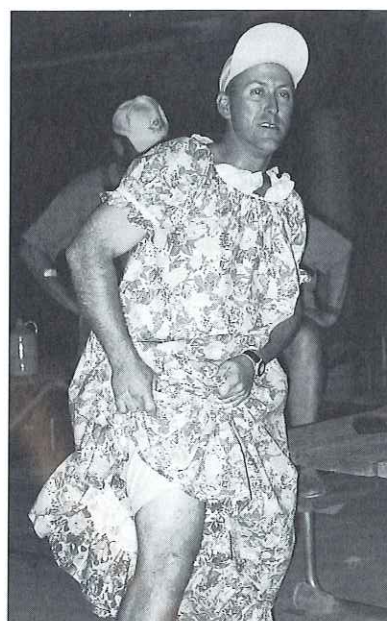
#4



#2



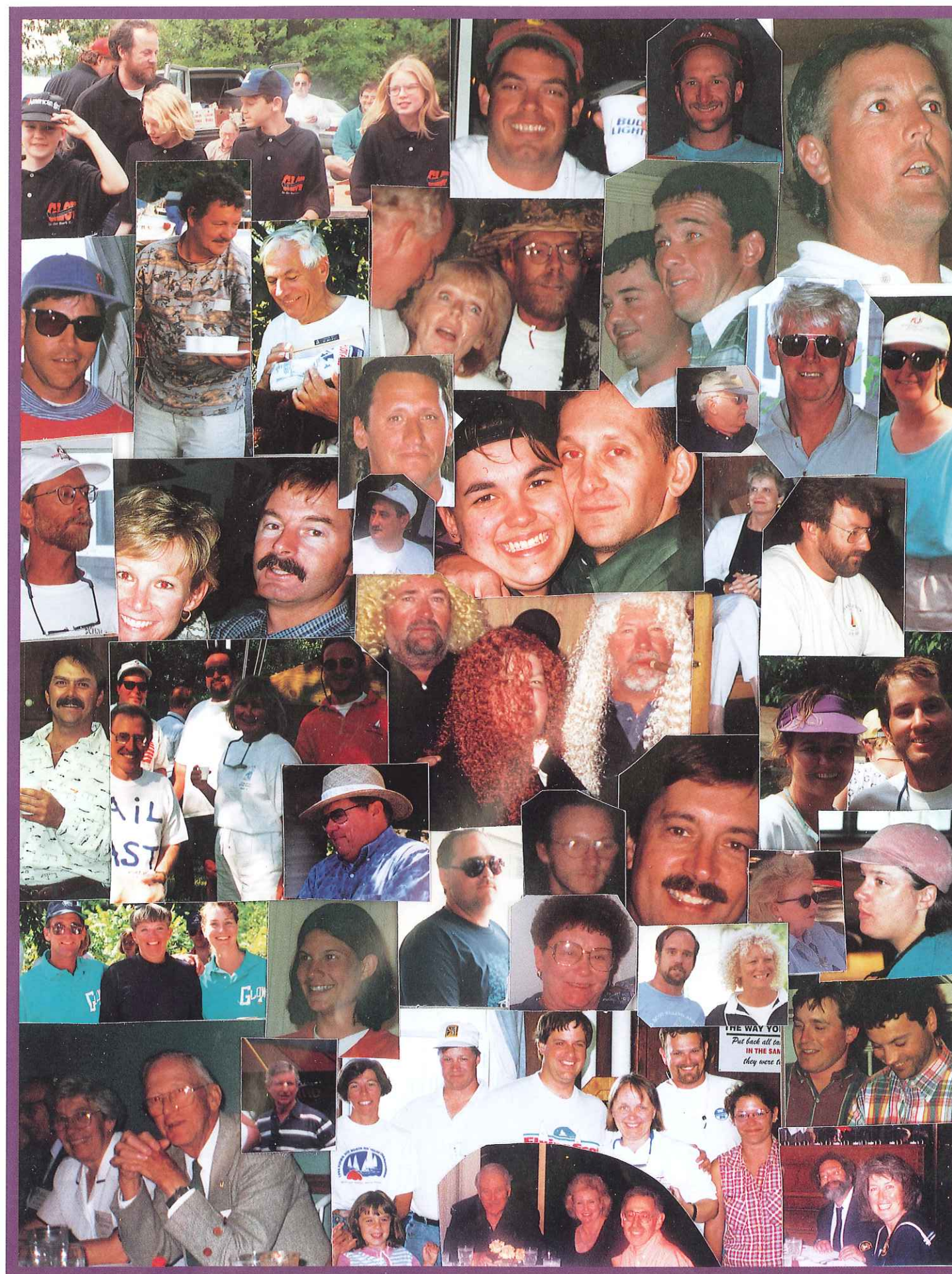
#3



#5

Answers on Page 28

THE BEST THING ABOUT FLYING SCOTS IS THE PEOPLE!





# THE BEST THING ABOUT FLYING SCOTS IS THE PEOPLE!





Harry and Karen Carpenter  
sailing Boat Number 1

## Scot Tales

*In the last two issues of Scots 'n Water we have run a questionnaire that we hoped people would take the time to fill out and send back. These are some of the responses . Thanks to all who answered.*

**Dr. Richard & Nancy Schultz,  
Fleet 78, Bogue Sound -  
Outer Banks, Carolinas District**

We have owned a Scot for 27 years. We cruise to Cape Lookout and Shackleford Banks and have raced in locals, districts, Midwinters and NAC's. We purchased a Scot because Bill Myatt of Raleigh, NC talked to us for five years and then Hal Walker at Lake Norman leased us a Scot...then we were really hooked!!!

The reason we like the boat is the people who sail other Scots...it's like a family and there are 200 Scots in NC. The boat is very stable and is easily sailed and trailered. We can sail as a family, the boats hold their value and the resale is excellent. The builder Sandy Douglass, then Eric Ammann and now, Karen and Harry Carpenter maintain great relationships with all Scot owners and they outdo themselves to help solve any problems.

We would recommend a Flying Scot to people for all the above reasons plus the fact that it's a great cruising boat for families...my brother has a Scot and my two cousins also own Scots! We feel that that FSSA is doing a great job and the officers are doing a superb job of stopping fancy gadgets and go fast stuff in order to maintain the one design of the Flying Scot.

Our most memorable experience in a Scot is hard to narrow down to one. To mention a few...watching my 12 year old daughter, Nan, skipper by herself and take another friend out on Lake Townsend; winning the Carolina Districts; and winning the NC Gov. Cup.

**Dick Besse,  
Fleet 43, NY Lakes District**

I have owned a Flying Scot for 10 years and I purchased it because of the simplicity, cockpit, Class organization and because of "Sandy Douglass"

I would recommend the Flying Scot to others for the above reasons plus the low maintenance and good resale. My most

memorable experience is rescuing another Flying Scot sailor who did not have a bow bag or towing bridle. It was tough but we got the job done!



**Bill McVey,  
Fleet 67, Texas District**

We have owned a Flying Scot since 1990 and both race and cruise in her.

The reason we like the boat is that it is stable in strong wind, very comfortable and there is the great camaraderie of the people in the Class.

The FSSA is doing a great job. They have good service and put out a wonderful magazine.

My most memorable experience in a Flying Scot was during the Wife-Husband Regatta in Dallas. A wall of wind accompanied a thunderstorm and brought 55 to 60 knots of breeze all at once with no warning. All entrants capsized except nine boats...we were one of the lucky upright ones.

**Phillip B. Linker, South Side  
Scots 173, Greater NY District**

I have owned two Scots, one from 1974 -1979 and the other to present. I decided to purchase a Scot because I wanted a strict one-design family day sailor/racer that could handle the Great South Bay Chop.

I would recommend Scots to others for the same reasons plus it's a great handling boat.

I do not travel to regattas off the Great South Bay but I think it is so important to

have a strong governing body for the Class and I enjoy reading *Scots 'n Water*.

My most memorable experience in a Scot was July 1975 when my wife was two weeks overdue with our first child. We decided to go for a sail on our Scot, #938. It was a typical Great South Bay afternoon. A 20-25 knot "smokey" south-wester was howling. We sailed for about an hour when my wife started feeling "Funny". She went into labor and the following day our daughter Carrie was born. Today Carrie sails her own Flying Scot and she just graduated from college.

**Edwin M. Lockey, Jr.,  
Fleet 23, Texas District**

I have owned Scots for 23 years (#269, #2564 and #4291). I have cruised but now I mostly race. I purchased a Scot because it looks good, it's fast, comfortable and I can walk around in it. It's also the best fleet for racing and fun at Corinthian Sailing Club in Dallas.

My most memorable experience in a Scot was January 15, 1978. We were going to have one race and then everyone was going to a fleet Super Bowl Party. I turned over, and was it COLD! I didn't freeze and everything turned out OK, plus Dallas beat Denver 27 to 10.

**Jerry Nichols**

I haven't been contacted yet about a fleet but I am in the Florida District. I have owned a Flying Scot for four months after much research into various boats. It is a very stable, simple, fast and solid boat although I have only informally raced. I look forward to cruising in my new Scot.

**Irmgard & George Schildroth,  
Carolina District**

In 1958, we owned FS #1, which Sandy delivered to us in Chattanooga. At the time we were sailing a Highlander that always threatened to dump us. When we

*Continued on page 20*

Continued from page 19

saw the design and specifications of the Flying Scot in the Design Section of *Yachting Magazine*, we felt that this was the ideal boat for us and for inland lakes. Fiberglass construction and aluminum rigging also appealed to us, since we had done enough of painting and varnishing on the wooden Highlander.

Once we sailed the FS we fell in love with her sailing qualities and I was eager to promote this brand new design at Privateer Yacht Club in Chattanooga. And so my association with Sandy and Douglass Boat Co. began and lasted through forty years, working with Eric Ammann and Harry Carpenter of FS, Inc. It was a rewarding association and a most enjoyable business experience with both, the builders and the buyers of the boats. I still remember all of them.

The Boat shows were a special treat. I remember one particular show in Boston where Sandy executed a classic sales pitch. A potential customer asked why the FS cost more than the one down the aisle of the same size. "Well sir," said Sandy,

"I'll show you if you take off your shoes and step on deck." The customer obliged and Sandy said, "now hang on to the mast and jump up and down." "Aha," grinned the customer, "I get it, she does not flex or feel like jelly." "Now go and ask my competitor if you can do this on his boat," said Sandy. I knew then that he had just convinced a buyer.

By that time we sailed our Scot on a small New England lake and we were itching to take on something more challenging. And so our most memorable experience was our first cruise on Lake Champlain (*Yachting Magazine*, Jan. 1966). Oh yes, we are some of the "oldies." We sailed Lake Champlain for a week totally self-sufficient. It was a great adventure and great fun. We repeated it for several years thereafter and also cruised Lake Winnepesaukee in N.H. and later after George's retirement cruised Lake Norman on several occasions.

The Flying Scot has since emerged as a First Class Family Boat of First Class Quality. She has a strong Class Association with cross country fleets. In all the years that I represented boat and

builders I have collected a good many friends and satisfied customers. At present we have 65 FS members at Lake Norman Yacht Club. We recommend the boat without hesitation to young families and day sailors and racers alike - we feel she has it all!

**Thomas M. Threlkeld,  
Fleet 161, NY Lake District**

I cruised on Saratoga Lake and plan to cruise Oswego Lake in August of 1997 and then who knows. We raced as crew and will own our own boat this year. We decided to purchase a Scot because Saratoga Lake Sailing Club (SLSC), is located 15 minutes from our home and offers a beautiful location and the chance to associate with wonderful people. SLSC gives membership priority to applicants sailing boats within its sanctioned fleets, such as Flying Scot. The Flying Scot appeared to be an excellent family boat, plus my wife had had it with sitting on the Hobie trampoline and getting wet and cold.

We joined FSSA as an associate member to learn more about the Association for Flying Scot owners.

Reviewing the membership roster for geographic hot spots of Flying Scot owners, we discovered that a co-worker of mine owned #3342. He wanted to sell, we bought.

The reasons we like the boat are because it is great for family, has stability, and quality workmanship.

My most memorable experience was on our first outing. My daughters were sitting on the bow deck. A wind gust heeled the boat just enough to dump Helena overboard, with life jacket of course. My wife kept her in constant eye sight. We quickly rounded up and came along side of her, lifted her out the water, and the rescue complete. It was smooth.

We now have the stern ladder and swim off the boat whenever possible. We love that ladder.

**Roger Boyer, Fleet 41,  
Michigan/Ontario District**

I have owned a Scot for 2.5 years, which I both cruise and race. I decided to purchase a Scot after crewing for another skipper and when I could not safely take my elderly parents out in my Chrysler Buccaneer. I like and would recommend the boat because it is roomy, stable and easy to handle, even single handed.

Although I am relatively new to the FSSA, it appears to provide relevant and interesting information for and about Scot sailors and their boats. My most memorable experience in my Scot was crossing the finish line two boat lengths ahead of the best racer on our lake. The next was recovering from riding a near 90 degree heel for about 100 yards.

**Ted Jeske**

After hassling with larger boats over the last 11 years, I am excited about picking up my Flying Scot, FS 5113, in April. Most of my limited racing experience is with PHRF and IMS; however, I must admit I know racing in a one design fleet will be a whole new experience not to mention the joy of Fleet involvement.

My cousins, Pat and John Applegate, FS 3713, are very active veteran one design racers who jokingly cringe at being related to someone with such limited racing experience. Given we both joined the FSSA at the same time, *Scots'n Water*, Mar/Apr 97, I guess it might be better for all of us that I race under an assumed name until I get a little more familiar with the rules etc. But perhaps

we should warn others, and let them know my real name Jeske versus Jaska, so that they can avoid a t-bone crash and other potentially disastrous situations as I get my bearings.

**Shirley D'Curia  
New York District, Fleet #7**

I have owned a Scot for about five years, I cruise a little and race a lot. I decided to purchase a Scot after crewing for Charlie Fawcett and he dumped me, so I said what the heck, I'll get my own boat. I like the boat and would recommend it because it's basic, has few things that can break, low maintenance, stable and easy to sail. I think the FSSA is a good group that keeps the Class active. My most memorable experience in a Scot was the time I had my sister and her new boyfriend visiting from Washington, DC and we were in the car heading out for my usual Sunday afternoon race. It was a cool New England fall day and it had rained the night before, so there were some slippery leaves on the road. As we went cruising toward the beach, a pickup pulled out from a stop sign and crossed right in front of me imprinting the lug nuts of its front wheel in the front end of my Toyota.

The car was totalled. Nobody was hurt, thank goodness. We were all shaken. When the tow truck came to clear the mess away, I suggested we could either go home and watch football on the tube or go ahead to the race. Since we had to transfer all the sailing stuff from one car to another anyway, we decided to go ahead to the race.

The wind wasn't great, but it was such a pretty fall day with sun and color on the shore that we were enjoying ourselves. Then we spotted the big black cloud closing in from the west. We just had time to slide past the finish line, drop the sails and tie up a line to get a tow in to shore when all hell broke loose.

With gusting winds, rain and hail pelting us and lightning striking down to the water, I got the crew on the floor in the middle of the boat and hung on for dear life. Just like New England weather, by the time we got back to the dock, the sun was shining and the world was aglow as if nothing at all unusual had happened.

My sister says that's the time I tried to kill her twice in one day but didn't succeed. That year the fleet gave me their "Endeavor Award." There wasn't much question about why I got it.

**Robert F. (Nautical Bob) New  
Fleet 23,  
White Rock Lake, Dallas TX**

**Cruise?** Yes but only on 45' charter boats in the Caribbean with other Scotters.

**Race?** Every Sunday, year round, against world class competition.

**Decide on a Scot?** It was the most active fleet in Carolina Sailing Club at the time I returned to sailing in 1983. Bob Murdock and the late Ted Ward were instrumental in building Fleet 27 and so I bought FS 3856 from Bob and Paul "Crash" Newton. It had been their "demo" boat for a year.



**Reason(s)** I like the boat: All the usual ones, fun, fast, forgiving, true one-design, affordable...but the main reason is the people who sail them. I've made lifelong friends like Dave Batchelor, Bill vonReichbauer, and my current boat partner, Michael Mittman. I've met legends like Greg Fisher, Bubby Egan, Natalie Bookstaver (the "moonbeam" protest lady), and of course Sandy Douglass. I've partied with Sunshine and Jerry Hartman, Pat Manicchia, and Joni Seifrick. I've learned from Bill Singletary, Kelly Gough, Richard Wade, and John Diggins. I've received gracious help from Bill Myatt, Harry Carpenter and Doc Bellows. I guess a great boat attracts great people like John and Martha Stewart and Ted and Florence Glass.

**Recommend the boat to others?** Only if they fit the profile of a Scot sailor, someone who would enjoy the boat and contribute to the sense of community we enjoy when we are with each other.

**FSSA?** Mixed feelings here, mostly, it's positive, but occasionally, FSSA seems to simply do the bidding of a few powerful, insider, good ole boys, rather than being a

Continued on page 22

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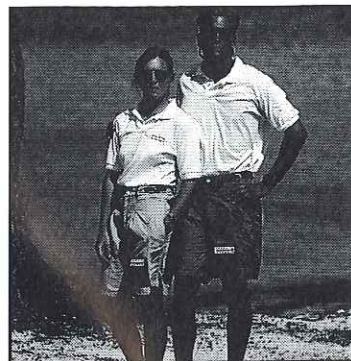
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force for progress. Need to be more proactive...marketing and merchandising... not just an administrative function.

**Most memorable experience in a Scot:** There are too many to single out only one. There was night sailing on the Neuse River at Oriental, NC; the 1985 Midwinters, when the empty boat docked itself; surviving the micro-burst at the Wife-Husband in Dallas, and co-chairing the 1995 NAC's at Rush Creek; and long road trips to regattas with Ted Ward and later with Michael Mittman.

### Richard Gegenwarth New England District

I have owned my boat for three years and spend my time daysailing, cruising and racing. There are several reasons why I decided on a Flying Scot: 1. Studied and compared specs; 2. Had a test sail with Sandy Douglass; 3. Tired of poor safety of Cape Cod Knockabout; 4. Great racing fleet at Bass River YC.

I have found that I can cover a great distance in a day with comfort with four adults and with safety. It is a great boat to train others to sail. I would recommend a Flying Scot to anyone because she has excellent performance while still being safe for family sailing. She doesn't scare novices. The FSSA is one of the best, if not the best, class associations in the country for one design sailing. My most memorable experience was while racing in Nantucket Sound when a squall came through with winds over 30 mph. We planed downwind faster than I had ever traveled in a sailboat. It was incredibly exciting.

### Ann Seidman, NY Lakes District Governor

We have owned a Scot for 10 years. Before that we had a Laser 2 that we were not built for. We had seen a Scot on Saratoga Lake and a friend of ours took us out in it. We were immediately hooked! No black and blue marks! Since buying a Scot and joining the Association we feel like we have an extended family. We go all over the country to regattas and renew friendships with other Flying Scot sailors. It's fun to see how families grow up with the boat.

I tell people how great the camaraderie is within the fleets, districts and nation-

ally. It's a great boat since you can go out for the day with a cooler and your children with their friends one day and the next one you can race with excellent competition.

My most memorable times on a Flying Scot were when we cruised Lake Champlain with our young daughter, Sara, with Graham Hall and family, Harry and Karen Carpenter, Dave Jacobsen and others. I also loved getting the gun and coming in first at the North Americans in Caryle.

### Charles Fowler Florida District Governor

I have owned a Scot for the last 20 years and purchased it due to the fact that our local fleet was so active and fun to be around. The boat is easy to maintain and the boat company - Flying Scot Inc. is very accommodating with info and parts. There is a minimum of obsolescence since the boats do not change from year to year.

I would recommend a Scot for many reasons, but I like the fact that you can put the boat away for five years and get it back out to still be competitive with minimum work. Just check the running rigging, wash the boat off and put the sails on. The only thing that might give you trouble if you are racing is the person on the tiller might be rusty.

My most memorable experience was at the Sandy Douglass Regatta in Jacksonville, FL. We were all sailing out to the start, running a little late and Sandy sped right by us going to weather!

### David Jacobson Commodore, Captain of Fleet 177

I became a confirmed Scotter 29 years ago when my neighbors on Candlewood Lake took me for a sail. The boat was easy to sail, the Class Association was strong, and it's a great day sailor and racer.

I have many great memories with Flying Scots and the people who sail them but the cruises, Lake Champlain, the Chesapeake, The Hudson River from Peekskill NY through the Locke system to Lake Champlain and the 1,000 islands (Lake Ontario) have been wonderfully rewarding to me and a lot of fun.

### Jim Harris, 2nd Vice President, Fleet 83, Captain for life, Lake Caryle

E. Paul Moore, one of the great pioneers of the Class gave me a ride in a

Flying Scot 25 years ago. The rest is history...great times, great friends, wonderful memories. I like the fact the Flying Scot maintains its value, has a wide variety of uses and that the organization, FSSA works very hard to improve upon the needs of its members. Over the years I have been in a Scot, many instances come to mind to mention as a most memorable but that would take the whole magazine. I really enjoy taking my wife Betty and grandson Philip camping and sailing and Betty and I certainly had a grand time on the Thousand Island cruise.

### Jack McClurkin FSSA Secretary

With a wife and four children, I needed a boat that has room and stability for family sailing. We purchased an O'Day Daysailor and sailed that for about a year. It wasn't a boat for us and therefore, I purchased a Scot 11 years ago. It fits my needs as a roomy daysailor and for fleet one design racing. Even though I may not be in Olympic shape anymore, the Flying Scot is easy to sail and will provide the roominess and stability that we need.

### Dan Goldberg 1st Vice President

I first crewed on a Flying Scot but I was the worst crew imaginable so I decided to purchase a boat and have other crew for me who knew what to do! Since that time, 16 years to be exact...I cannot count the memorable experiences I have had but will mention a few: first spinnaker planing reach; first Fleet Championship; first American Red Cross Sailing Class that I taught...everyone passed!; getting to the first mark in the 1987 Nationals ahead of Greg Fisher (even though he eventually won the race); and day sailing with my wife and dog.

### Peter Seidman FSSA Treasurer

We had a friend who took us out twice on his new to him, Flying Scot that he had just purchased. We fell in love with it. When my wife and I discussed getting information and prices on new and used boats we called Eric Ammann at the company. He laughed and said he had mailed all we would need the day before...our friend had already called him! We originally liked the boat due to

the ease and safety of sailing combined with performance, both as a daysailor and racer but now, although all those things are still true, we have found that we have many friends with whom we socialize with all over the country and that is why we recommend Flying Scots to everyone. The strength of the Association is its people, both the ones at the office in Columbia, SC and the many sailors that give freely of their time on committees and the board. The deep commitment everyone has who owns a Scot is amazing.

My many memories include, the excitement we felt when picking up our boat at Deep Creek, cruising Lake Champlain with a duffelbag of diapers, the wonderful food at the NAC's in Carlyle that Steve Hartman cooked, almost beating Greg Fisher in Oswego, staying with many people at regattas and hosting many informal gatherings at the NACs, midwinters and our local fleet with our home brew beer!

### Harry Carpenter Flying Scot Builder

My family has a vacation home on Deep Creek Lake which is near the factory in Maryland. My brother, Jack and I wanted to race with the local fleet so my parents

bought Flying Scot #1987 from Sandy Douglass. That was in 1971 and we liked the simplicity of the Scot for sailing. As a child, and now with my own children, Carrie and Jimmy, the feeling of security is unmatched in other boats. I liked the boats so much that I went to work for Sandy, then Eric and in 1991, bought the Company! The boat has a very wide range of appeal to people of all ages, shapes and both genders. The friendly nature of Flying Scoters I think is what draws a lot of people to purchase the boat. It is important to protect this unique nature so that the Scot remains different from other one design classes. The people are so super. The boats are all so very close in speed, that tactics and luck is what wins races.

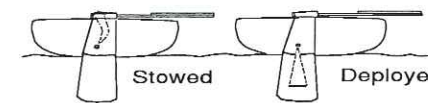
I don't think I can pick one event from more than 25 years of experiences but, we have had our share of glory in winning the NACs, the Wife-Husband, the Canadian Nationals, Glow in the Dark, etc. I think what I cherish most, however, are the friendships we've made. Some the people are gone and are sorely missed, Bill Singletary, Floyd Davis, Charlie Dees, Sandy Douglass, Alan Douglas, Jack Orr, John Pridmore and many more. I feel really lucky to have known them. With

Continued on page 24



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Continued from page 23

each event, we look forward to seeing old friends and making new ones.

**Anonymous**

I've never owned a Scot myself, but I have been a member of FSSA since around 1983 as part of family memberships. I have raced the whole time I've been around Flying Scots. I've rarely cruised in a Scot, but I cruise bigger boats a lot. I also raced Lightnings for a year or two but found them to be too uncomfortable and I wasn't strong enough to handle the spinnaker in a big blow. The sail area to boat size ration is much bigger on a Lightning. I didn't think the Class was as fun either, but I'm prejudiced. I like and would recommend the boat because it is easy to handle and not too "tweaky" compared to many other classes of boats. I also love the people associated with the FSSA Class. Many of them are my family and friends. The Class is a very friendly group of people and they are eager to meet new people and show them how great the Flying Scot is.

My most memorable experience: Well, my father is the one who got me started in Flying Scots. Early in my experience in racing Flying Scots, we were racing one day in some local club races. I remember a strong storm came up suddenly and was associated with some tornadoes in the area. I wondered just how we were going to get safely to shore unharmed. My father seemed to do it with a boldness that I will never forget. It was very scary for me and I remember telling him how much I loved him.

The Flying Scot and all of its experiences that we shared together with it, brought my father and me very close together through the years. I felt that the bond between us was much closer than his bond to my siblings. That's the great thing about Flying Scots...it is a sport that a family can do together and grow together through. I now race Flying Scots with my husband and someday hope to pass that special bond on to our children.

**Bob Vance,  
Past President,**

It gives me great pleasure to respond to your request for material for the 40th Anniversary issue. As a Flying Scot owner for 32 years and an Officer of the FSSA for 12 years, the Flying Scot has been a very important part of my life.

I bought the first of four Scots (#80) in 1960. I qualified every year for 32 years with Fleet 7 in Riverside, CT racing in the YRA of Long Island Sound. Other Scots I owned were #1122, 2700 and 3800. I won the YRA of Long Island Sound Championship for Flying Scots in 1986. Pat, my wife, was my crew for over 20 years and won the first "Woman Sailor of the Year" award for Fleet 7 in 1978. Following her retirement, Pat and then Rick, my children crewed for me. We raced almost exclusively with only Skipper and one crew.

Our most memorable experience in a Scot was winning the Challenger Division at the FS Nationals in 1976. Pat and I were always best as "heavy air" sailors. Lake Norman was known for "light air" and that's what we had for the qualifying

races. Despite our best efforts, we ended up in the Challenger Division. Then came a hurricane rumbling along the North Carolina coast (about 360 miles away) and the final races were held in 20-25 knots.

I'll never forget the final and deciding race. It was an obstacle course avoiding capsized boats. We were under spinnaker on a screaming plane and I yelled to Pat to "Jibe". She yelled back even louder to forget it or to do it myself. (or words to that effect). So we continued on that tack until we could fetch the finish line on a broad reach and took down the spinnaker before making the jibe. Many of those attempting the spinnaker jibe either capsized or got their gear so confused that they lost major time. I've said many times that Pat's refusal of an order won the championship for us.

Pat and the family and I cruised our Scot many times in the 1960's (before it became fashionable to do so). We cruised #80 to Montauk Point at the end of Long Island - about 250 miles round-trip. We wrote a story that was published in *Scots'n Water*. We arrived at the Montauk Point Yacht Club and pulled up to the dock behind several four deck high, 100 ft.

diesel yachts. We bought 1.5 gallons of gas for our 3hp outboard. Pat got dressed in her finery and high heels and we went to dinner at the MPYC. Our vessel was the object of much attention.

During my first year as Treasurer, at the 1971 Nationals, one of our members said, "The FSSA only does things for the racers. How about doing something for the rest of us?" Pat and I were planning to charter a bare boat in the Virgin Islands. I suggested to the Board that we put a notice in *Scots'n Water* that anyone who wanted to join Bob Vance in the Virgins in early 1972 should contact me. I expected perhaps ten would respond. Sixty went on that first FSSA cruise and we chartered eleven 35 and 41 ft. boats.

About four years later, at another Nationals, one of the Scot cruisers who went to the Virgins asked why we didn't have another cruise. By then, Pat and I were cruising the Grenadines every year and the Board said yes to a Grenadines cruise. Cruises to the Bay Islands off Honduras and back to the Grenadines again followed at two year intervals.

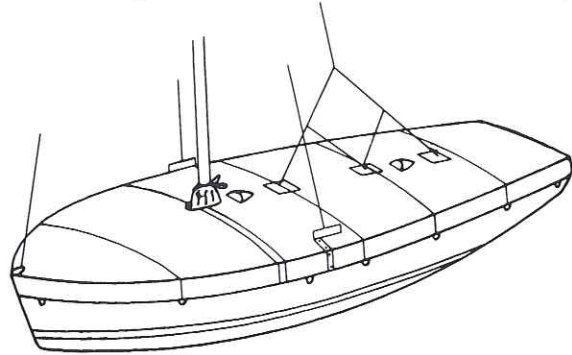
After I read about cruising opportunities in other parts of the world, FSSA

sailors sailed the Greek Islands, Prince William Sound right next to the glaciers of Alaska, and inside the Great Barrier Reef of Australia. On our first trip to Turkey, we had 69 Scot cruisers on thirteen boats. When we completed our second trip to Turkey we had sailed 350 miles of the Turkish coastline. Our last trip was sailing along the coast of Thailand in 1995 and that completed the ten FSSA cruises that I organized. Each time I got great support from *Scots'n Water*. Overall, I guess that at least 250 different Scot sailors participated in these cruises. Many Scot sailors went on at least six or seven different trips.

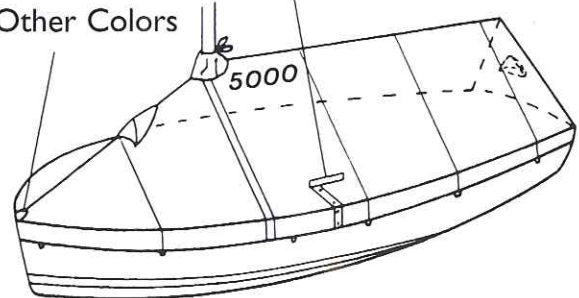
FSSA has been blessed over the years to have had dedicated sailors who had the foresight, leadership abilities and the time necessary to build and maintain the Flying Scot Class as the premier One Design Class in America. FSSA members today may not have any idea of the battles that the Board fought to keep the Flying Scot as a One-Design racing sailboat. Measurers like Don Hott were instrumental in fighting hundreds of "go fast" changes.

The Flying Scot has made up a very important part of my life.

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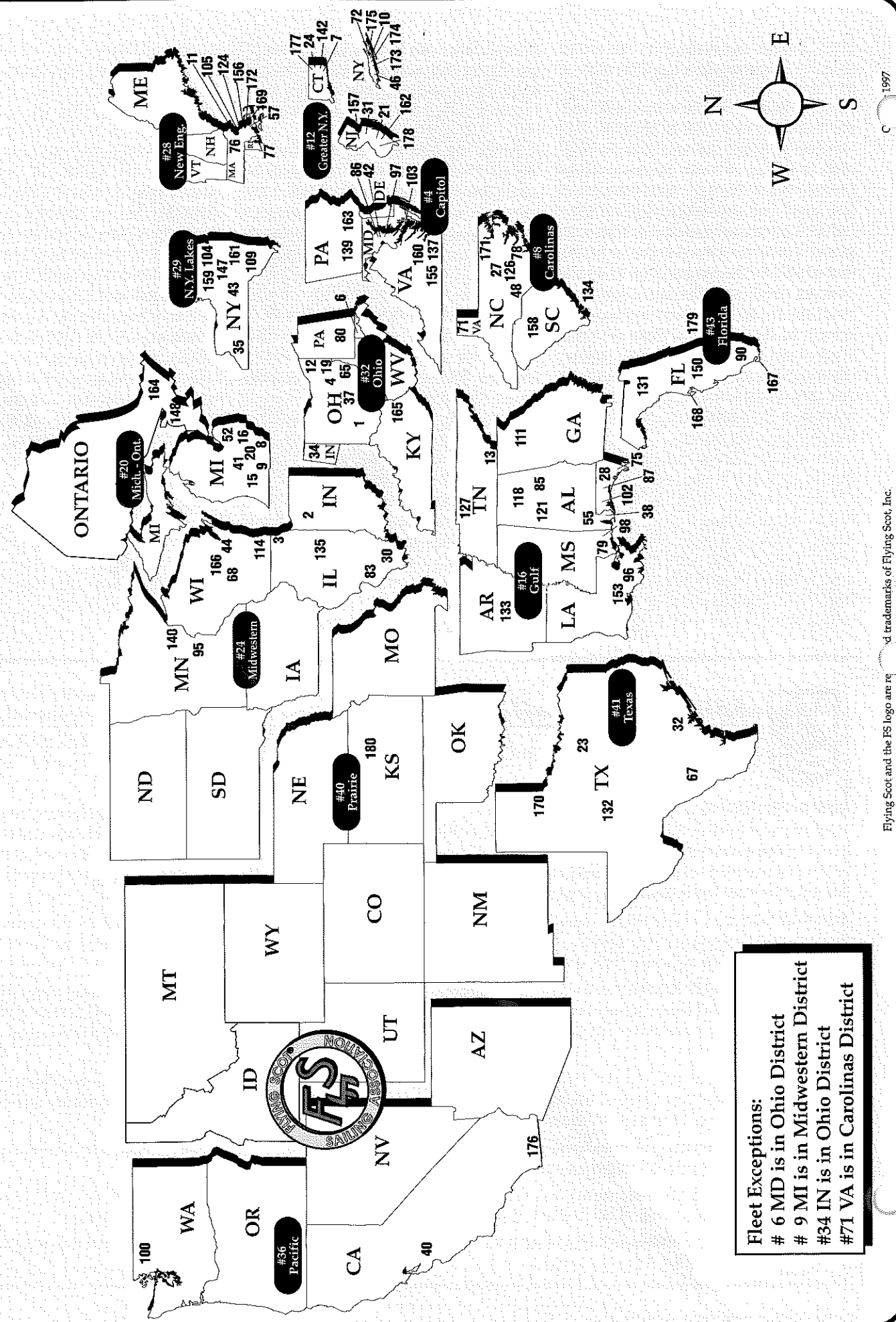
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# Fleets In North America

## CAPITOL DISTRICT

- Fleet 42: Selby Bay Sailing Center  
South River, Edgewater, MD
- Fleet 86: Magothy River,  
Magothy River, Pasadena, MD
- Fleet 97: West River Sailing Club  
Chesapeake Bay, W. River, Galesville, MD
- Fleet 103: Fishing Bay Yacht Club  
Fishing Bay/Piankatank River,  
Deltaville, VA.
- Fleet 137: Chesapeake Bay  
Chesapeake Bay, Williamsburg, VA
- Fleet 139: Lake Marburg  
Lake Marburg, Hanover, PA
- Fleet 155: Swift Creek Rsvr.  
Swift Creek Rsvr. G. Richmond Assoc. VA
- Fleet 160: Lake of the Woods  
Lake of the Woods, Locust Grove, WV
- Fleet 163: Lake Nockamixon  
Lake Nockamixon, Philadelphia, PA

## CAROLINA DISTRICT

- Fleet 27: Kerr Lake Reservoir  
Kerr Lake Rsvr, Henderson, NC
- Fleet 48: Lake Norman  
Lake Norman, Charlotte, NC
- Fleet 71: Smith Mountain Lake  
Smith Mountain Lake, Roanoke, VA
- Fleet 78: Morehead City Boating Club  
Boque Sound, Morehead City, NC
- Fleet 126: Lake Townsend Yacht Club  
Lake Townsend, Greensboro, NC
- Fleet 134: Yacht Club of Hilton Head  
Carolina Cstl Waters, Hilton Head, SC
- Fleet 158: Lake Murray  
Lake Murray, Columbia, SC
- Fleet 171: Pirate Fleet  
Currituck, Pamlico, Albermarle Sound  
Kitty Hawk, NC

## GREATER NEW YORK DISTRICT

- Fleet 07: Long Island Sound  
Long Island Sound, Riverside, CT
- Fleet 10: Moriches Bay  
Moriches Bay, Center Moriches, NY
- Fleet 21: Barnegat Bay  
Loveladies Harbor, NJ
- Fleet 24: Candlewood Lake  
Candlewood Lake, New Fairfield, CT
- Fleet 31: Upper Barnegat Bay  
Upper Barnegat Bay, Shore Acres, NJ
- Fleet 46: Hempsted Bay  
Great South Bay, West, Island Park, NY
- Fleet 72: Kings Point Sailing Squadron  
Long Island Sound, Kings Point, NY
- Fleet 142: Sprite Island Yacht Club  
Long Island Sound, Norwalk, CT
- Fleet 157: Monmouth Boat Club  
Navesink River, Red Bank, NJ

## GULF DISTRICT

- Fleet 13: Privateer Yacht Club  
Hixson, Tenn., Hixson, TN
- Fleet 28: Choctawhatchee Bay  
Choctawhatchee Bay, Ft. Walton  
Beach, FL
- Fleet 38: Mobile Yacht Club  
Mobile Bay - BYC, Mobile, AL
- Fleet 75: St. Andrew Bay  
St. Andrew Bay, Panama City, FL
- Fleet 79: Mississippi Sound GYC  
Mississippi Sound, Gulfport, MS
- Fleet 85: Dixie Sailing Club  
Lake Martin, Montgomery, AL
- Fleet 87: Pensacola Bay  
Pensacola Bay, Pensacola, FL
- Fleet 96: New Orleans SYC  
Lake Ponchartrain, New Orleans, LA
- Fleet 102: Fairhope FYC  
Mobile Bay, Fairhope, AL
- Fleet 111: Lake Lanier/Lake Allatoone  
Lake Lanier, Atlanta, GA
- Fleet 118: North Central Alabama  
Lake Logan Martin, Birmingham, AL
- Fleet 121: Lake Tuscaloosa  
Lake Tuscaloosa, Tuscaloosa, AL
- Fleet 127: Old Hickory Rsvr.  
Old Hickory Resv., Old Hickory, TN
- Fleet 133: F. Maumella SC  
Grand Maumella SC, Little Rock, AR
- Fleet 153: Lake Arthur  
Lake Arthur, Lafayette, LA

## MICHIGAN-ONTARIO DISTRICT

- Fleet 08: Edison Boat Club  
Lake St. Clair, Detroit, MI
- Fleet 09: Klinger Lake  
Klinger Lake, Sturgis, MI
- Fleet 15: Gull Lake  
Gull Lake, Kalamazoo, MI
- Fleet 16: Detroit Yacht Club  
Detroit Rsv., Lake St. Clair, Detroit, MI
- Fleet 20: Portage Yacht Club  
Portage Lake, Pinckney, MI
- Fleet 41: Crystal Lake  
Crystal Lake, Crystal, MI

- Fleet 162: Toms River Fleet  
Barnegat Bay, Pine Beach, NJ
- Fleet 173: Southside Scots  
Great South Bay, Blue Point, NY
- Fleet 174: Fire Island  
Great South Bay, Fire Island, NY
- Fleet 175: Westhampton Yacht Squadron  
Moriches Bay, Remsenburg, NY
- Fleet 177: East Shore FSSA  
Long Island Sound and New Haven  
Harbor, New Haven, CT
- Fleet 178: Shrewsbury Sailing & YC  
Shrewsbury River, Oceanport, NJ

## MIDWESTERN DISTRICT

- Fleet 02: Lake Freeman  
Lake Freeman, Lafayette, IN
- Fleet 03: Wilmette Harbor  
Lake Michigan, Wilmette, IL
- Fleet 30: Crab Orchard Lake  
Crab Orchard Lake, Carbondale, IL
- Fleet 44: Eagle Harbor  
Eagle Harbor, Green Bay, Ephriam, WI
- Fleet 68: Southern Wisconsin  
Lake Monona, Madison, WI
- Fleet 83: Carlyle Sailing Assoc.  
Lake Carlyle, Carlyle, IL
- Fleet 95: Lake Minnetonka  
Lake Minnetonka, Minneapolis, MN
- Fleet 114: Delavan Lake Yacht Club  
Delavan Lake, Delavan, WI
- Fleet 135: Clinton Lake  
Clinton Lake, Champaign, IL
- Fleet 140: Medicine Lake Sailing Club  
Medicine Lake, Plymouth, MN
- Fleet 166: Barnum Bay Yacht Club  
Petenwell Lake, Nekoosa, WI

## NEW ENGLAND DISTRICT

- Fleet 11: Sandy Bay  
Sandy Bay, Rockport, MA
- Fleet 57: Stone Horse Yacht Club  
Nantucket Sound, Harwich Port, MA
- Fleet 76: Massapoag Yacht Club  
Lake Massapoag, Sharon, MA
- Fleet 77: Narragansett Bay  
Narragansett Bay, Newport, RI
- Fleet 105: Cohasset Harbor  
South Shore, Mass. Bay, Cohasset, MA
- Fleet 124: Duxbury Bay  
Duxbury Bay, Duxbury, MA
- Fleet 156: Plymouth, Mass  
Plymouth, Mass, Plymouth, MA
- Fleet 169: Brewster Park Yacht Club  
Cape Cod Bay, Brewster, MA

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- Fleet 43: Skaneateles Lake  
Skaneateles Lake, Syracuse, NY
- Fleet 104: "Mountineers"  
Fulton Chain Lakes, #4, Old Forge, NY
- Fleet 100: Otsego Sailing Club  
Otsego Lake, Cooperstown, NY
- Fleet 147: Piesco Lake  
Piesco Lake, Piesco, NY
- Fleet 159: Lake Ontario, Oswego Fl.  
Lake Ontario, Oswego, NY

- Fleet 161: Saratoga Lake  
Saratoga Lake, Saratoga Lake, NY
- Fleet 35: Chautauque Lake  
Chautauque Lake, Chautauque, NY

## OHIO DISTRICT

- Fleet 01: Cowan Lake  
Cowan Lake, Wilmington, OH
- Fleet 04: Clear Fork Lake  
Clear Fork Lake, Mansfield, OH
- Fleet 06: Deep Creek Lake  
Deep Creek Lake, Oakland, MD
- Fleet 12: Edgewater Yacht Club  
Lake Erie, Cleveland, OH
- Fleet 19: Berlin Lake  
Berlin Lake, Canfield, OH
- Fleet 34: Clear Lake  
Clear Lake, Ray, IN
- Fleet 37: Hoover Reservoir  
Hoover Reservoir, Westerville, OH
- Fleet 65: Atwood Lake Fleet  
Atwood Lake, Dellroy, OH
- Fleet 80: Lake Arthur  
Lake Arthur, Pittsburgh, PA
- Fleet 165: Cave Run Sailing Assoc.  
Cave Run Lake, Morehead, KY

## PACIFIC DISTRICT

- Fleet 40: Tomales Bay  
Tomales Bay, Inverness, CA
- Fleet 100: Lake Washington  
Lake Washington, Seattle, WA
- Fleet 176: San Diego  
Mission Bay/San Diego Bay, San  
Diego, CA

## TEXAS DISTRICT

- Fleet 23: Corinthian Sailing Club  
White Rock Lake, Dallas, TX
- Fleet 32: Bayshore Sailing Assoc.  
Galveston Bay, Kemah, TX
- Fleet 67: Canyon Lake  
Canyon Lake, San Antonio, TX
- Fleet 170: Wichita Falls  
Lake Arrowhead, Wichita Falls, TX

## FLORIDA DISTRICT

- Fleet 90: Biscayne Bay  
Biscayne Bay, Miami, FL
- Fleet 131: Rudder Club of Jacksonville  
St. Johns River, Jacksonville, FL
- Fleet 150: East Central Florida  
Lake Conway, Orlando, FL
- Fleet 167: Key Largo  
Florida Bay, Key Largo, FL
- Fleet 168: Clearwater  
Clearwater, Clearwater, FL
- Fleet 179: Melbourne  
Indian River Lagoon, Melbourne, FL

# Choosing a Name

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

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



## Answers to Trivia and Puzzlers

from page 14

- In 1980, Judy McKinney of Bay Waveland YC won the Adams cup which is considered the North American Women's Sailing Championship. It is being sailed again this year in Flying Scots.
- Yes...In 1963 at Port Clinton YC, Port Clinton, Ohio there were 37 boats entered and first place was Mrs. Harris Garrett of Dallas Texas. (An interesting note- In all the issues of Scots 'n Water that we have, where she is mentioned, she is always listed as Mrs. Harris Garrett...never by her first name) Gordon K. Douglass, boat designer and builder was second.
- Life Jackets MUST be worn during the race...(according to the 1976 Handbook).
- 1983...Bay Waveland YC was the first time measurement certificates were used.
- The Flying Scot Nationals were won in 1981 by two people being in the boat.
- The price of \$2,050 for a new Flying Scot was raised to \$2,175 in July of 1961. The FSSA had 192 active members and 31 Associate members.
- Fleet #23 went to the annual Ft. Worth Boat Club Regatta on June 4, 1961 with 6 boats, one month after they received their charter from FSSA.
- When boat #159 was resold to a new family they named the boat "Teri" because in Hawick, Scotland, there were 5 or 6 times more women than men due to the women having employment in the wool knitting mills. These women were known as "Fast Women" which is Teri in Scottish.
- For the first time in the Club's 52 year history, "GALS" were allowed to join and to learn the manly art of sailing (Remember it was 1965).
- The February 1966 issue of Scots 'n Water - It means Boats for Sale.
- We believe that Bill Wickers, a just turned 17 student of Proctor Academy, Andover, MA won the 8th NAC's in 1966.
- Boat #1000 was raffled off in 1967 at \$1.00 per ticket to raise money for the United States International Sailing Association, a non-profit organization to promote American Sailors competing in international sailing events. The boat was won by Fred Crapo who redonated to the cause. Sealed bids for the purchase of the boat were taken and the boat sold to the highest bidder - \$5,100.00 was raised. In 1967 that was A LOT of money.
- In 1967, the Resort Out Island Inn located in Georgetown, Great Exuma, Bahamas ordered six custom made Flying Scots #1231 - 1236 for the use of their guests and they were shipped there.
- In 1986 Jeff Irvine with crew Bill Barrett and Steve Rillmeyer won the Sears Cup.
- Picture 1: The people are bigger than the boats...remote control racers at Lake Norman.
- Picture 2: Harry Carpenter demonstrating the bow floatation device.
- Picture 3: The boat, which is not a Scot, is sailing away from Niagara Falls.
- Picture 4: It is usually best to do all boat work on land and to sail with the sails above water.
- Picture 5: This is Myra Brown's dress with the wrong person in it. He isn't even wearing the bonnet nor does he have moonshine in the pockets.

Therefore the most correct picture is #2.

# Starting Line

Note: Please send all regatta notices to the Association Office

## Jubilee Regatta

November 15 and 16, 1997  
Pensacola Yacht Club

For more information call Lloyd Stagg at (850) 944-3302 or PYC (850) 433-8804.

## 1997 Sugar Bowl Regatta

December 27 and 28, 1997  
Southern Yacht Club,  
New Orleans, LA

For information, contact the SYC at (504) 288-4221 or fax (504) 283-0621 or Larry Taggart's email at: lwt01@gnofn.org.

## Mid-Winters

March 30 - April 3, 1998  
St. Andrews Bay Yacht Club,  
Panama City, FL

For more information contact Mark Swartz, club manager, at (850) 769-2453.

## 1998 Wife-Husband

June 13 and 14, 1998  
Fleet 162  
Toms River, NJ

For more information, please contact Edward and Kay Summerfield at (732) 286-4890.

## NACs

July 12 - 18, 1998  
Lake Carlyle  
Carlyle, IL

For more information contact Jim Harris at (314) 966-8404.

## 1998 Flying Scot Canadian Championships

August 22 and 23, 1998  
Stony Lake, Ontario, Canada

For more information, please contact race chairman Susie Hauth at (416) 489-1737 or email: 72062.2704@compuserve.com.

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(704) 788-8532

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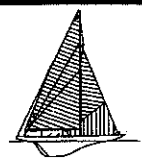
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Submissions for Caveat Emptor must be 50 words or less.

A \$25.00 fee is charged for placement in both Scots'n Water and the FSSA Website. A \$15.00 fee is charged for placement only in Scots'n Water.

Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment.

Send payment to FSSA Headquarters, 3008 Millwood Ave., Columbia, SC, 29205.

**FS 134-** Douglass, white hull, gold deck, two sets of sails, two spinnakers, Harken Blocks, drain ports, flotation kit, trailer with spare tire (4 hp motor optional). Ready to race, very well maintained. Located in Nashville, TN. \$1900 with motor, \$1500 without motor. Call John Callighan (615) 353-4623, fax (614) 353-4624.

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**FS 600-** Douglass, hull, deck gelcoat professionally restored, oyster white with teal stripe, Awlgrip 1995. Mahogany stanchion, tiller, rudder head, center cap restored. All new standing, running rigging, fittings. Sails: new racing mainsail with reef, shelf, window, triradial spinnaker, cruising main, jib with window. Full canvas cover. Newer galvanized trailer. Real classic, must see to believe. \$5000. Call (904) 384-1568 or email: mwdees@hklaw.com.

**FS 757-** Customflex, white deck and hull, two suits of sails, one spinnaker, new galvanized trailer, outboard bracket, cockpit boom tent cover, flotation bow bag. Located in Milford, CT. \$3500. Call Chris or Glynnis Scanlon at (203) 877-4559.

**FS 2410-** Douglass, blue hull, white deck, two sets of sails, spinnaker, trailer, compass. Ready to race. Dry sailed and well maintained. Located in southern Illinois. \$2800. Call Mary Pohlmann (618) 549-5077.

**FS 3103-** Douglass, well maintained, full of upgrades, race ready. Includes all new running rigging, compass, North racing sails, boom vang, transom port, Suzuki 2.2. Dry sailed. Full length cover new this year. New wheels, tires, buddy bearings. \$4900. Call Max Aldredge, O (804) 527-5476, H (804) 360-4919.

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**FS 3425-** Douglass, white and green. Two sets of North sails including spinnakers. Full Harken equipped and ready to sail or race. Trailer included. Located in Harwichport, MA. \$3250. Call Rod Nordblom at (508) 369-2515 or (617) 272-4000.

**FS 3560-** Douglass 1981, yellow hull with blue trim, two suits of sails, spinnaker, blue deck cover. TeeNee trailer, anchor, life jackets, pennant. Race equipped, fleet champion five years. Lake sailed in good condition, original owner. Located in Jamestown, OH. \$3900. Call Don Irvine (937) 675-2610.

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It means that you will receive a copy of the official Handbook as well as the roster of all Flying Scots and their owners.

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