

# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 41 NUMBER 6 NOV/DEC 97



*The Women's NAC 1997*

# Congratulations Flying Scot Class On 40 Years Of Great Sailing!

*We're proud to be your personal sailmaker!*

*Congratulations too, and much appreciation to our customers, who made us look good at the 1997 North American Championships.*



*Kelly & Heidi Gough (above) - 1997 Flying Scot North American Champions  
Marcus and Marc Eagan (right) - second*

**Championship Division:** 1, 2, 4, 5, 26 of the top 43

**Challenger Division:** 1, 2, 3, 4, 6, 26 of the top 33

**Women's Seniors:** 1

## **No. 1 in One Design**



North Sails One-Design Central  
North Sails One-Design East  
North Sails One-Design West  
North Sails New Orleans

Greg Fisher 484 E. Johnstown Rd. • Gahanna, OH 43215 PH: (614) 418-9410 FAX: (614) 418-9411  
Brian Hayes 189 Pepe's Farm Rd. • Milford, CT 06460 PH: (203) 877-7627 FAX: (203) 877-6942  
Eric Doyle 1111 Anchorage Lane • San Diego, CA 92106 PH: (619) 226-1415 FAX: (619) 224-7018  
Benz Faget 1716 Lake Ave. • Metairie, LA 70005 PH: (504) 831-1775 FAX: (504) 831-1776

[www.northsailsod.com](http://www.northsailsod.com)

**Flying Scot®  
Sailing Association**

3008 Millwood Ave.  
Columbia, S.C. 29205  
803-252-5646  
1-800-445-8629  
FAX (803) 765-0860  
Email: info@fssa.com

**PRESIDENT**

Terry Dees-Kolenich\*  
4 Navy Lane  
Spanish Fort, AL 36527  
(334) 626-7175

**FIRST VICE-PRESIDENT**

Daniel Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
(412) 831-1042

**SECOND VICE-PRESIDENT**

James B. Harris\*  
775 Haw-Thicket Lane  
Des Peres, MO 63131  
(314) 966-8404

**COMMODORE**

David P. Jacobsen\*  
375 Old Sherman Hill Rd.  
Woodbury, CT 06798  
(203) 263-0769

**SECRETARY**

Jack McClurkin  
1620 Chesapeake Dr.  
Hoffman Estates, IL 60195  
(847) 991-8092

**TREASURER**

Peter Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731

**IMMEDIATE PAST COMMODORE**

Bernard A. Knight\*  
460 Inverness Court  
Hudson, Ohio 44236  
(216) 342-3541

**FSSA MEASURER**

Robert J. Neff  
1032 Old Turkey Point Rd.  
Edgewater, MD 21037  
(410) 798-4146

**EDITOR, SCOTS 'n' WATER**

Lynne 'Sunshine' Hartman  
P.O. Box 1066  
Champaign, IL 61824-1066  
(217) 355-1220  
Email: Hartsung@msn.com

**DESIGNER (deceased)**

Gordon K. Douglass

**EXECUTIVE SECRETARY**

MaryAnn Crews  
3008 Millwood Avenue  
Columbia, SC 29205  
(803) 252-5646

\*Denotes Executive Committee Members

**Scots 'n Water**

Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.

On the Cover: The Women's NAC, Lake Norman Yacht Club, 1997.

**CONTENTS**

**November/December 1997**

**Volume 41 Number 6**

- 4 A Boarding Ladder That Works
- 5 A Case for Gimmicks
- 7 Reef the Main and Enjoy the Ride!
- 8 Texas District Report Introduction
- 9 The Races
- 11 Falling Off
- 12 New Kids on the Block
- 12 Club Support
- 13 1997 NACs Judged a Light-Air Success
- 19 Flying Scot 5056 Spotted in China
- 20 Meet the Staff

**In Every Issue**

- 21 Fleets In!
- 23 Starting Line
- 24 Flying Scot New Membership
- 27 Caveat Emptor

**ADVERTISERS**

- |                          |                       |
|--------------------------|-----------------------|
| 2 North Sails            | 18 Flying Scot, Inc.  |
| 4 Sailing Angles         | 20 Midwest Sailing    |
| 5 Rooke Sails            | 23 The Sailors Tailor |
| 6 Sobstad                | 25 Fowler Sails       |
| 10 Annapolis Performance | 26 Schurr Sails       |
| 11 Selby Bay             |                       |

**Attention Web Surfers and E-mail Users**

The FSSA Flying Scot web site is online.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

**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

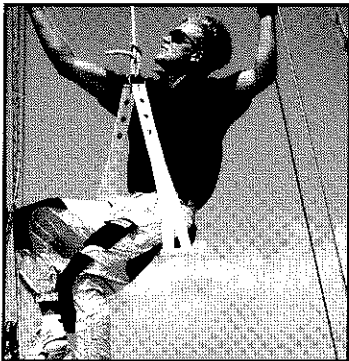
**Postmaster:** Please send change of address to Scots 'n Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

**EDITOR:** Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: Hartsung@msn.com.

**LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrup.



## Breaker Sailing Longs



### Technically Designed Sailing Pant

Quick drying Supplex® and abrasive-resistant Cordura® (double seats and knees) couple breathability and skin comfort with durability. Deep pockets, waist adjustment straps, non-corroding zippers, and optional insertable Knee and Fanny Fenders, with inseams to 36" are just a few of these Breaker Longs great qualities. Pragmatic utility and visual vibrancy separate these sailing pants from all others.

Breaker Longs: \$79.95

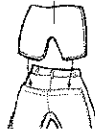
Optional Knee Fenders: \$5.00

Optional Fanny Fender: \$9.95

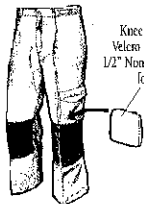
Size: 28-42

Color: Khaki, Red, Royal, Teal/Navy

Fanny Fender:  
1/2" Non-Absorbing  
foam



Knee Fender:  
Velcro Closures:  
1/2" Non-Absorbing  
foam



1-800  
666-3616

Sailing Angles Inc.

P.O. Box 331725 • Miami, FL 33233, USA  
1-305-666-3615 • Fax: 305-661-5551

E-Mail: sailangl@ix.netcom.com  
www=http://paw.com/sail/sailangl

# A Boarding Ladder That Works

by Bill Langlois, FS 768

Years ago, my crew hiked too hard in a race and fell overboard. He fell onto the jib sheet, went to the back of the boat, put his hands on the deck, pushed, landed on the deck with his feet, jumped over my head, and sat down like nothing had happened. He was obviously in very good physical condition and fortunately a couple on another boat saw him do this or I would not be telling about it.

Several years ago this same couple, who shall remain nameless but sail FS 3013 named "Nauti Lass", fell out of their Scot in a race and could not get back in. Their boat sailed away, jibbed, and continued sailing. They were picked up by another Scot, delivered to a power boat, chased down their Scot and climbed into a dry boat. I still did not understand how they could not climb into their Scot but they did put on a good show. A week later, a gust from hell hit us after we had just pinched around the upwind mark. The boat went over on its side. I swam to the stern, pointed it into the wind, pulled on the board with one hand, and the Scot righted. I looked around and we were still in first place. It was a piece of cake. Right! A half hour later after two boats stopped to offer assistance, I climbed into the chase boat and then into by boat. I decided this would never happen again.

For a boarding ladder, I considered a line with knots in it or a rope ladder with rungs. Both would pull tight across the aft deck and be hard to hold assuming I intended to board from the stern. A metal

ladder does interesting things to your head and shoulders when bobbing up and down in rough water. I had an idea of a line with loops, every foot and tried one made from rope. It worked, but was very bulky with knots catching on things. I went to the local mountain climbing store, Erehwon which is "no where" spelled backwards, to buy some tubular nylon strapping. I told the clerk what I planned to make and he got a Etrier from the back room which is used for mountain climbing and is exactly what I was thinking about. So much for original thought!

I still made one myself the exact size I wanted. It is a total of seven feet long with a loose one foot loop each foot and a small loop on each end. It is attached to a strap in the center on the backside of the aft cockpit combing behind the strap on the outside in the center rear of the cockpit. A small line is attached to the end that goes in the water. The other end of this small line is tied to the back of a spinnaker fairlead. The ladder and excess small line are stowed in a container under the aft deck made from nylon mesh and self sticking Velcro. The only part of the ladder that normally shows is the small line going to the spinnaker fairlead.

To use the ladder, pull the small line from in the water, put your foot in the end loop with your knee positioned to go against the transom so your leg doesn't go under the boat, and pull yourself into the boat with your hands loop by loop.

Visit the FSSA Website at  
<http://www.fssa.com>

# A Case for Gimmicks

by Dan Goldberg, FS 4761

**S**o Mike Palm, in "A Case for Simplicity" (May/June 97), didn't like my gimmick (described in "A Mainsheet Rigging Tip," Nov/Dec 96). One part of me says that Mike is entitled to his opinion, and let it go at that. But what fun would that be? OK, Mike, you said your piece so now it's my turn.

Mike, you say that adding gimmicks to a Flying Scot causes more harm than good because it falsely gives some sailors the illusion that gimmicks will improve performance, rather than time spent practicing on the water. I have a bunch of gimmicks on my boat, but none of them makes my boat go faster than your boat. In fact, I am pretty well convinced that boat speed is usually irrelevant to my racing performance.

Like you, I mostly sail on a small inland lake where the wind is always puffy and shifty. Most races are determined by being in the right place at the right time and taking advantage of the puffs and shifts. Boat speed *per se* is usually not important. Another good example was the 1984 (I think) North Americans in Hamilton, Ontario. Greg Fisher won the regatta in a brand-new Scot. However, the second place boat, sailed by Craig Leweck, was over 20 years old and 50 pounds overweight! His boat was surely slower than most other boats in the regatta, but his sailing skill revealed the unimportance of pure boat speed.

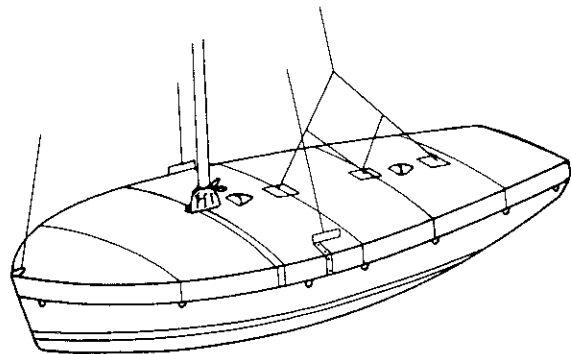
So why do I like gimmicks? They simply make the boat easier for me and my crew to sail! For example, in heavy

air we use a 2:1 jib sheet arrangement to make the jib easier to trim. After three back-to-back races in heavy air, my crew Joni (who regularly works out and is very strong) used to feel exhausted when we used regular jib sheets. Now she's the life of the party after the races! The 2:1 jib sheets do not make the boat go faster. They just make her life easier and help save her muscles.

Another example: we use a 10:1 boom vang, led aft where I can tighten it. Why? I am a little over five feet tall, weigh about 112 pounds, and have the strength of your average eight year old due to a nerve problem in my neck. In heavy air, I simply could not properly tighten the

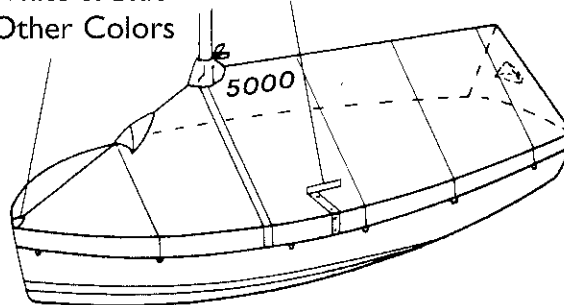
*Continued on page 6*

## ACRYLIC FLYING SCOT COVERS



- **ACRYLIC**, an attractive, handsome material, will not rot, mildew or shrink - Lasts **TWICE** as LONG
- Delrin zipper covered by flap — velcro secured
- Velcro enclosures for side stays
  - Very light & easy to handle
  - Never stiff or brittle
  - Ventilation by netted opening w/hood
  - White & Blue — **FAST DELIVERY!**
  - Other Colors

Flying Scot	White	Blue	Other Colors
Flat 6" Skirt	\$298	\$308	\$323
Flat Full Sided	\$394	\$410	\$432
Tent 6" Skirt	\$342	\$346	\$364
Tent Full Sided	\$439	\$452	\$474
Sail # Installed .....	\$25.00		



**CHRIS ROOKE • (901) 744-8500**  
**rooke@rookesails.com • http://www.rookesails.com**

Check in advance - no UPS • MC, Visa AMEX - add UPS

**--ROOKE SAILS**  
**1744 Prescott South**  
**Memphis, TN 38111**



Continued from page 5

standard vang. The 10:1 vang lets me trim the main correctly in heavy air.

As a final example, I have a spinnaker pole downhaul which has been adopted by many other boats. This arrangement prevents the pole from skying on a tight reach, and prevents the jib from blowing overboard when doused. These are simply practical ways of dealing with potential problems. They do not make the boat go faster.

Therefore, my conclusion is that what you call gimmicks I call useful sailing aids. If there is an easy way and a hard way to do the same thing (like trim the jib in heavy air), why not go with the easy way? I'm all for anything that makes my crew's life easier and my life easier. Please note that I am violently opposed to any changes that fundamentally alter the

nature of the Scot (such as harnesses for hiking, fooling around with the centerboard or rudder, etc.). My "gimmicks" do not alter my boat speed. They just make things easier and compensate for my physical shortcomings.

Mike, I hate to admit it, but I agree with your main point. The only way to really improve as a sailor is to spend time practicing on the boat. When I first started racing, I was terrible. But I spent a lot of time practicing with my crew until our boat handling became second nature. I also did a lot of reading about strategy and tactics. These are the kinds of things that really help. But I don't think my "sailing aids" (gimmicks) hurt my progress, with one exception. A few years ago I installed a centerboard console to better organize the control lines. I took it off a month later because, although it was a great looking gimmick, it actually made

things harder to adjust because of the added friction. So the lesson learned is go with whatever works for you. My bottom line is gimmicks are not inherently bad. But they will not make your boat go any faster -- they will only make your life easier.

Now, I have to confess I finally met Mike Palm earlier this year at the Buckeye Regatta in Columbus, OH, and really enjoyed talking to him! He has a great love of the Scot which I greatly admire and respect. And we actually do agree on most things. However, like most sailors, we can still have different perspectives on some issues. Hopefully we are not cluttering up the pages of *Scots 'n Water* with our debates. You may be hearing more from us!

**Sobstad**



Sobstad

2832 Canon St.  
San Diego, CA 92106

Telephone  
(619) 226-2422  
Fax  
(619) 226-0682




E-Mail  
sobsd@ix.netcom.com

## Fast and durable sails at a great price!

Sobstad Flying Scot sails come with all the "bells and whistles". They are made from the finest cloth available with radial corners, rocked panel construction, windows and everything you need to get the most out of your racing. We have applied the technology and materials that have made us leaders in other one design classes to the Flying Scot to bring you these sails at a very low price.

### Flying Scot Prices

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

-  Sails from the Sobstad one-design development center.
-  Full features, ready to race, highest quality materials.
-  Sails with a Sobstad race winning pedigree.

Please visit our new web site at <http://www.sobstad.com>

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

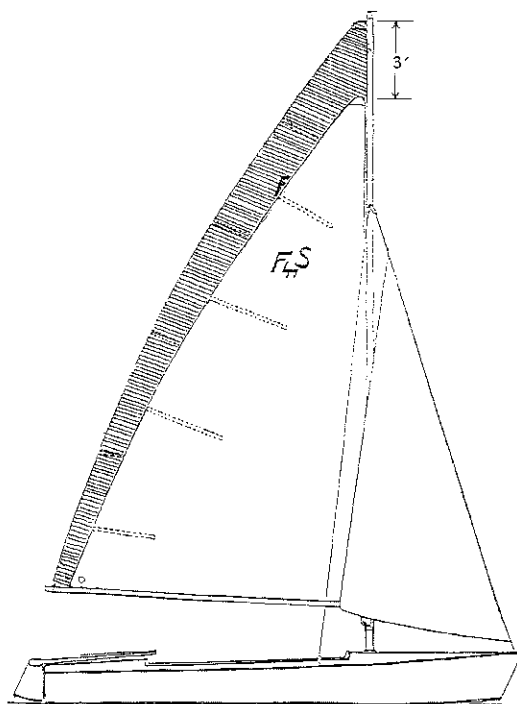
# 1-800-5-SOBSTAD

# Reef the Main and Enjoy the Ride!

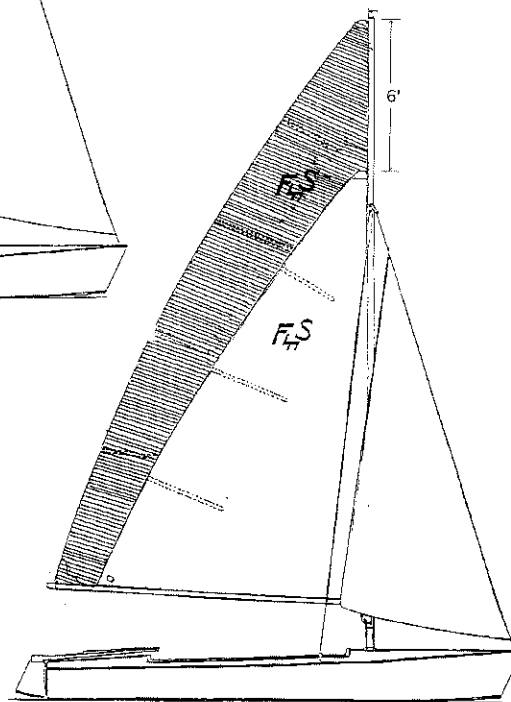
by Steve Raper, FS 4051  
Fleet 126

Last season I had two sets of reef points put into my mainsail and have found that this makes the boat much more versatile when it comes to cruising. The Scot has a relatively large mainsail and even with the jib down, it can be a real white knuckle ride when the wind gets up into the twenties and is gusty. Sailing in these conditions can be a lot of fun, but there are times, when you may have an inexperienced crew or are singlehanding, that you would rather have a more controlled ride. The main thing you will notice about reefing is that it takes the heeling moment off the boat but keeps most of the power in a breeze. The single-reef makes for a much more comfortable sail when singlehanding in about 13 to 18 knots. I've experimented with sailing under double-reefed main only in light wind just to see how the boat handles when underpowered. It sails well, but you really have to reach off a bit to get your boat speed up before going closehauled. Earlier this year, I got a chance to try it out in the windiest of conditions at Smith Mountain Lake in Virginia. The wind was about 15 knots so I already had it double-reefed when a front came down the lake at over 30 knots. I was singlehanding and could see the black water coming about two miles up the lake. At that speed, I was still up on deck trying to get the jib tied down when it hit. My friend David Layton, was close by on his Mirage 5.5 doing the same deck dance. I thought I was toast but once the jib was secured, the sailing was great! If you're singlehanding, I would suggest tying a line to the head of the jib, running it through the boweye and back to a cleat to keep the wind from blowing it back up the forestay.

Flying Scot, Inc. sells a jiffy reef kit made for a single reef but Bill Byrd, a good friend and longtime sailor, suggested putting two reefs in - one at three feet above the boom and another three feet above that. After drawing Bill's suggestion



Single-reef



Double-reef

out on paper to see how it would look, I decided to go with this and I'm really glad I did. I use the cunningham hook to pull the luff down and a single line at the end of the boom that pulls down the reefed clew and tensions the outhaul at the same time. Then, just roll up the excess sail, and tie the reef ties. I haven't timed it, but I can reef in a "jiffy".

With the main reefed, you have the option of putting the jib up for extra horsepower if you want or dropping it if the wind pipes up.

Steve Bellows at Schurr Sails put in two sets of reefpoints for \$70 plus about \$8 shipping. If you'd like more information on this, please contact me at [steve\\_raper@juno.com](mailto:steve_raper@juno.com).

# Introduction

by Joni Seifrick

The Corinthian Sailing Club's Fleet 23 had the pleasure of hosting the Adam's Cup quarterfinals and semifinals for the Texas District and Area F over the summer on White Rock Lake in Dallas.

The so-called "ponytail fleet" was made up of Flying Scots from the Corinthian Sailing Club, Fort Worth Boat Club, Rush Creek Yacht Club, Port of Denver Sailing Club, the Denver Sailing Association and the Oklahoma City Boat Club.

The Fort Worth Boat Club, skippered by Lynette Edenfield, won the semifinals

regatta and heads to the Adam's Cup finals in New Orleans in mid-September.

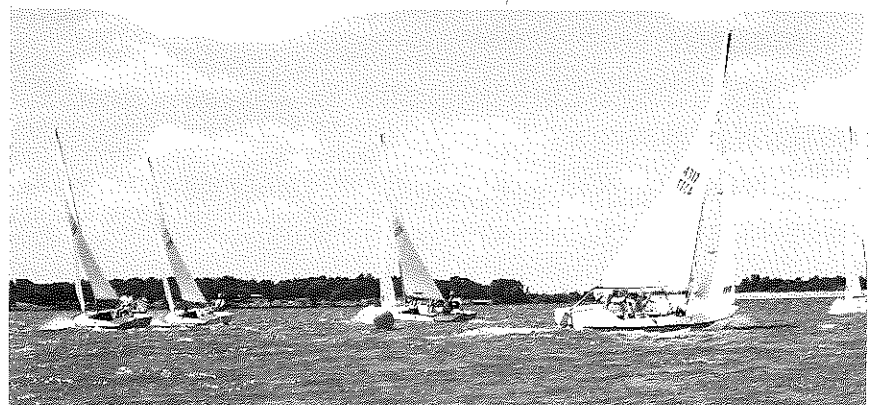
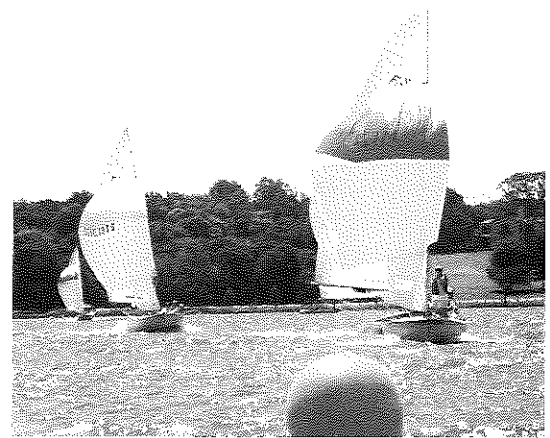
Carol Gough, who chaired the regattas, arranged for perfect sailing conditions with winds blowing an average of 15 mph to 25 mph for both regattas. (However, winds got so gusty before one quarterfinal race that it was delayed three times when boats broke down under the starting line.)

Each regatta had a big turnout of spectators and fans, mostly Corinthian Sailing members and families of competitors. At times, the rescue boats seemed so full of spectators we wondered who would be

cast off if any of the competitors needed to be plucked from the water! Luckily, everyone stayed on board.

I didn't have to ask twice to get the "ponytail fleet" to try to put their experiences into print. The following articles were written by Adam's Cup competitors from the Corinthian Sailing Club in hopes of inspiring other women and Flying Scot wives to take the plunge – and the helm – in future Adam's Cup races.

## *Adams's Cup Semifinals, Area F*





# The Races

by Greta Mittman

## TEXAS SAILING ASSOCIATION'S ADAM'S CUP EVENT

The T.S.A.'s Adam's Cup quarterfinals were held the weekend of June 22. Five teams participated - Fort Worth Boat Club, Rush Creek Sailing Club and three teams from our own Corinthian Sailing Club. On the morning of June 22, the sky was blue, the temperature was warm and the "breeze" was a healthy southerly 25 mph and gusting above 35 mph. (Sailors who floated in the '95 Flying Scot Nationals might feel that his part of the story is a tall Texas tale.)

With the skipper's meeting over, we rigged our first boat and headed out to the starting line with Joni Seifrick as skipper, Teresa Morris on foredeck and me on the spinnaker. After we cleared the clubhouse's wind shadow, it took approximately two boat lengths for us to be drenched by the spray. This unconventional baptism was an omen which our team did not heed. By the end of the day, we had broached four times, hit the leeward mark, hit a Race Committee boat (a no-no), hit a competitor's boat (a bigger no-no (DSQ)), blew out a jib baton, lost a forestay, de-masted a boat (crew's fault, of course) and went trolling with Teresa.

The Race Committee ran three races on Saturday. The first race was an Olympic and the remaining two races were windward/leeward. Julia Prodis-Sulek of CSC won the first two races. The third race was won by FWBC. At the end of the day, the lead was not clear, since one of the teams had been granted redress for a breakdown in the third race; however, with our DSQ, we had enough points to move into last place.

Sunday morning found everyone bruised and moving slower than normal. The Race Committee wanted to get an early start before the winds grew stronger, so once again we headed out to the starting line in a 20 mph breeze. Two

races were scheduled. The first course set by the Race Committee was an Olympic, but as the wind started to build before the start sequence, the course was changed to a windward/leeward.

Somehow we gained the favor of the Gods of Sailing and won the first race. FWBC finished second. The course



*Greta Mittman, Teresa Morris, Joni Seifrick*

remained a windward/leeward for the final race of the regatta. Only the top two teams in the regatta would move on to the next event. FWBC won the last race and we placed second. Once the final tally was computed, Julia Prodis-Sulek's team of CSC eked out first place, FWBC placed second, our team finished third, Alane Dorr and company of CSC placed fourth and Rush Creek Sailing Club placed fifth.

## AREA F'S ADAM'S CUP EVENT

Area F's Adam's Cup semifinals week were held the weekend of July 12. Six teams participated - Port of Denver Sailing Club, hence referred to as "The Colorado boat", Denver Sailing Association, a.k.a. "The other Colorado boat", Oklahoma City Boat Club referred to from now on as "Oklahoma", Fort Worth Boat Club - "Fort Worth", Julia Prodis-Sulek's CSC team also referred to as "Julia" in this story and our team, which from now on will be referred to as "our team". We were able to sail in the Area F's Adam's Cup competition because the Central States Sailing Association

only submitted one team - Oklahoma. Since CSC was the host of the event, the third place team of the T.S.A. Adam's Cup regatta would be allowed to participate in Area F.

The wind was a little more hospitable for this weekend's racing. At the start of the first race which was an Olympic course, the wind was around 14 mph and out of the South-Southeast. Fort Worth was over early and had to restart. We had a decent start and paced with Julia to the windward mark. It was a close race, the two CSC teams finished first (Julia) and second (our team). Fort Worth managed to work their way from last to third with Colorado finishing a close fourth. Oklahoma and the other Colorado boat spent the first race figuring out how to sail a Flying Scot. After a quick change of boats, the second race was started. The course was a three and a half windward/leeward. As the leaders rounded the leeward mark for the final upwind leg, it was very close between Julia and Fort Worth. Our team and Colorado rounded about five boat lengths behind the first two boats. Our team and Colorado stayed to the middle of the course while Julia and Fort Worth worked their way to the left. Fort Worth ended up being pinned outside of Julia. We took advantage of this and finished second right behind Julia. Fort Worth was able to hold on for a third place finish.

The Race Committee scheduled two races for the afternoon. The third race was three windward/leeward legs. Julia established a lead early on and kept it. Fort Worth finished second and our team placed third. After a break from the heat, the Race Committee set another three windward/leeward for the fourth race. The wind was a steady 13 mph but it was starting to get finicky about where on the lake it would send nice puffs. During the first two legs of the race, four different boats had the lead at different times. On

*Continued on page 10*

Continued from page 9

the final windward leg, Julia and Fort Worth went right while Colorado and our team went left. Julia and Fort Worth put quarters in the wind machine on that side of the lake and sailed away from Colorado and us. It was a very close leeward finish between Julian and Fort Worth, with Julia barely crossing the line first, however, Fort Worth was flying a protest flag against Julia for making contact between her boom and Fort Worth's spinnaker. In the Adam's Cup, there is no 720 degree rule to absolve a boat - just instant DSQ. We were able to hold off Colorado to keep third place.

After the protest hearing, Fort Worth was in the lead with nine points, Julia and our team were tied for second with ten points each. Only a lone single point separated our three boats - no margaritas tonight, because tomorrow there was a regatta for the taking.

Sunday morning arrived with very little breeze. The Race Committee postponed the first race waiting for the wind to fill-in. It seemed that the top three teams were preoccupied as we waited for wind. Only one team would continue on to the

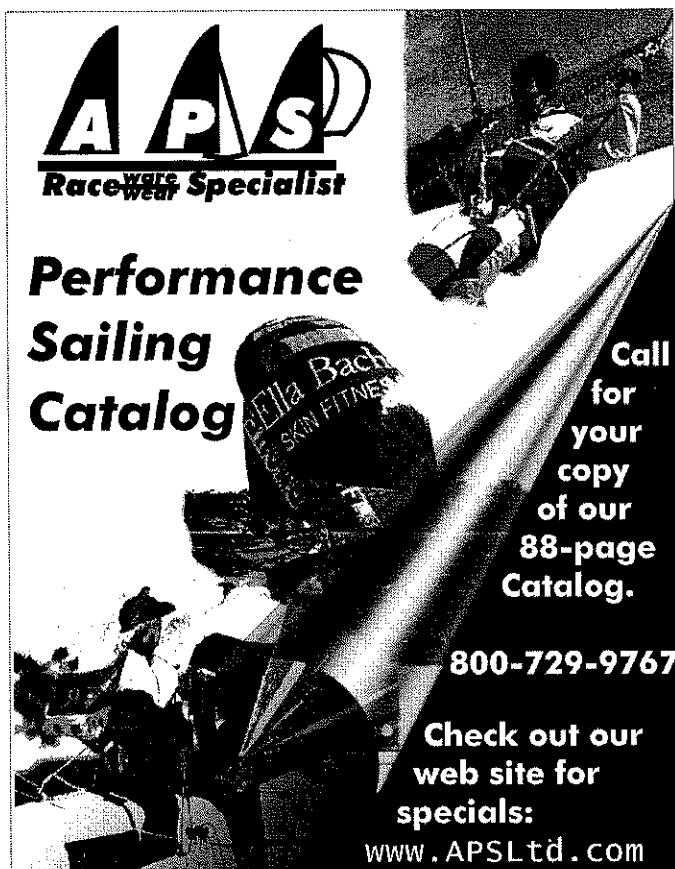
Adam's Cup finals and each of the top three teams wanted to be it. I felt certain that Joni, Teresa, Julia, Heidi and Natalie shared the same thought as I - 'This is our lake, the Flying Scot is our boat...a team from CSC should be the one to go to New Orleans.' My mind went over the possible combination of finishes. A third place finish in the first race would be the kiss of death to any of the lead boats. I silently wished that our team would not follow more than one boat across the finish line in the first race. Finally, the morning breeze grew into a semi-consistent wind from the South and the Race Committee sent us out to the race course.

The course was a two and a half windward/leeward and the left side looked favored. Every boat had a decent start and the first mark rounding saw four boats all within ten boat lengths of each other. As the race continued the boats started to spread out a little. At the leeward mark for the final windward leg, we rounded behind Julia and Fort Worth. Julia was out in front of Fort Worth by about five boat lengths. We were within five boat lengths of Fort Worth and had one remaining leg to dodge the fat lady's lips. Sailing to windward we gained on

our target. As we drew closer to Fort Worth and the finish line, Fort Worth covered us tighter and tighter. In desperation for clean air, we tacked into a header and went approximately four boat lengths before tacking back. Fort Worth did not cover us but sailed the lift. When we tacked back, I made a mental note to make sure the next time I made a wish to use a star. At the finish, Julia had a comfortable first followed by Fort Worth, our team, Colorado, Oklahoma and the other Colorado boat.

With one race to sail, Julia and Fort Worth were tied for the lead. We did the boat rotation and headed back out to the starting line for a two windward/leeward. The wind was starting to act fluke and go light. Since we had sailed the whole regatta without a first place finish, our new goal was to get a bullet. On the first windward leg, we pulled out in front. At the windward mark we had a nice lead, a perfect spinnaker set in the light air as we started downwind sailing a bit above the rhumb line. The other boats were rounding in a bunch and having difficulties setting their chutes. Fort Worth was at the front of the pack, followed by Colorado, Julia, Oklahoma and the other Colorado boat. We started to open up our lead. Most boats were staying close to the rhumb line as they headed for the leeward mark but one boat, Fort Worth, was going real low. We decided to head down and cover Fort Worth. We feared they might get some wind down there all by themselves and leave everyone else behind. This was not the best decision we could have made.

At the leeward mark, we watched and listened as Oklahoma ecstatically rounded the mark first. We followed Oklahoma, Julia and Fort Worth around the mark and two Colorado boats were right behind us. We started back to the windward mark, hoping to regain some of the ground we had lost. Julia and Fort Worth moved in front of Oklahoma on the windward leg. Fort Worth managed to move ahead of Julia by the windward mark. Oklahoma rounded the windward mark in third and we rounded a few minutes later in fourth with Colorado on our stern. On the final leg we managed to hold on to fourth place. Ahead of us we saw Fort Worth cross the finish line first, followed by Julia and Oklahoma.



**APSS**  
Racewear Specialist

**Performance Sailing Catalog**

Call for your copy of our 88-page Catalog.

800-729-9767

Check out our web site for specials:  
[www.APSLtd.com](http://www.APSLtd.com)

# Falling Off

by Heidi Gough

**I**t all started with a challenge from Joni Seifrick: She had a team organized for the Adam's Cup and wanted a good showing from our club. Considering the size of our fleet, there was absolutely no excuse not to have several teams. Our team consisted of Julia "I'm Falling Off" Sulek, Natalie "Iron Woman" Mauney and myself. I figured we would go out and compete and just pray we didn't embarrass ourselves (not to mention our husbands!). The three of us pestered our husbands to the point of irritation, expecting a complete brain-dump of their umpteen years of Scot sailing within a one month period. The scary part is - it worked. If we had to practice one more mark rounding or jibe, I think we would have quit.

The whole experience was an eye-opener for all of us. I guess we didn't know how we'd fare without our spouses calling the shots. I typically crew for my husband, Kelly, and have gotten used to his constant "chatter" - he is so focused on the next shift, where the rest of the fleet is, etc. I, on the other hand, try not to hurt myself or wonder what I'm going to wear to work on Monday.

So imagine our shock in the first race of the quarterfinals when our team was first to the weather mark!! I recall the comment, "Don't look now girls, but we're in first!" It seemed that with each race, our confidence grew and that hey, maybe,

just maybe, we had a clue how to get around the race course!

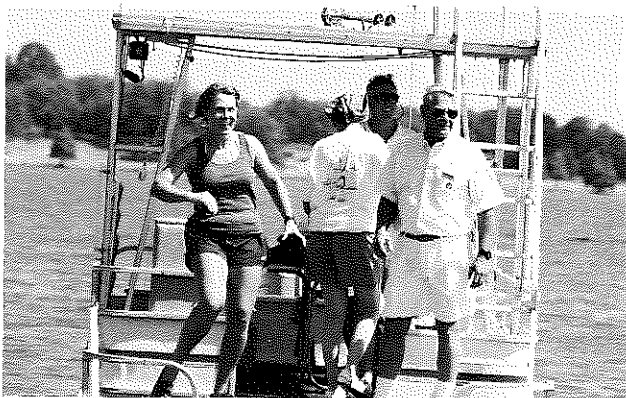
Julia, our pregnant skipper, was absolutely awesome. This mild mannered reporter never missed a beat and showed incredible strength with the high winds and tough conditions. Natalie, who never uttered a word (like she'd have a chance with me on board!) put most of the guys to shame with her spinnaker handling, main trimming around the leeward mark and total calm. There were some tight reaches that would make your toes curl but Natalie just sat back as if out for a Sunday ride. What a treat to race with these two!

My favorite memory of the semifinals was one particular weather mark rounding. When our team first started practicing, it was discovered that Julia, our FEARLESS skipper would not "bare off" when heading downwind. I was accustomed to hearing Kelly say "No No" - but Julia would announce, "I'm falling off."

Natalie and I nearly had whiplash the first few times that Julia said this, thinking that, naturally, she was on her way overboard. We begged her to change the announcement so we wouldn't panic. So at this rounding, we get

hit with a hairy puff and Natalie and I start furiously setting the pole and chute and try to go fast. From the back we hear, "I'm falling off. I'm falling off." Natalie and I keep going, raising the board, getting the chute just so when we hear "No, I'm REALLY FALLING OFF." When I saw deck shoes about eye-level, I realized she means it this time. Knowing that a shrimping skipper is somewhat slow, I grabbed poor Julia by the shirt and threw her back in the boat - and we didn't miss a beat. In fact, I believe it was our best set of the regatta.

By far the most heartwarming story of the Adam's Cup experience was how the Corinthian Sailing Club supported all of us. Countless people told us how proud they were - of our effort, tenacity and skill. From the race committee, to the judges, to the boat owners...each made a point of congratulating us, which meant even more than winning.

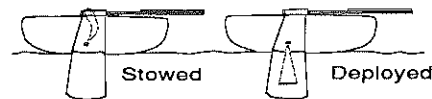


*Adam's Cup Finals Race Committee*



## Always-Ready boarding step

Safe, reliable way to get back in your boat. Easy to install on the rudder (under 10 min.) Easy to deploy even from in the water. Light weight and strong. \$34.95



## Master Helper

Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. \$79.95

Checks are accepted, payable to SBSC. Please include \$5.00 for shipping & handling. Satisfaction is 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

# New Kids on the Block

by Alane Dorr

“Hey Alane, why don't you skipper and put a team together for the Adam's Cup?” “Sure!” What sounded like a fine idea over margaritas and hot dogs at a cookout, later became far more ominous on sober weekend mornings with high winds. Spring in Dallas was full of gusty days and the Adam's Cup quarterfinals weekend was no different. The challenge was more trying perhaps for us three sailors with the least experience.

Kai Kunnapas and Teresa Morris are in their first and second year of sailing respectively, and I, in my third summer of sailing, have skippered for only a few months. Although Teresa was on one team and Kai and I on another, there are some commonalities of experience that we shared by being the “new kids on the block.”

Certain words took on new meaning for us throughout the course of practice and the regatta. The first is the **GENEROSITY** that was shown to us by all of the club

members who gave their time, their concern, their encouragement and their boats (the fools) to us novices. The second is the **NEW RESPECT** that we could feel we were gaining each time we ventured out into that wind. We joined the rank of the *serious* sailors. The third is **CONFIDENCE** in ourselves and our ability to do more than we had done before, and to solve problems on our own. The fourth is **MOTIVATION** for new learning that happens when we part from our usual sailing companion or position and take on a new role in a new team. Learning escalated at an amazing rate, particularly in those five races of the regatta.

What did we learn in this grueling, sometimes scary set of races? We learned to set realistic, obtainable goals such as, stay upright and stay on the boat. This is difficult when you are busy slipping under the leeward scot or dragging in the water with only one foot on board or hanging out over the bow, dangling by a tangled spinnaker halyard. We learned that when

anything goes wrong, first think duct tape! Duct tape can cure many Flying Scot ailments! We learned how to catch fish that are swimming **ON** your boat while you are maneuvering at the starting line, (and we thought Cosmic Fish was the boat's name not its destiny). We learned how to perform (or not) under the unique pressure that high winds and a high profile regatta create. We learned to tie and untie a myriad of knots in tangled lines and to rig and unrig lines as they slipped under the boat and how to shoot from the hip to handle many mishaps. Despite the near drownings, and beating ourselves black and blue from “boat bites” this awesome experience was worth every bruise for all that we gained. We have made positive changes as individuals and as sailors, and have come away with new skills and insights. We belong to a very special club and a most supportive fleet for giving us this opportunity.

## Club Support

by Natalie Mauney

Sailing in the Adam's Cup competition was a first for me in many respects. Although I've been in many regattas, this was the most trained-for sailing event in which I'd ever participated.

Of all the elements that made this competition memorable, our great teamwork, good sailing conditions (July in Texas wasn't as bad as it usually is), and well-rigged boats, the one element that made the most difference was the support of our fleet.

Each one on our team came from highly competitive sailing backgrounds, and each of our husbands spent a great deal

of time, effort, and emotion on our campaign.

Kelly Gough gave us unparalleled training on tactics and crew-work (and helped me improve my spinnaker work). My husband Scott also worked with us on tactics and boat rigging adjustments, and was there to give us an instant replay of every move we had made on each race.

And this support wasn't limited to spouses; our fleet and club made certain that this Adam's Cup challenge was first-rate. Richard Wade gave us advice and insight on down-wind tactics; Ralph “Red Dog” Jones brought enthusiasm and

media attention to this event; our club provided an expert team for race committee (John Diggins, Carol Gough, Roz Bowen, and Randy Robinson); John and Linda Soukup and Chris Sulek fed us well (in some races, we needed the extra ‘ballast’); not to mention all the gracious people who loaned their boats (and helped us work on our docking skills!).

With the support of this talented bunch, I felt honored to be a part of this event. I also know that because of this experience and words of wisdom and encouragement, our team improved as sailors, teammates, and sportswomen.

# 1997 North American Championships Judged a Light-Air Success

by John Slater

**E**ighty-four Scots were on line last August at Lake Norman Yacht Club for one of the largest and best-organized Flying Scot North American Championships ever held.

At the end of the week, Kelly and Heidi Gough of Coppell, TX emerged as the 1997 Champions, taking a third, a fourth, a first and a second in the four races that made up the championship series. Eileen Ewing of Red Bank, NJ and Diane Smith of Lambertville, NJ won the women's championship with a second and a first in a two-race series.

Members of Fleet 48 had been planning the event for 18 months before the first competitor arrived on Friday, Aug. 1, and the planning was apparent to the visiting sailors the moment they entered the club gates. Drivers were met by Fleet 48's Tom DeLux, who assigned parking spaces for cars and trailers.

At registration, they were offered Moravian sugar cookies and plenty of hospitality. Skippers who said they wanted to leave their boats in the water were assigned to specific cleats on the docks.

They also were given a well-organized bag of goodies that included a ditty bag from Schurr Sails, a fluorescent orange cover made by North Sails to place over the masthead while trailering, a water-proof plastic container from Sobstad, four glass tumblers engraved with the name of the regatta, a copy of *"Soundings, the Nation's Boating Newspaper,"* a *Sailing World* reprint describing the new racing rules from The Sail Loft, and a souvenir book of photographs, *"North Carolina: An Intimate View,"* with an introduction by Charles Kuralt.

More organization was apparent when skippers took their boats and sails to be measured. NAC Measurer Bill Ross had recruited and trained volunteers from Fleet 48 and Fleet 27 who made the process painless and hassle-free. (Tell that to the skipper who trailered a club boat to the regatta, only to learn that its rudder had been modified beyond the class tolerances.) Local boats had been measured in July, reducing the regatta workload while providing practice for the measurers.

While the measurers worked away on shore, another group of helpers was organizing the women's championship on the water. Race committee boats, marks, and other accoutrements were ready to go, but the wind wasn't. Racing was postponed until a light southeasterly wind came along.

Twelve all-female crews took part in the event, including two three-person crews. Whitney Hall, the daughter of Graham Hall, and crew Sally Smith won the first race, followed by Eileen Ewing and crew Diane Smith in second place and Felicia Bamer and crew Dana Patton in third.

Trying to take best advantage of the existing wind, the race committee started a second race back-to-back at 12:30 pm. Gina and Patricia DiResta, Greta Mittman and Rene Coleman, Tricia Batchelor and Carrie Berger, Melanie Dunham and Tiger Faircloth, and Susan Domagala, Ellen Fitzgibbon and Cylie Rowell all chased zephyrs on the right

*Continued on page 14*



*Women who participated in the NAC's and the winner of the Regatta*



side of the windward/leeward course, but the wind filled in from the left, relegating them to the back of the fleet.

Eileen Ewing and Diane Smith finished first in that race. Leah Nellis, Sandy Menifield and Cayne Machetti took second place, and Whitney Hall and Sally Smith placed third.

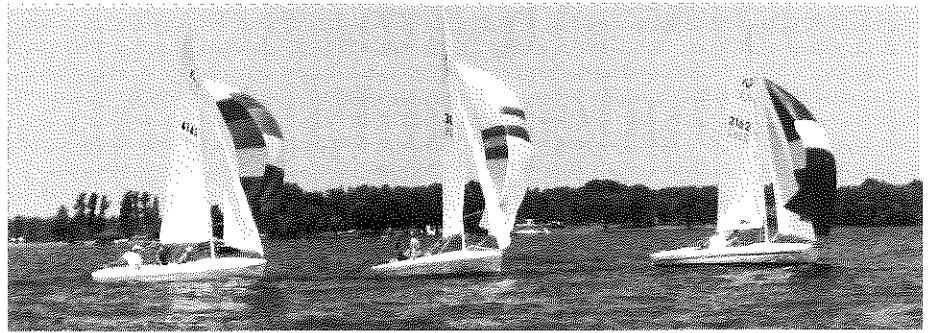
The wind died completely at the end of the race, stranding three boats short of the finishing line, with more than an hour to go in the time limit. After a futile 20-minute wait for more wind, Felicia Bamer and Dana Patton, Vicky Stump and Martha Sullivan, and Carol Sandke and Chris Kicinski accepted their positions.

The wind stayed away the rest of the day, and the women's championship was decided on the basis of a two-race series.

Sunday evening marked the occasion of the regatta's first party, a welcome reception sponsored by Fleet 48 with help from Duke Energy, NationsBank, and Flying Scot, Inc. The limited seating capacity of LNYC clubhouse was expanded with a festive 40 x 60 foot red and white striped tent on the front lawn.

Monday and Tuesday were devoted to determining the assignment to the Championship Division and the Challenger Division. Two light-air windward/leeward qualifying races were sailed on Monday, and then the weather broke.

At Monday night's dinner on the clubhouse lawn, a thunderstorm spawned by a passing front brought intense rain and gusts up to 40 mph. One end of the festive tent collapsed, to the surprise of hungry



Competition at the Ladies NACs

sailors who had chosen to go on eating in the tent rather than seek shelter indoors. The worker who came to re-erect the tent the next morning found that the center poles had been driven three feet into the ground by the force of the wind.

Gerry and Sunshine Hartman's boat was torn from its dock by the storm, still tied to its cleat. The boat was rescued without incident, and everyone hoped the front would keep the wind blowing the rest of the week.

Tuesday brought enough wind for the race committee to try its first Olympic course, a 5.4 mile with an elongated last leg. It was a good test for the competitors, and at the end of the day Marcus Eagan and crew Marc Eagan, Graham Hall and Kris Smith, Bill and Eileen Ewing, Steve "Doc" Bellows and Leah Nellis, and Kelly and Heidi Gough were seeded at the top of a 43-boat Championship Division.

Dan, Terry Dees and Daniel Kolenich, Debby and Paul Stipkovich, Tom Kirtley and Pete Schnerger, Don Smith and Chris Kicinski, and Ed and Carol Sandke headed a 33-boat Challenger Division.

Eight skippers had registered for the Seniors Division, a venerable venue that required a combined age (skipper and one crew member) of at least 120 years. Seniors did not have to qualify. They would sail with the Challenger Division and be scored on their best three races.

Tuesday afternoon marked the first of a series of informal go-fast seminars led by Greg Fisher, who had organized a panel including Doc

Bellows, Ira Cohen, Marc and Marcus Eagan, Kelly Gough, and Graham Hall. Many participants - I counted 87 at this first event - crowded the tent to pick the leaders' brains on how to squeeze the last bit of speed out of their boats.

Wednesday dawned with an 8 - 10 mph wind blowing out of the east-northeast, and the race committee set a 6 1/4 mile Olympic course for the scheduled 0940 start. At the jibe mark, five skippers - Bill Ewing, Peter Salmon-Cox, Marcus Eagan, Kelly Gough, and Graham Hall - had



The 1997 NACs was a great time for all - on and off the water

opened up a 32-second gap between them and the sixth place boat, but by race's end Kevin Northrup had overcome that deficit and shoehorned himself into fourth place. The original five leaders all finished in the top six places.

Blair Boggs, Art Mastoras and Marilyn Mastoras led the Seniors Division at the turning mark, and went on to win the race in their fleet.

By race's end, the wind had gone light and fluky, and although the race committee monitored it carefully until late afternoon, nor further races could be started.

The annual FSSA meeting and dinner were held Wednesday evening at the Mooresville Citizens Center, a 20 minute drive from the club. The food was good, the facility was excellent and the race



Bob (our Class Measurer) and Mary Ellen Neff sailed to a second place finish in the Challenger Division

committee announced an early start for Thursday morning, with plans to sail two races before lunch and try for a third in the afternoon.

And that's exactly what happened. The first race was a two-mile windward/leeward affair which Bill Ewing won in 41 minutes sailing time. Although the winds were variable and shifty, the race committee was able to use essentially the same course for a second windward/leeward, this one lasting about an hour.

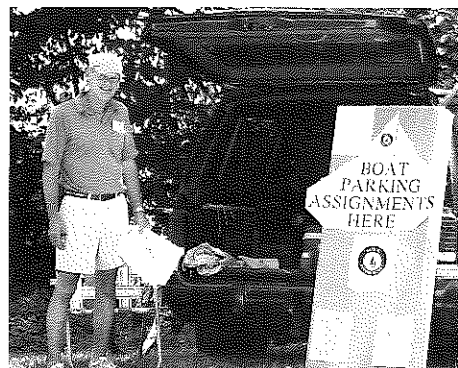
About an hour, that is, after it got started. By Thursday, the competitors were getting edgy, and there were two general recalls before the race finally got underway. The Championship Division split tacks on the windward leg, and at

were over early, the size of the fleet made it impossible to identify all of them. At the start, the wind topped out at 11 mph, the highest wind speed clocked during the week's racing. By the time the Challengers started 10 minutes later, the wind had already waned. It continued to come and go.

Shifting winds required course changes on each of the last two legs of the race, but by the end of the day Thursday the regatta was on schedule.

On schedule, but not to everyone's liking, Bill and Eileen Ewing, who had never lost at Lake Norman, gave up 19 places on the last leg of the third race and were scored PMS in the fourth. And talk about heartbreak - Ed and Carol Sandke were over early in the third race of the Challenger Division. They returned to the starting line, and eventually battled their way back to lead the fleet at the finish. They didn't get the gun, though; the committee ruled they had not completely re-crossed the starting line, an error that cost them second place in the regatta.

Everyone was looking forward to the final race Friday morning, but it was not to be. Friday was one of those August doldrum days, where even the early morning breeze didn't materialize. The race committee postponed without sending the competitors out on the water, and sat back to wait it out. The sailing instructions prescribed that no warning signal could be made after 1250 on Friday, and as that time approached the committee fired three cannons and the 1997 Flying Scot North American Championship Regatta was history, except for the awarding of trophies.



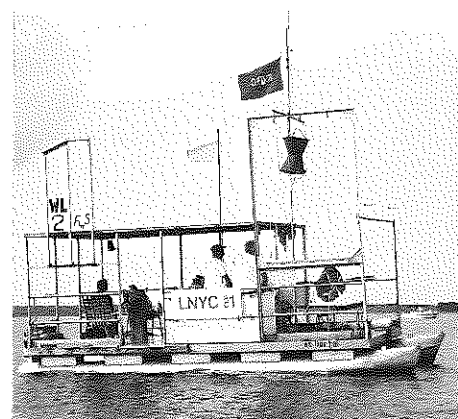
Tom Delux greeting and assigning spots at NACs



Steve Branner, Ohio District Governor, receiving Scots 'n Water Trophy

first it looked as though the right-siders had cleaned up. But after one of those inexplicable wind shifts that afflict inland-lake sailing, everyone arrived at the windward mark pretty much all at once. Kelly Gough, who had gone to the right, was fifth around the windward mark. He was in second at the leeward mark, and wound up winning the race.

After a lunch break, the boats took to the water again for a longer windward/leeward race, twice around a 3.5 mile course. Nervousness was still in evidence, and the Championship Division went through another general recall. Although only half a dozen boats



NAC Race Committee

There was yet another dinner, followed by dancing, but by that time competitors were more interested in saying their good-byes and promising to do it again next year, July 12 - 18, at Lake Carlyle, IL.

Chief judge for the event was J.C. Moore, and the other judges were Ann Newton and Bob Bowden. The principal race officer was Don Sweet. The regatta chairman was Dave Alkire.



Championship and Challenger Winners NAC - Lake Norman 1997

## CHAMPIONSHIP DIVISION

Place	Sail No.	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Total
1	4545	Kelly Gough	Heidi Gough	3	4	1	2	10
2	4916	Marcus Eagan	Marc Eagan	6	7	2	1	16
3	5107	Steve Bellows	Leah Nellis	12	3	3	3	21
4	38	Kevin Northrup	Brock Schmidt	4	2	6	19	31
5	4343	Ira Cohen	Cathy Cohen	7	6	12	8	33
6	4945	Graham Hall	Kris Smith	1	5	20	14	40
7	5047	*Peter Salmon-Cox	June Schneider	5	22	8	7	42
8	8	Paul Lee	Denise Lee	10	9	13	11	43
9	5019	Harry Carpenter	Jimmy Carpenter	8	23	16	10	57
10	2259	*Don Griffin	Barbara Griffin	15	21	22	4	62
11	4140	Gerald Hartman	Sunshine Hartman	14	13	5	31	63
12	2070	*Chuck Gise	Mark Gise, Scot Gise	17	20	14	16	67
13	2601	Melanie Dunham	Bill Dunham	11	18	17	25	71
14	5001	John Meredith	Brain Hayes	24	17	7	26	74
15	4246	*Bill Ewing	Eileen Ewing	2	1	28	44	75
16	4510	Larry Taggart	Carrie Berger	9	16	11	39	75
17	1342	*Jack Stewart	Martha Lee Stewart	26	8	34	9	77
18	5085	Larry Vitez	Ralph Mello	33	41	4	6	84
19	4109	Jerry Dees	"Granny" Dees, Nicholas Dees	37	19	9	22	87
20	4720	Bob Murdoch	Beverly Murdoch	18	28	29	13	88
21	4991	Dan Goldberg	Joni Reis	21	15	23	30	89
22	4017	*Donald Wright	Jon Claas	16	30	25	20	91
23	4761	Tom Lawton	Patti Lowton	13	27	18	34	92
24	264	Bob Summerfeldt	Allyson Summerfeldt	41	10	15	27	93
25	5050	*Richard Newell	Susan Hauser	19	38	26	12	95
26	4938	Anthony DiResta	Regina DiResta	38	11	27	23	99
27	2363	Gary Werden	Dave Jacobsen	35	12	31	24	102
28	3856	Robert New	Michael Mittman	22	26	39	18	105
29	4115	*Bernie Knight	Trish Gardena	36	37	30	5	108
30	3845	Bane Shaw	Ann Shaw	39	29	10	35	113
31	51	Peter Christian	Scott Christian	30	24	21	38	113
32	4048	Daniel Vought	Jennifer Vought	32	14	32	36	114
33	1104	*Starling Gunn	Steve Jones	34	40	19	21	114
34	5126	*Charles Fowler	Nancy Fowler	40	39	24	15	118
35	1263	Steve Comen	Renee Comen	20	33	38	29	120
36	1857	*Ted Kaperonis	Jay Sandke	27	25	36	42	130
37	4449	Mark Shoemaker	Alice Shoemaker	42	31	43	17	133
38	4096	Forest Rogers	Tiger Faircloth	31	32	37	33	133
39	2253	Patrick Glazier	Sean Glazier	29	42	35	28	134
40	3916	Bill McVey		28	35	33	40	136
41	3076	*Thomas Pinkel	Dana Patton	23	36	42	37	138
42	5000	*Paul Moore	Paul Moore III	25	43	41	32	141
43	4862	*George Kunkle	Sandy Kunkle	43	34	40	41	158

## SENIORS DIVISION

Place	Sail No.	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Total
1	3814	Tom Guy	John Davidon	x	2	1	2	5
2	5056	Blair Boggs	Art Mastoras, Marilyn Mastoras	1	6	x	1	8
3	1885	Richard Schultz	Nancy Schultz	2	3	3	x	8
4	1280	Jake Barnhardt	John Gibbons	5	1	x	3	9
5	171	Hal Walker	Joe Zammit	x	4	2	4	10
6	1003	Curtis Torrance	Ray Vance	3	5	6	x	14
7	1292	William Robertson	Kathy Robertson	x	8	4	6	18
8	3029	Donald Hott	Charlotte Hott	7	7	x	5	19

### CHALLENGER DIVISION

Place	Sail No.	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Total
1	4257	John Beery	Ryan McRee	2	11	8	6	27
2	4884	*Bob Neff	Mary Ellen Neff	7	1	2	20	30
3	3882	Felicia Bamer	Dana Patton	26	3	1	3	33
4	5005	*Don Smith	Chris Kicinski	3	6	9	16	34
5	4296	*Jim Harris	Suzie Stombaugh	11	10	11	2	34
6	4722	*Frank Gibson	Debbie Gibson	5	5	20	5	35
7	1290	*Bill Ross	Brad Russell	6	22	3	7	38
8	3929	Bill Vogler	Greta Mittman	1	14	15	9	39
9	1518	Jim Leggette	Mike Funk	4	8	17	12	41
10	4301	*Debby Stipkovich	Paul Stipkovich	14	9	5	17	45
11	2324	*Dave Batchelor	Tricia Batchelor	9	29	7	1	46
12	3638	Mike Duncan	Dorothy Duncan	19	19	4	8	50
13	3805	Gina DiResta	Patricia DiResta	13	16	24	4	57
14	4852	Charles Alday	Steve Wiseman	12	20	12	14	58
15	4348	Steve Branner	Martin Klapproth	16	7	6	31	60
16	3438	Ed Sandke	Carol Sandke	8	2	34	18	62
17	4162	*Dennis Leffler	Dave Alkire	18	15	10	23	66
18	4719	Tom Kirtley	Pete Schnerger	20	13	16	19	68
19	4565	Ralph Rieu	Stacey Rieu, Melissa Rieu	22	17	19	13	71
20	4952	Ken Gorni	Shirley Gorni	24	12	21	15	72
21	5075	Bill Robertson	David McClung	21	25	18	11	75
22	4865	Gracia Slater	Amy Pitser	27	4	22	22	75
23	4211	Dan Kolenich	Terry Dees Kolenich, Daniel Kolenich	10	27	13	26	76
24	3401	Morris Willey	Victoria Willey	15	24	27	10	76
25	2762	*Roger Quinn	Jerry Jasper	17	28	14	30	89
26	3763	*Frank Vandall	Sheila Vandall	23	18	30	21	92
27	4367	Lance Gucwa	Michael Gucwa	28	21	23	24	96
28	133	Jery Lane	Gene Lane	25	30	25	27	107
29	4202	Donna Mohr	Jon Hamilton	30	26	26	25	107
30	5064	Ed Cherry	Kim Cherry, Robert Healey	31	23	29	29	112
31	2300	John Russell	Richard Rykens	33	31	31	28	123
32	4462	Brian Sigmon	Suzanne Sigmon	32	32	28	32	124
33	2707	*Roger Schermerhorn	Pat Schermerhorn	29	34	34	34	131

### WOMEN'S CHAMPIONSHIP

Place	Sail No.	Skipper	Crew	Race 1	Race 2	Total
1	4246	Eileen Ewing	Diane Smith	2	1	3
2	4945	Whitney Hall	Sally Smith	1	3	4
3	5107	Leah Nellis	Sandy Menfield, Cayne Machetti	7	2	9
4	4140	Susan Domagala	Ellen Fitzgibbon, Cylie Rowell	6	5	11
5	3882	Felicia Bamer	Dana Patton	3	10	13
6	2601	Melanie Dunham	Tiger Faircloth	4	9	13
7	2162	Susie Stombaugh	Peggy Woodworth	11	4	15
8	3805	Gina DiResta	Patricia DiResta	8	7	15
9	1550	Vicky Stump	Martha Sullivan	5	11	16
10	2324	Tricia Batchelor	Carrie Berger	9	8	17
11	3856	Greta Mittman	Rene Coleman	12	6	18
12	3438	Carol Sandke	Chris Kicinski	10	12	22

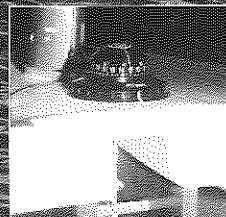


# FLYING SCOT®

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

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

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

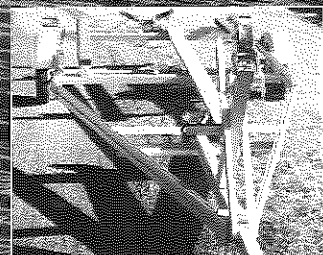
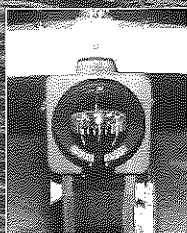


## Aquameter Sailor II Compass and Mount...

Features large, yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete..... \$62.00

## Plasimo Contest Tactical Compass and Mount...

3 7/8" 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 trucked down and shipped by truck (assembly required).... \$1510.00

## Stainless Steel Mast Sleeve...

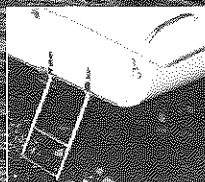
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws..... \$131.25



## 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



## Flying Scot® Shirts & Caps ...

Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit.

The perfect summer cap - In four great colors! Made of Poplin with Flying Scot Sailboat embroidery.

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

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

## Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa or MasterCard accepted.

157 Cemetery Street • Deer Park, MD 21550

E-mail: FSCOTHEC@aol.com • <http://flyingscot.com>

Phone 301-334-4848 • FAX 301-334-8324

Monday-Friday, 8am-4pm and Saturday, 9am-11am

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.



# Special Award Trophy Winners

## CHAMPIONSHIP DIVISION

- \* Kelly & Heidi Gough, Gordon K. Douglass Trophy, 1st Place
- \* Marcus Eagan & Marc Eagan, Howard Boston Yacht Sail Trophy, 2nd Place
- \* Steve Bellows & Leah Nellis, George L. Foster Trophy, 3rd Place
- \* Kevin Northrup & Borck Schmidt, Ratsy & Laphorn Trophy, 4th Place
- \* Graham Hall & Kris Smith, Race Winners, Race 1 (Maxine Elam Trophy)
- \* Bill & Eileen Ewing, Race Winners, Race 2
- \* Kelly & Heidi Gough, Race Winners, Race 3 (John C. Jones III Memorial Trophy)
- \* Marcus Eagan & Marc Eagan, Race Winners, Race 4 (Buddy Pollack Trophy)

## CHALLENGER DIVISION

- \* John Beery & Ryan McRee, Max and Mary Doolittle Trophy, 1st Place
- \* Bill Vogler & Greta Mittman, Race Winners, Race 1 (Fred Crapo Trophy)
- \* Bob & Mary Ellen Neff, Race Winners, Race 2
- \* Felicia Bamer & Bill Clark, Race Winners, Race 3
- \* Dave Batchelor & Tricia Batchelor, Race Winners, Race 4

## SENIORS DIVISION

- \* Tom Guy & John Davidson, 1st Place
- \* Blair Boggs & Art & Marilyn Mastoras, 2nd Place
- \* Dick & Nancy Schultz, 3rd Place

## MASTERS

- \* Peter Salmon-Cox & June Schneider, 1st Place
- \* Don & Barbara Griffin, 2nd Place
- \* Chuck Gise & Mark & Scot Gise, 3rd Place

## MISCELLANEOUS AWARDS

- \* Kelly & Heidi Gough, *Paul C. Schreck Trophy*  
- Most First Places (Qualifiers and Final Series)
- \* Marcus Eagan & Marc Eagan, *Bill Singletary Trophy* - First in Qualifying Series
- \* Jerry Dees, Juanita "Granny" Dees & Nicholas Dees *Mary Douglass Trophy*  
- Best Family-Sailed Boat with Ladies on Board
- \* Kelly & Heidi Gough *Ted and Florence Glass Trophy*  
- Best Boat with Husband/Wife Crew.
- \* Melanie Dunham *Huron-Portage Yacht Club Trophy*  
- Highest-Placing Woman Skipper
- \* Bob & Mary Ellen Neff *Nancy Roman Trophy*  
- Challenger Division, Highest Finisher with Woman Aboard
- \* Peter Salmon-Cox *Huron-Portage Yacht Club Trophy* - First Place Masters
- \* Marcus Eagan & Marc Eagan *Father/Son Trophy* - Best Sailed Boat with Father and Son on Board, with One as Skipper
- \* Fleet 6, *Fleet 1 Trophy*  
- Best Fleet in NAC Counting Top Three Finishers

\* Paul Lee

*Detroit Yacht Club Cup*

- Best Sailed Club-Owned Flying Scot

\* Lance Guwra from Poway, CA, Skipper Traveling Greatest Distance to the NAC (c. 2,394 miles)

## SCOTS 'N WATER TROPHIES

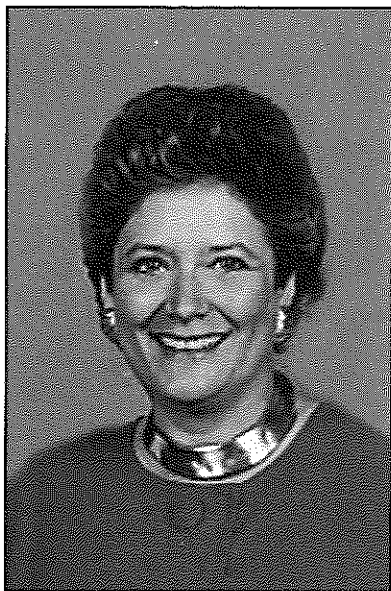
- \* E. Paul Moore III - *Photo Trophy*
- \* Steve Branner - *District Governor Trophy*
- \* Mike Palm - *Individual, Most Help Trophy*
- \* *Fleet Trophy* - was not returned to be presented.



## FLYING SCOT 5056 SPOTTED IN CHINA

*In May, 1997, Mason and Pat Colby (FS 1973) from Cincinnati, Ohio traveled for three and a half weeks in China. The Great Wall and the Terra Cotta Soldiers were of course astounding to see, but the most startling sight was FS 5056 enshrined in the atrium of Shanghai's new and glitzy New World Department Store. It's right in the entrance at the foot of the interior glass elevators and can't be missed by the millions who pass by. It's not going to be sailing away soon as it was in the process of being set in a blue ceramic tile seascape. A nearby staff person explained it was there for decoration, they weren't selling them. They couldn't have picked a prettier boat!*

# Meet the Staff



Nancy H. Cooper

*In an effort to better acquaint you with the FSSA staff, we will run an article and picture in each issue of Scots 'n Water until all staff members have been identified.*

Nancy Cooper, Vice President of Communications for J. Edgar Eubanks has been with the company for fifteen years. Nancy's main responsibility with Flying Scot Sailing Association is publishing *Scots 'n Water*. Nancy also holds the title of Webmaster and helped design the FSSA web page.

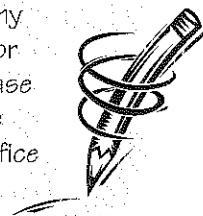
A native Columbian, Nancy is the mother of one son, Brian, who is a student at the University of Tennessee. In her spare time, she enjoys traveling, playing bridge, and surfing the Internet.

## ATTENTION ALL FSSA MEMBERS!

We REALLY appreciate all the photos you send in for publication and we would like to have more!

The new policy is for any photos that you would like returned to you, please write your name and address on the back of the photos and we will return them as soon as possible.

If you have any suggestions or questions, please contact the Association office



## Midwest Sailing

SAILING SPECIALISTS SINCE 1963

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

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

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

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

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

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

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

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

# Fleets In

**REGATTA ORGANIZERS:** For whatever reasons, we have received very few regatta reports to date this year. We know that regattas are being run! Why haven't we heard from you?

**FLEET CAPTAINS:** Why not send in the results of your season and series championships? We will gladly publish the winners for you. Send 'em in!

## 1997 FLEET OF THE YEAR: FLEET 157

Fleet 157, from the Monmouth Boat Club of New Jersey, narrowly edged out Fleet 1, from Cowan Lake, Ohio, to claim Fleet of the Year honors for 1997. Bill Ewing, Fleet 157's representative at the North American Championships, accepted the perpetual trophy on behalf of Fleet Co-Captain Jackie Cattanach who submitted the winning entry. Rounding out the top five were Fleet 48 (Lake Norman, NC), Carlyle Lake (Carlyle, IL), and Fleet 80 (Pittsburgh, PA). A total of 12 entries was submitted.

Fleet 157, chartered in 1987, currently has 27 members and sponsors a 20-race local schedule. Their members have also participated in district, regional, and national events (wife-husband, Canadian Championships, and NACs). They have also contributed articles to *Scots 'n Water*, and most of their members belong to FSSA.

What gave Fleet 157 the winning edge was the creative ideas used to develop fleet membership. In 1997, they sponsored two potluck dinners (spring and fall), hosted a tuning and rigging seminar (to which other fleets were invited) with guest speaker Greg Fisher, coordinated a fleet purchase of bow bags and organized a work party to perform the installation, hosted a highly attended awards banquet at their "Haulout Dinner" at Monmouth Boat Club, and published a regular Fleet Newsletter.

Fleet 157 also initiated a new trophy for fleet members. This trophy is based heavily on participation, with only a minor emphasis on performance. The purpose of this trophy is to provide a reward for attendance at fleet and club events, running an event, serving on race committee, and participating in the water events.

The other Top Five fleets also earned extra credit for fleet development ideas or other creative initiatives. Fleet 1, winner of the award in 1996, hosted the 40th Anniversary Regatta which was a great success and well attended, and which will be (if not yet) the subject of a



feature article in *Sailing World* magazine. Fleet 1 also presented a Red Cross Learn to Sail Course, staffed booths at the Cincinnati Annual Boat and Outdoor Show, provided trainers and boats for the Cowan Lake Sailing Association Teen Training Camp, sponsored a special day of sailing for deaf teens, participated heavily in Cowan Lake's annual Women's Training event, and (as previously illustrated in *Scots 'n Water*) put on a spectacular Flying Scot Christmas Lighting Display consisting of a lit-up fully rigged Scot on a member's front lawn!

Fleet 48 hosted the 1997 NACs, hosted an annual fleet meeting/dinner, sponsored an evening dinner and cruise, and provided boats and trainers for a local sailing camp.

Fleet 83, host of the 1998 NACs, sponsored an early-season Open House attended by over 130 people, followed by two Learn-to-Sail Saturdays. Each of

their fleet meetings had a "theme" such as Mardi Gras, with the emphasis on socializing. As a result, attendance increased over 50 percent. They also teamed experienced sailors with novices to offer advice on basic boat handling and spinnakers, and held a challenger series for novices. As a result of these efforts, participation in the local racing program doubled from 1996!

Fleet 80 is heavily involved in the Lake Arthur Community Sailing Program, which is to encourage non-boat owners to sail and try their hands at racing. They also sponsored several social events throughout the year including a summer Corn Roast and fall Awards Banquet. They sponsored a Marina Regatta and cookout in a part of the lake not normally used for racing, to attract boats moored at the lake's marina to participate. Fleet 80 members provided instructors for the Lake Arthur Red Cross Learn to Sail course. They also sponsored a spring series of sailing seminars to introduce new sailors to the sport. In 1997, guest speaker Robin Davies gave a fascinating slide show documenting his participation in the Whitbread Around-the-World Race.

As you can see, each of these fleets used creative ideas to foster fleet development and membership, and to promote the sport of sailing. Perhaps your fleet may wish to consider adapting some of these ideas! Also, if your fleet captain failed to submit an entry for your fleet in 1997, remind him/her to do so in 1998. Nomination forms are sent each year to each fleet captain to fill out, and copies of the form (revised in 1997) are available from the FSSA office and are published in the Handbook.

*Continued on page 22*

Continued from page 21

## 29TH BUCKEYE REGATTA A HUGE SUCCESS

Fleet 37 out of Hoover Yacht Club, Columbus, Ohio, hosted the 29th Annual Buckeye Regatta on May 17 & 18 at scenic Hoover Reservoir just north of Columbus. Seventeen boats participated in the Regatta with boats coming not only from the Central Ohio area, but also West Virginia and Pennsylvania. Two separate fleets raced, a Spinnaker Fleet and a Jib and Main Only Fleet. Ideal conditions with strong and steady winds greeted the first day's racers and sailing was intense and competitive. The second day of sailing began under light and shifting winds but by the second race, conditions improved and there was plenty of air to test everyone's skill and nerve.

The six race format allowed a one race throw-out. The results are as follows:

### Spinnaker Fleet:

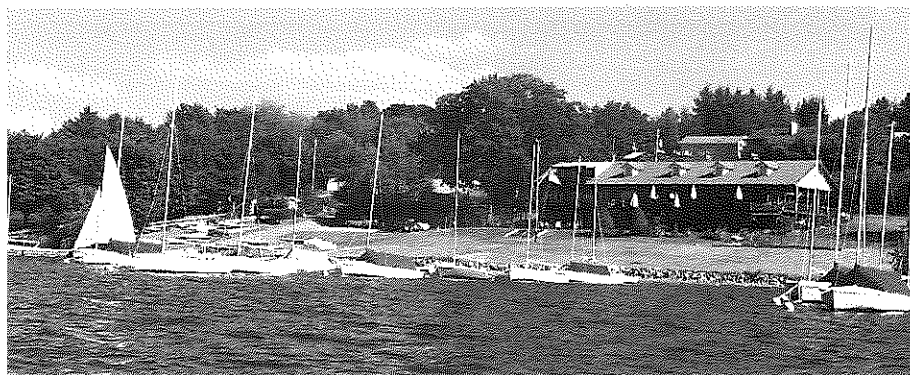
- #1 - Jack Stewart  
Atwood Lake Yacht Club
- #2 - Mike Cullen  
Hoover Yacht Club
- #3 - Steve Branner  
Cave Run Sailing Association
- #4 - Jack Rudy  
Cowan Lake
- #5 - Bernie Knight

### Jib & Main Fleet

- #1 - Dick Staat  
Hoover Yacht Club
- #2 - John Niestlic  
Hoover Yacht Club
- #3 - Jerry Bean & Ross Long (Tied),  
Hoover, Yacht Club
- #5 - Chris Fogle  
Hoover Yacht Club

Both the racing and the hospitality were outstanding as everyone enjoyed a great weekend regatta. The 30th Buckeye Regatta will be run next May (3rd weekend in May) and Hoover Yacht Club extends a welcome to all Flying Scot sailors to participate.

## THE SANDY DOUGLASS INVITATIONAL FLYING SCOT REGATTA AT DEEP CREEK LAKE



The Sandy Douglass Memorial Invitational Regatta (which is also the Maryland State Championship Regatta) was sailed at the Deep Creek Lake August 26 and 27, 1997. This regatta, hosted by Flying Scot Fleet #6, was planned for five races, three on Saturday and two on Sunday. We had visiting boats from all over the Northeastern U.S. and one boat, skippered alternately by John and Marie Coolidge came from Chattanooga, TN. The regatta was held at the Deep Creek Lake Yacht Club at Turkey Neck. Our visiting sailors stayed, for the most part, with members of the two yacht clubs on the lake and took their meals at the Turkey Neck club.

Sailing on Deep Creek Lake was a new experience for some of our visitors. Deep Creek Lake is a mountain lake at an elevation of almost 2500' with the surrounding hills and ridges rising another 500' to 1000'. So there may be a prevailing wind direction but as the wind swirls around the hills and down the lake coves that are generated by the topography it is not unusual to have 45 degree shifts and 15 degree shifts are constant. The shifts are so pronounced that most racing sailboats on Deep Creek Lake do not have tacking compasses...they are just not needed. And choosing the favored side of the weather leg can make several minutes difference in sailing time to the weather mark.

The first race went off on Saturday at 11:00 am in light air, about 3-5 knots from the northwest, followed by lunch at the Turkey Neck Yacht Club. The second and third races were sailed back-to-back after lunch. Just before the start of the third race the fleet was milling around waiting for their start, I thought I heard a

dog bark very close by. I looked around and sure enough there was a dog in the bow of a visiting Flying Scot. I hailed them and asked jokingly if he was asking for right-of-way. The couple in the boat with the dog laughed and said it wasn't their dog that had barked, the bark had come from on shore. The three races on Saturday went off without major incident and the tired racers enjoyed a dinner featuring barbecued pork ribs and chicken.

On Sunday, the winds were stronger, 5-10 knots from the west, and two races were sailed back to back in cloudy weather just right for sailing.

At the brief awards ceremony Jack Stewart, upon receiving a fifth-place trophy in the Champion Fleet, said that ever since his wife Martha had become eligible for Medicare last year, they had "trophyed" every regatta they've sailed in. This remark brought a warm round of applause from the gathering.

Meredith Dodd, 11 years old, and a regular at the Deep Creek Sailing School came in second in the Challenger Fleet against stiff competition with her aunt Jennifer Meredith as her crew.

### Regatta Results

**Championship Fleet:** John Meredith and Tony Kaminski, first; Dan Neff and Christine Hinkley, second; Harry and Connie Carpenter, third; Rob and Patricia Fowler, fourth; Jack and Martha Stewart, fifth; Allison Felix and Dick Gregory, sixth; Don and Barbara Griffin, seventh.

**Challenger Fleet:** Gary, Alice and Ryan Schubert, first; Meredith Dodd and Jennifer Meredith, second; Al and Jean Thagard, third; Ken Gibbs and Susan Meehan, fourth; Karl Rath and Al Riebel, fifth.

# Starting Line

Note: Please send all regatta notices to the Association Office

## 1997 Sugar Bowl Regatta

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

All FSSA members are invited to participate in this year's Sugar Bowl Regatta in New Orleans. Three to five races will be attempted. SYC has three electric hoists and a ramp, and a full service clubhouse. To our winter bound friends, we invite you to dust the snow off your Scot and join us. If the weather should happen to turn too nasty to sail, there's always the Riverfront and Bourbon Street! And if your favorite college team happens to be playing in the Sugar Bowl football game, you might want to stay around for that as well!

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 Ruth Elder, 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 Championship

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

The bi-annual Flying Scot Canadian Championship is scheduled for August 22 & 23, 1998. This regatta is famous for its hospitality and competitive racing. Accommodations are provided through billeting at local cottages. All meals from Friday night's arrival to Sunday afternoon's departure are supplied at the Stony Lake Yacht Club. There will be four races, two on Saturday and two on Sunday. A rechallenge of Team Canada vs Team USA paddling-a-scot is planned for the Saturday evening cocktail hour.

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

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

### 6 STYLES:

**MOORING** FROM \$364  
FULL DECK OVER THE BOOM  
(PICTURED)

**TRAILING/MOORING** FROM \$319  
FULL DECK COVER FOR TRAILING &/OR  
FITS WITH MAST UP

**SKIRTED** FROM \$413  
BOTH TRAILING & MOORING VERSIONS

**COCKPIT** FROM \$231  
BOOM TENT THAT COVERS FROM MAST  
OF TRANSOM

**BOTTOM COVER** \$297  
SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

**RUDDER COVER:**  
FLANNEL LINED \$43  
FOAM PADDED \$55

### Here are the simple facts:

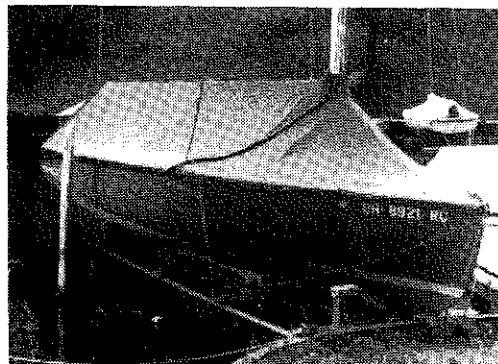
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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

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

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

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



**INVEST IN THE BEST!**

**VISA/MC ORDERS CALL  
SANDY: (937) 862-7781**

 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305 • www.beanbag.com



# Flying Scot New Membership

Fleet #	Boat #	Name	Address	City, State & Zip	E-Mail Address
<b>Capitol District</b>					
	4461	John C. Dauber	516 Roslyn Avenue	Erie, PA 16505	
	5039	Brooke W. Strohman	7802 Kavanagh Road	Baltimore, MD 21222	
	5112	Kevin Rossiter	8634 Hayshed Lane	Columbia, MD 21045	
	2236	Bill Monroe	200 Sylvia Drive	Yorktown, VA 23693	
		Paul Brown	1634 E. Butler Park	Ambler, PA 19002	
	4614	David R. Watt	508 Tulip Road	Annapolis, MD 21403	
	3759	Leslie Middleton	1608 Oxford Road	Charlottesville, VA 22903	
		Kevin Maxwell	14216 Chimney House Road	Midlothian, VA 23112	
	4968	Burt Palmer	4312 Rolling Stone Way	Alexandria, VA 22306	
	4020	Robert & Gismunde Kramer	14919 Largo Vista Drive	Haymarket, VA 20169	
		Fran Marinaro	507 Kingston Road	Baltimore, MD 21229	
6	3401	Morris H. Willey	1183 Pocahontas Road	Frostburg, MD 21532	
6	2112	Lynn Workmeister	18 Sandringham	Cumberland, MD 21502	
6	2901	Dave Bertsch	514 East Green Street	Oakland, MD 21550	
42		Bob Strang	8331 Snowden Oaks Place	Laurel, MD 20708	
163	3551	John Dennison	322 S. Concord Road	West Chester, PA 19382	
163		Tom Stone	502 Mortgantown Road	Honeybrook, PA 19344	
<b>Carolinas District</b>					
	4094	Paul D. & Donagh Nechodom	102 Sugar Creek Court	Greer, SC 29650	
	0839	Kirby (Kip) Smith	Box 25552	Greenville, SC 29615	
	2777	George N. Vann	1211 Fairfax Drive	Raleigh, NC 27609	
	5154	David L. Weekes	PO Box 17977	Greenville, SC 29606	
	5143	Charles C. Lamm	PO Box 328	Boone, NC 28607	
27	-4107	David J. Cherveney	10405 Markwood Court	Raleigh, NC 27613	
27	2137	James & DIanna Whittaker	607 Trappers Run Drive	Cary, NC 27513	
48	4144	Bob Bowden	20221 Riverchase Drive	Cornelius, NC 28031	
48	5135	Craig Milliken	111 Pelican Court	Mooreville, NC 28115	
<b>Greater NY District</b>					
	5116	Michael I. Chanin	78 Gilbert Avenue	Hamden, CT 06514	
	4656	Gregg Dietrich	PO Box W, Gracie Station	New York, NY 10028	
	0993	Sandra & Dan Harrison	66 Deer Run Road	Woodbridge, CT 06525	
	0574	S. David Koonce	168 Boggs Hill Road	Newtown, CT 06470	
	4448	Thomas R. Young	31 W. Brother Drive	Greenwich, CT 06830	
	4216	Mark Beaton	72 Beaton Road	Brick, NJ 08723	
	4219	Mike Guadagno	14 Riverview Road	Monmouth Beach, NJ 07750	
		Ryan Minth	27 East 63 Street	New York, NY 10021	
7		Peter Cummiskey	345 East 80th Street	New York, NY 10021	
46	4393	Martin Blaustein	81 Emerson Place	Valley Stream, NY 11580	
10	4806	Joseph J. Winowiecki	101 Clark Street, Simplex 2	Brooklyn, NY 11201	
10	4289	Christopher Cuttone	33 Winnie Road	Center Moriches, NY 11934	
142	4246	Charles & Dorothy Chapman	59 Topstone Road	Ridgefield, CT 06877	
162	4392	Richard Brown	212 Saint Claire Avenue	Spring Lake, NJ 07762	
<b>Gulf District</b>					
	3215	Gail Hamilton	10 Northwest Court	Little Rock, AR 72212	
		Roy Troendle	5067 Shoshone Drive	Pensacola, FL 32507	
	1559	David Gursoy	1230 Goldfinch Way	Napies, FL 34105	
		Rusty Dockery	615 Hartford Drive	Tuscaloosa, AL 35406	
		Joe Blubaugh	PO Box 98	Bulls Gap, TN 37711	
	3752	Russel Simpson	2801 Garth Road	Huntsville, AL 36801	
	co2490	Randall E. Kemp	103 Ridgewood Drive	Trussville, AL 35173	
13	2677	Glenn Myrick	111 Ridgeside Road	Chattanooga, TN 37411	
87		Leah Nellis	706 E. Jackson Street	Pensacola, FL 32501	
98	co4916	Marc F. & Marcus Eagan	6722 Catina Street	New Orleans, LA 70124	
102	4571	Current Skipper 4571	PO Box 218	Gulf Shores, AL 36547	
111	1044	Jeffrey Ball	628 Waldo Street, SE	Atlanta, GA 30312	
118	-3259	James C. Johnson	1784 Shades Crest Road	Birmingham, AL 35216	
118	2490	Dennis Blass	111 Cooper Avenue	Trussville, AL 35173	
<b>Michigan-Ontario District</b>					
	0604	Thomas Wittkopp	360 N. Shore Drive	Crystal, MI 48818	
	1526	Anne Louise Meeks	101 Welt Road	Roscommon, MI 48653	
	0577	W.M. Kuzon	4182 Glen Eagles Court	Ann Arbor, MI 48103	
	5145	Joan Kindler	10901 Bollingwood Place	Fort Wayne, IN 46845	
	2932	Jerry Raugh	PO Box 263	Hillsdale, MI 49242	
20	-0868	Keith A. Kobet	7949 Canton Center Road	Canton, MI 48187	
20	2397	Jeffrey Witzburg	9650 Winterset Circle	Plymouth, MI 48170	
20	3003	Raburn Howland	11600 Algonquin	Pinckney, MI 48169	
<b>Midwestern District</b>					
	4747	Michael Bernhard	3522 Lake Mendota Dr.	Madison, WI 53705	
	5131	Jeni LeClair	4441 Woodland Duck Drive	Vadnais Heights, MN 55127	
	4624	Merlin Dewing	6045 Whitney Circle	Shorewood, MN 55331	
	0992	Dr. Harold Wilens	3567 Country Club Road	Petoskey, MI 49770	
		Dale Herman	612 57th Street	Downers Grove, IL 60516	
	3826	John Swanson	116 Woodside Court	Neeah, WI 54956	
3	0527	Eric, Karyn & Carl Herndon	2241 Greenwood	Wilmette, IL 60091	
114	2199	Robert Mahaney	320 S. Main Street	Delavan, WI 53115	
114	4728	Ron Poole	3852 Celeste Lane	Naperville, IL 60564	
114	2730	Fred Stritt	PO Box 482	Delavan, WI 53115	

**New England District**

3533	Carl R. Persson	17 Oak Street	Medway, MA 02053
5088	Harry Seidel	62 Emily Lane	Newbury, NH 03255
0486	William H. Tierney	26 Recreation Park Drive	Hingham, MA 02018
2419	Lyles Forbes	15J Stone Street	Beverly, MA 01915
4658	John Lubrano	8 George Street	Great Barrington, MA 01230
3366	John Bielefeld	19 Ernie Drive	Littleton, MA 01460
0065	Eric A. Maslem	64 Sutherland Road	N. Attleboro, MA 02760
76	4159	Michael P. Koretz	Sharon, MA 02067
148	4249	Scott & Barb Handler	West Falmouth, MA 02574

**New York Lakes District**

0147	David L. Hughes	5517 Trenton Road	Deerfield, NY 13502
43	0822	Robert Koepper & Terry Robertson	Baldwinsville, NY 13027
104	1227	Dale Stanton	Sherrill, NY 13461
161	1878	J. Emmett McCarthy	Mechanicville, NY 12118

**Ohio District**

-2993	J. Marvin Quin	1 Kenton Furnace Drive	Ashland, KY 41101
1451	Michael A. MacAllister	143 Rizzi Drive	Irwin, PA 15642
	Thomas J. Tamsay	RD#1, Box 942	Ruffsedale, PA 15679
3560	Ken Ross	3397 Lyon Drive	Lexington, KY 40513
2565	Richard B. Mills	3722 Addington Court	Fairview Park, OH 44126
0134	James A. Haught	15KH Lakeshore Drive	Charleston, WV 25313
1	3699	Robert A. Peterson	Cincinnati, OH 45231
37	2370	Ellery Block	Westerville, OH 43081
80	5159	Paul J. Rowan	Pittsburgh, PA 15237
165	5148	Joel & Jacqueline Damron	Versailles, KY 40383

**Pacific District**

4235	Nathan B. Dozier	PO Box 753	Centerville, UT 84014
	Natalie Pride	19315 59th Place, NE	Seattle, WA 98155
	Ruth Berkowitz	710 North Point	San Francisco, CA 94109

**Texas District**

	Robert D. Hunkins	13711 Ludgate Pass	Houston, TX 77034
1950	David Porter	2114 Baxter Lane	Nacogdoches, TX 75964
3442	Joe Garfunkel	3700 Kingwood Drive, Apt. 3507	Houston, TX 77339
23	1327	James L. McNutt	6710 Dickens
23	3856	Carroll Hix	Dallas, TX 75231
23	4545	Steve Carter	3108 Crickett Drive
23	0197	Chandler Woods	258 Suzanne Way
23	0889	Ted Perna	5534 McCommas Boulevard
			Dallas, TX 75206
			Garland, TX 75044

**Florida District**

4415	William Barish	420 West Palm Street A-28	Lantana, FL 33462
	Sharon Martin	433 Richard Road	Rockledge, FL 32955
	Thomas & Kimberley Kidd	13225 SE 120th Street	Ocklawaha, FL 32179
90	1299	Linda C. Raattama	Miami, FL 33139
90	2912	F. Robert Quinlivan	5791 SW 74th Terrace, Suite 8
			South Miami, FL 33143

Brighten your sailing -- choose our  
Flying Colors triradial spinnaker.  
Improve your speed with your  
color customized chute.



**Fowler Sails, Inc.**

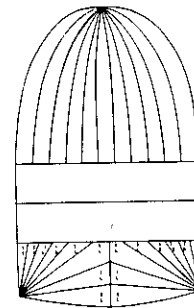
2210 N. W. 14th Street 10  
Miami, Florida 33125

Phone (305) 638-8885

Fax (305) 636-2620

email: [scotsails@fowler-sails.com](mailto:scotsails@fowler-sails.com)

[www.fowler-sails.com](http://www.fowler-sails.com)



Making Flying Scot sails since 1974

Flying Colors JCF/3

Mainsail model D 91/2R

Jib model TX7

Contact us for prices and spinnaker color options

# SCHURR SAILS

*Excellence in Design, Fabrication & Service*

## Design

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

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

## Fabrication

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

## Service

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

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

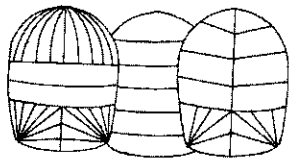
Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

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

Price includes bag, battens and royalty.

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

### Mark Colors On Diagrams



TRIRADIAL    CROSS-CUT    BIRADIAL

### SPINNAKER COLORS

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



**Pensacola Loft**  
 490 South 'L' Street  
 Pensacola, Florida 32501  
 904/438.9354 / Fax: 904/438.8711  
 e-mail: [schurr@schurrsails.com](mailto:schurr@schurrsails.com)  
<http://schurrsails.com>



# Caveat Emptor

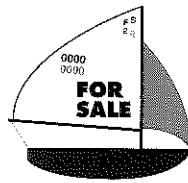
Submissions for Caveat Emptor must be 50 words or less.

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 3000-** Douglass built and Sandy Douglass owned and sailed. Dry sailed/stored inside. Yellow with pale yellow deck, blue boot top, one set shore sails, spinnaker, small cover, galvanized TeeNec trailer. \$4500. Call Mary T. Douglass at (970) 259-8402.



**FS 3870-** Clean boat, three sets of sails, two spinnakers, cover and trailer. Located in Brick, NJ. \$5000 or best offer. Call John Shikoluk at (732) 477-5641 after 7 pm.

**FS 4095-** Douglass, Ivory hull and deck with red trim. Schurr sails windowed; motor mount; TeeNec trailer with spare. Never raced, occasionally sailed. Garage stored. Good condition. \$4990. Call Ron Carlile at (205) 257-5811 (day) or (205) 620-4118 (eve) or email: ron.carlile@scsnet.com

**FS 4762-** Douglass, silver with black stripe, race ready, two suits of sails, spinnaker. Won regatta with newer suit of North sails; installed bouyancy bags fore and aft. Two covers, anchor, trailer with nosewheel jack and spare wheel, compass, outboard and factory bracket. \$6500. Please contact Chris Coffing at (757) 446-4034 (day) or (757) 623-4815 (eve).

**FS 4904-** Light blue hull, white deck; Schurr main, jib and spinnaker; racing package. Galvanized trailer with spare tire, dry sailed and covered. Excellent condition. Located in Memphis, TN area. Call Jerry Yates (901) 867-4645 (W) or (901) 755-4724 (H).

**UNITED STATES POSTAL SERVICE**  
Statement of Ownership, Management, and Circulation (Required by 39 USC 3685)

Publication Title: SCOTS'N WATER

Issue Frequency: Quarterly

Issue Date for Circulation Data Below: NOVEMBER 1997

1. Complete Mailing Address of Known Office of Publication (Not printer):  
Fishing Boat Sailing Association, 3008 Millwood Ave., Columbia, SC 29205

2. Complete Mailing Address of Headquarters or General Business Office of Publisher:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

3. Complete Mailing Address of the Principal Office of the Publisher:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

4. Complete Mailing Address of the Publisher:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

5. Complete Mailing Address of the Editor:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

6. Complete Mailing Address of the Business Manager:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

7. Complete Mailing Address of the Circulation Director:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

8. Complete Mailing Address of the Advertising Manager:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

9. Complete Mailing Address of the Distribution Manager:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

10. Complete Mailing Address of the Fulfillment Manager:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

11. Complete Mailing Address of the Fulfillment Service:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

12. Complete Mailing Address of the Fulfillment Agent:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

13. Complete Mailing Address of the Fulfillment Submitter:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

14. Complete Mailing Address of the Fulfillment Receiver:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

15. Complete Mailing Address of the Fulfillment Shipper:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

16. Complete Mailing Address of the Fulfillment Carrier:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

17. Complete Mailing Address of the Fulfillment Destination:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

18. Complete Mailing Address of the Fulfillment Recipient:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

19. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

20. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

21. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

22. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

23. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

24. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

25. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

26. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

27. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

28. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

29. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

30. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

31. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

32. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

33. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

34. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

35. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

36. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

37. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

38. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

39. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

40. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

41. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

42. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

43. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

44. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

45. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

46. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

47. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

48. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

49. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

50. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

51. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

52. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

53. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

54. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

55. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

56. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

57. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

58. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

59. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

60. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

61. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

62. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

63. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

64. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

65. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

66. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

67. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

68. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

69. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

70. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

71. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

72. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

73. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

74. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

75. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

76. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

77. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

78. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

79. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

80. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

81. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

82. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

83. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

84. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

85. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

86. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

87. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

88. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

89. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

90. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

91. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

92. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

93. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

94. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

95. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

96. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

97. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

98. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

99. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

100. Complete Mailing Address of the Fulfillment Addressee:  
Fishing Boat Sailing Association, 3008 Millwood Avenue, Columbia, South Carolina 29205

## 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
11/15/97	JAN/FEB 98	Carolinas
1/15/98	MAR/APR 98	Pacific
3/15/98	MAY/JUN 98	Florida
5/15/98	JUL/AUG 98	Midwest
7/15/98	SEPT/OCT 98	Texas
9/15/98	NOV/DEC 98	Prairie & Capital
11/15/98	JAN/FEB 99	NY Lakes
1/15/99	MAR/APR 99	Ohio
3/15/99	MAY/JUN 99	New England
5/15/99	JUL/AUG 99	Gulf
7/15/99	SEPT/OCT 99	Mich. Ont & Greater NY

### DISTRICT GOVERNORS -

PLEASE DO YOUR SHARE...

GET ORGANIZED NOW FOR YOUR DISTRICT HIGHLIGHT.

# Flying Scot® Sailing Association Order Form

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

### SHIP TO: (Please Print)

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

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

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

Signature \_\_\_\_\_

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

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

## MY ADDRESS LABEL IS NOT CORRECT

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

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

Change:  Temporary  Permanent

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

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

Address Service Requested

Periodical  
Postage  
**PAID**  
Columbia, SC  
29201

# District Governors

### CAPITOL DISTRICT

Frank Gibson  
2347 S. Queen Street  
Arlington VA 22202  
(703) 271-2716

### CAROLINAS DISTRICT

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

### FLORIDA DISTRICT

Charles Fowler  
2210 Northwest 14th Street, #10  
Miami, FL 33125  
(305) 638-8885

### GREATER NY DISTRICT

Anthony J. DiResta  
11 Harbor View Place  
Center Moriches, NY 11934  
(516) 878-8710

### GULF DISTRICT

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

### MICHIGAN-ONTARIO DISTRICT

Robin Collins  
16 Valley Road, Osler Bluff  
Collingwood, ONT, CN. LPY 3Y9  
(705) 445-6486

### MIDWESTERN DISTRICT

Walt Barniskis  
3601 Flag Ave., North  
New Hope, MN 55427  
(612) 545-3054

### NEW ENGLAND DISTRICT

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

### NY LAKES DISTRICT

Ann Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731

### OHIO DISTRICT

Patrick Glazier  
8500 Nottingham Drive  
Cincinnati, OH 45255  
(513) 474-9037

### PACIFIC DISTRICT

Charles A. Bencik  
4380 Charger Blvd.  
San Diego, CA 92117  
(619) 565-2715

### PRAIRIE DISTRICT

Ty Hall  
7307 Melrose Lane.  
Shawnee, KS 66203  
(913) 962-4627

### TEXAS DISTRICT

Robert Harrington  
3721 Lariat Lane  
Garland, TX 75042  
(972) 276-1954