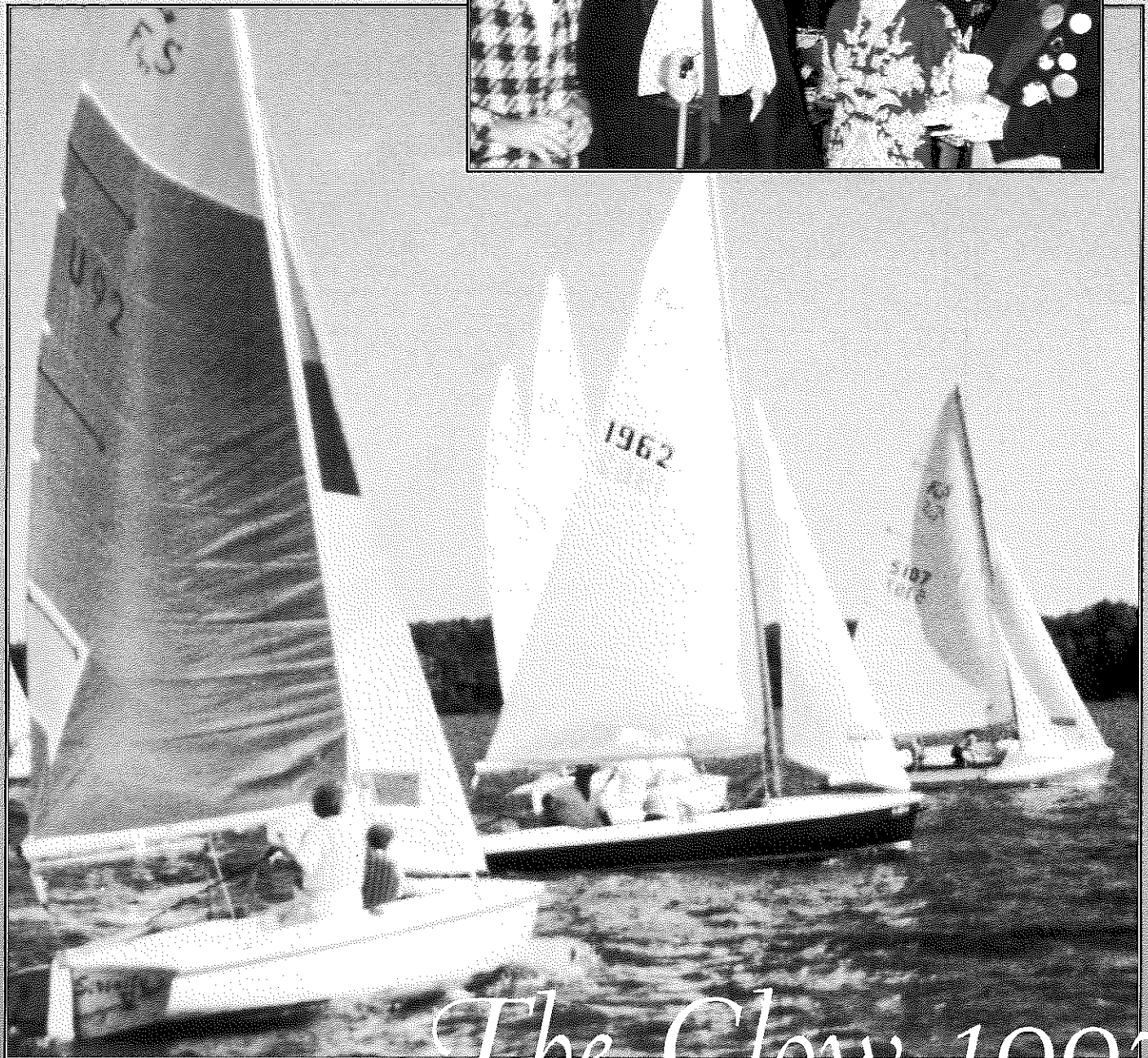


# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 42 NUMBER 1 JAN/FEB 98

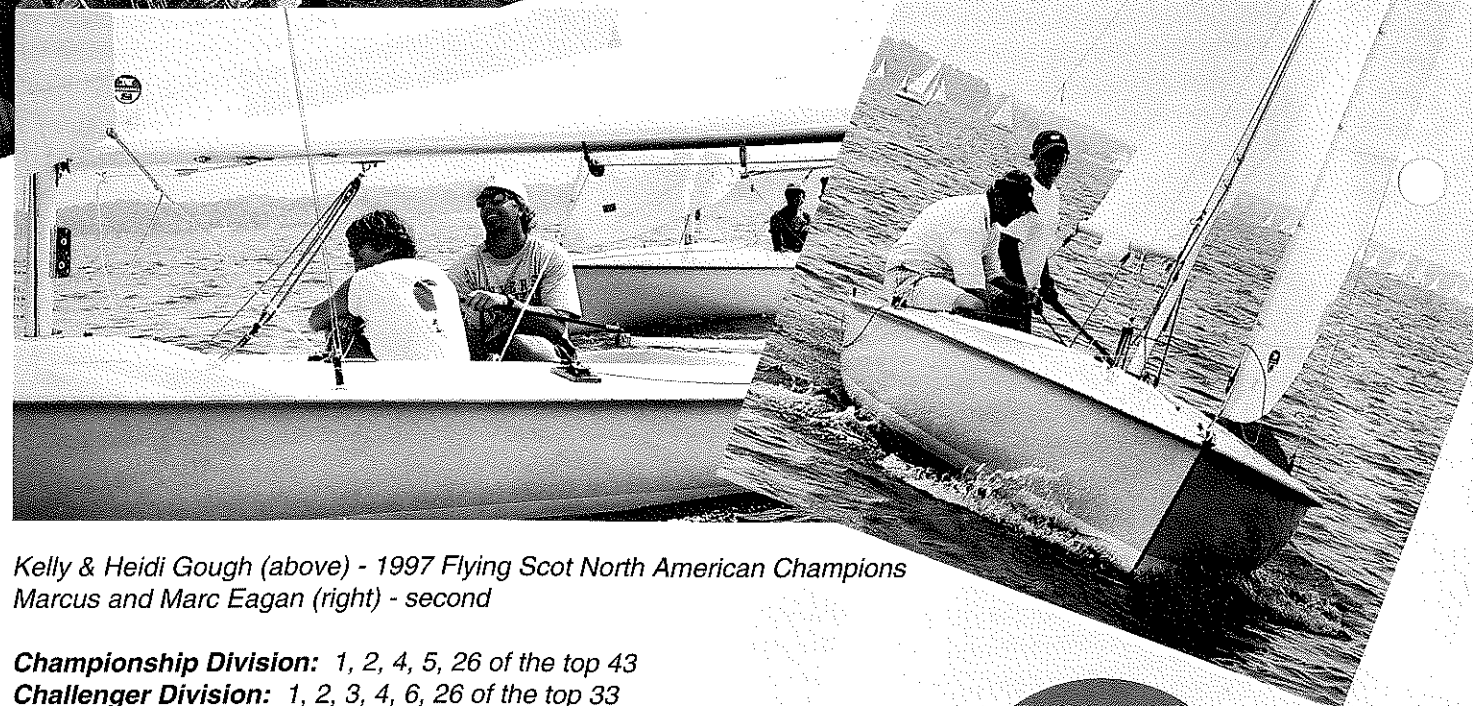


*The Glow 1997*

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*On the Cover: It wasn't all sailing at The Glow 1997.*

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## Scots 'n Water

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# Letter to the Editor

As a new member of the Association, having recently purchased a vintage Flying Scot (#65), I want you to know that I thoroughly enjoy your publication. Letters regarding gimmicks or simplicity, reprints of Sandy Douglas describing upwind sailing and optimum angle of heel, stories of exciting races...hold a great deal of interest for me as a novice Scots sailor.

I don't know if it is possible, but a collection of letters and articles on how to sail, race and rig a Scot would be just great for new owners. Sort of a "How-To" section in your periodical. It might stimulate some opposing views such as "sail flat vs. 17 degrees."

Shortly after getting my membership "stuff", I called Jim Cavanaugh, N.E. District Governor, who graciously invited me to visit in spite of a busy afternoon schedule. He took time to show me his collection of boats and gear, explained how he rigged for racing and suggested I show up on a nice windy day on Lake Massapog when skippers might be looking for extra ballast. I guess he could tell how useful I'd be by the questions I asked.

I'll be sailing old #65 on the New Meadows River, the upper reaches of Maine's Casco Bay, racing in a motley collection of Lightnings, Indians, Hamptons, Mariners, etc., and I hope to finally look back at the fleet instead of always looking over the bow of my Chrysler 20.

Sincerely, Eric Maslen

## EDITORS REPLY:

Eric - Thanks for writing and good luck with #65. The Flying Scot Sailing Association is now working on a copy of "Highlights" of *Scots n' Water* magazine for future publication. This will include articles in all past *Scots n' Water* issues that could help boat owners. Steve Branner, past Ohio District Governor and last year's winner of the District Governor's Trophy from *Scots n' Water* is heading the project.

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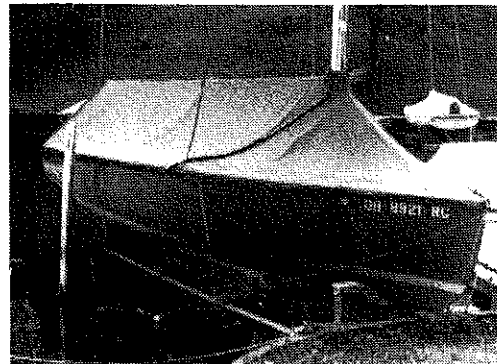
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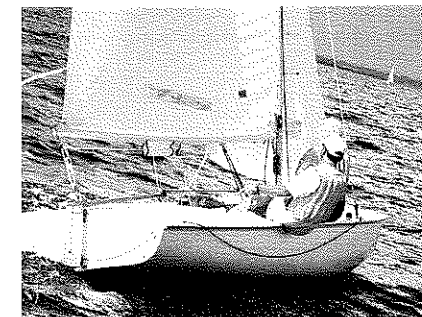
# The 1997 Wife-Husband Championship

by Jon Hamilton

The Rudder Club played host to the Wife-Husband Championship on the weekend of October 11-12, 1997. Yes, that event unique to the Scot class for those people who can race with their spouse. Boats came from as far away as Texas, Illinois, and New Jersey. Twelve couples were competing in a Wife-Husband Championship for the first time. It was a weekend of five races, great food, fun, and some serious partying. Camaraderie prevailed -- all protests got settled on the water (and there weren't many of them).



Friday, arrival day for many people, had brisk winds, but the forecast for Saturday was 10-15 mph from the east/northeast. Not exactly! It blew from 12-18 knots plus gusts to 25 knots with



a few rain showers, some heavy, mostly before and during the first race. Sunday was rain-free with 11 to 17 knot winds from the east. Despite the conditions, there was only one capsized.

In the Championship Division, Kelly Gough skippered a borrowed boat to five first place finishes for the Charlotte and Greg Fisher Perpetual Trophy. Kelly and Heidi also won the North American Championship in August at Lake Norman in conditions that couldn't have been more different. Linda and Jeff Lines took second in their first Wife-Husband Championship for the Bob Perpetual Trophy and are the hosts for next year's regatta in Toms River, NJ in June.



Former Florida District Governor Cal and Anita Hudson sailed a borrowed boat to first place in the Challenger Division, coming from behind with two firsts on Sunday to beat Jacksonville's Daren and Jeanette Hoffman. The last weather leg of the fifth race in the Challenger Division was quite a sight - everyone had to cover the boat immediately behind them, so when the last boat would tack, it started a chain reaction up the fleet.

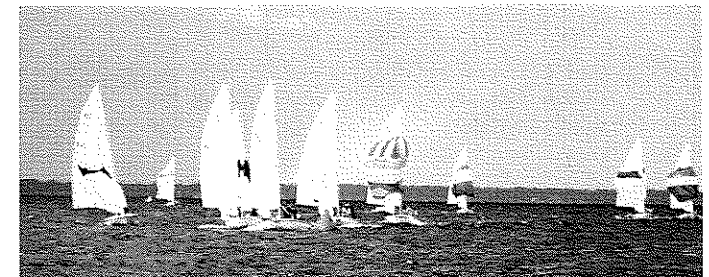
Synchronized sailing.

Charlie and Nancy Fowler were the winners in the Century Division to take the Eric and Mary Ammann Perpetual Trophy.

Greta and Mike Mittman of Dallas were the newlyweds (since May) and Martha and Bill Berry were the longest married (45 years). The Foerstners brought their boat from Texas to capture farthest traveled.

The race results are on the following page.

*Continued on page 6*



# Results of the 1997 Wife-Husband Championships

## CHAMPIONSHIP DIVISION

Pos.	Name	Town,State	Boat #	Race1	Race2	Race3	Race4	Race5	Points
1	Heidi & Kelly Gough	Coppell, TX	5107	1	1	1	1	1	5
2	Linda & Jeffrey Lines	Toms River, NJ	4045	2	4	7	2	4	19
3	Wendy & George Evans	Haw Creek, NC	3519	5	3	2	7	7	24
4	Susan & John Dornagala	Bloomington, IN	3577	8	5	3	5	3	24
5	Nancy & Charlie Fowler	Miami, FL	5126	9	2	8	4	2	25
6	Barbara & Bernie Knight	Hudson, OH	4115	4	10	4	8	6	32
7	Susan Hauser & Dick Newell	Kensington, MD	5050	10	7	6	6	5	34
8	Tracey & Art Bailey	Toms River, NJ	299	3	9	10	9	8	39
9	Debbie & Frank Gibson	Arlington, VA	4722	7	11	DNF	3	9	47
10	Steve & Tracy Wells	St. Augustine, FL		6	13	9	10	10	48
11	Greta & Mike Mittman	Dallas, TX	5161	11	8	5	DNS	DNS	58
12	Bonnie & Roland Foerster	Plano, TX	5165	12	6	12	DNS	DNS	64
13	Terry & Dan Kolenich	Spanish Fort, AL	4211	DNF	12	11	DNS	DNS	74

## CHALLENGER DIVISION

Pos.	Name	Town,State	Boat #	Race1	Race2	Race3	Race4	Race5	Points
1	Anita & Cal Hudson	Allen, TX	4660	5	3	2	1	1	12
2	Jeanette & Daren Hoffman	Jacksonville, FL	5082	1	5	3	2	2	13
3	Cylle & Roth Rowell	Panama City, FL	GYA66	3	2	6	3	3	17
4	Donna Mohr & Jon Hamilton	Jacksonville, FL	5202	2	6	4	4	4	20
5	Angela & Bruce Pumphrey	Crofton, MD	3956	7	4	5	5	5	26
6	Laura & Brian Bolin	Alpharetta, GA	5025	8	8	10	6	6	38
7	Myra & Jim Brown	Hixson, TN	4647	DNS	1	1	DNS	DNS	50
8	Margaret & Bob Dees	Jacksonville, FL	600	4	9	7	DNS	DNS	52
9	Judy & Dave Boyer	Champaign, IL	3617	6	10	8	16	16	56
10	Beth & Dave Gillingham	Annapolis, MD	4947	9	7	9	16	16	57

## CENTURY DIVISION

Pos.	Name	Town,State	Boat #	Race1	Race2	Race3	Race4	Race5	Points
1	Nancy & Charlie Fowler	Miami, FL	5126	9	2	8	4	2	25
2	Barbara & Bernie Knight	Hudson, OH	4115	4	10	4	8	6	32
3	Susan Hauser & Dick Newell	Kensington, MD	5050	10	7	6	6	5	34
4	Debbie & Frank Gibson	Arlington, VA	4722	7	11	DNF	3	9	47

# The Glow 1997

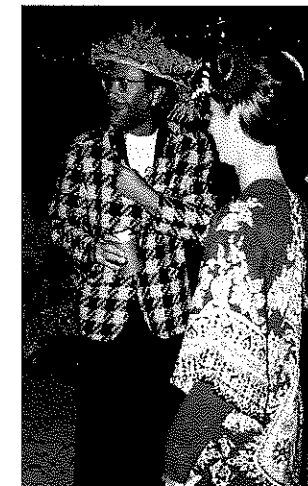
As always, a great time was had by the attendees at the 1997 Glow. The food prepared by "master chef" Steve (Farkle) Hartman was superb!! The refreshments provided by Mike Hartman were gratefully consumed. The trophies in all four divisions to third place and the top six boats were awarded.

The wind was very cooperative, three back to back races Saturday and one on Sunday in strong but gentle breezes.

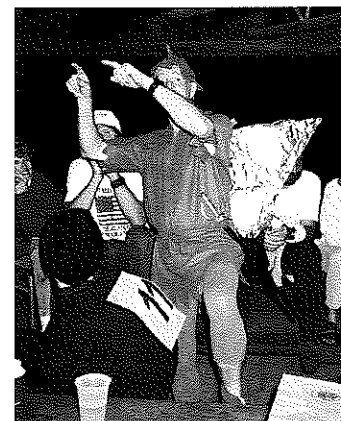
The unusual occurrence was the Costume Ball held on Saturday night. Bob and Barb Schneider came as a big horse with lights. Martha Lee Stewart worked very hard on costumes...she and Jack were Oreo cookies! It was unbelievable! And a great deal of fun! What a ball... next time we might even have music!



Glow winners and participants



Mike Hartman, Pat Manicchia, GW Hartman, Joni Siefrick and Steve Hartman making the decisions as they judge the Costume Ball costumes.



John and Peg Woodworth came as GW and Sunshine Hartman with a jug of Kamikazies.  
Editors Note: "That was weird seeing yourself as a costume!"



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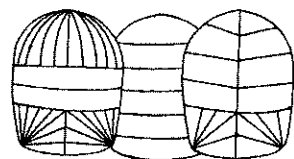
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# Jib Roller Furling for Singlehanding and Relaxed Daysailing

by Gabor Karafiath, FS 3512

Two weeks ago I tried out the prototype jib roller furling system you see in these photos. My principal reason for developing the system was to make single handed heavy air sailing easier and safer and to promote relaxed daysailing on heavy air days. The idea is to be able to quickly take in the jib and then put a jiffy reef in the main. With the jib off, the main reefed, and the centerboard about halfway, the Scot becomes a very nicely balanced light weight high performance cat boat with a surprisingly neutral helm.

The sketch shows the sail plan of the Flying Scot with the center of effort of various sail arrangements and centerboard positions shown by the following letters:

- Point "A" - Main fully hoisted and jib
- Point "B" - Main only with jiffy reef
- Point "C" - Main only, fully hoisted
- Point "D" - Centerboard fully down
- Point "E" - Centerboard half way down

Under normal sailing, the sail forces from point "A" are a little ahead of the centerboard forces, point "D", and the boat sails well balanced. The sense of these forces are into and out of the page, causing a moment arm that will turn the boat.

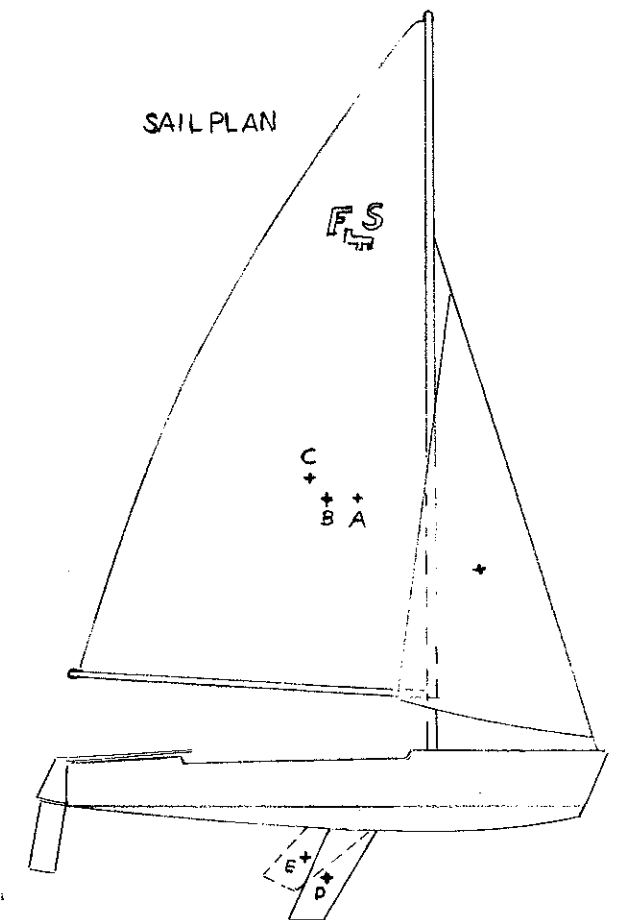
If the jib is dropped, the mainsail forces shift to point "C" which is way aft of point "D" and the pressure from the mainsail will tend to head the boat into the wind. In order to keep the boat on course, the rudder has to be significantly deflected. A heavy, weather helm results. If the wind strength increases and the boat heels the rudder will have to overcome an additional tendency of the hull to turn into the wind. At some high wind strength the boat becomes unmanageable. The pressure on the rudder is eased if the centerboard is pulled up halfway so that the centerboard forces shift to point "E", much closer to "C".

Now reef the main. The sail forces shift to point "B" which is slightly ahead of the

centerboard forces, point "E". With just a reefed main, and the centerboard halfway up, the relationship between the sail and centerboard forces is very similar to the full main and jib normal sailing condition. Compare the fore and aft separation of point "A" and "D" to that of "B" and "E". Sailing in high winds becomes easy.

The jiffy reef system has already been described in Scots 'n Water and I have had one for over 15 years. The jiffy reef draws the mainsail down, effectively removing sail area from up high and aft. In addition, with a fore and aft separation distance causing a moment arm that will turn the boat. In high winds. With the jiffy reefed main and with no jib, the performance is surprisingly good in heavy air. In this mode I have "raced" and overtaken a Laser fleet on a reach and I have kept up windward with another Scot under full sail whose crew was not willing to hike hard. I have also planed the boat on reaches in perfect control with my young son aboard. Without the jiffy reef, I would probably have opted to stay ashore because of the strong wind.

My main concern with single handed sailing is that when the wind strength becomes too much, the job of taking in sail, steering the boat, and hiking to keep the boat upright becomes too much for one person to do all at once. Thus for me



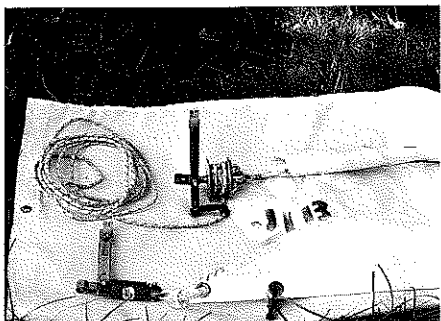
the roller furling jib provides for a quick means of removing the jib when single handed. There is no need to go on deck to secure the jib. To furl the sail, uncleat and keep a light tension on the jib sheet and pull the furling rope. It is done in a second. Similarly, when the jiffy reef line is already rigged on shore, it is relatively easy to pull in on the jiffy reef line to raise the end of the boom to the reef thimble, lower the main about 30 inches, and secure the new tack point. The intermediate reef points do not have to be tied.

The key to the furling system is to have two spreader bars, one just below the

*Continued on page 10*



Continued from page 9



drum and one above the swivel. These bars hold the forestay away from the jib luff so that the forestay does not interfere with the furling. The spreader bars shown in the photos are 4 inches long. They should be as short as possible in order to decrease the angularity in the forestay as it passes the end of the bar. I have already shortened them to three inches and it appears that further shortening to the 2 to 2.5 inch range is in order. Even further decreases in the spreader bar length could be achieved with a jib that is purposely built for roller furling with features that allow it to roll up tightly. When under sail, there is additional clearance between the forestay and luff due to some sag in the luff.

The furling system attaches to the tack and halyard without any tools. The end of the spreader bar is a twist type plastic jib hand fitting. The spreaders are stainless steel bars that are drilled to attach to the stock roller furling hardware that I borrowed from a friend. There are no modifications to any of the fittings on the boat. The furling jib is hoisted with the halyard just like the regular jib.

The roller furling jib is my old racing sail. I had to remove a portion of a reinforcement layer from the head of the sail in order to allow the head to bend and roll up tightly. I do not think that this modification will compromise the integrity of the sail. The tack area was equally stiff, but it was able to roll up without any modifications, probably because there is a more direct bending/rolling force at the bottom of the sail. I took the battens out and replaced them with flexible half length battens made from a one inch wide plastic mini blind slat. The leach of this sail is a straight line with no roach. On my test sail in a maximum 10 knot wind

there was no leach flutter. Because I have not yet removed the cloth jib snaps, this sail could be unhooked from the furling gear and used as a regular jib again.

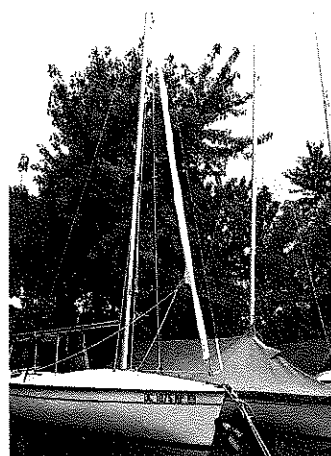
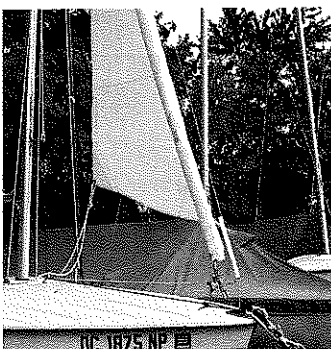
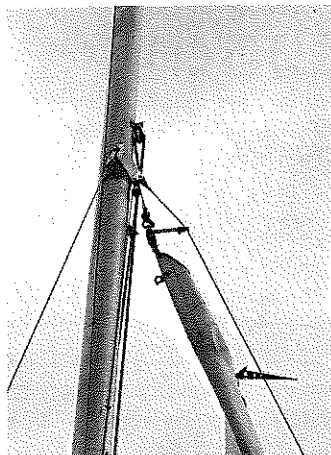
With the furling drum the jib rides about four inches higher than in the normal position. Thus the jib lead should be moved back a notch or two on the track for optimal sheeting. The elevated position will reduce the mildly beneficial end plate effect of the deck, but since the Scot does not really have a decksweeper jib to begin with, this effect of the height change will be extremely small.

There is no intent to sail the jib in the partly furled position. The sail shape becomes distorted too much. Special foam luff inserts could alleviate the sail shape problem but they also increase the thickness of the rolled up sail and may require longer strut bars.

Most of the guidance for making the system came from an excellent 1972 SAIL magazine article which pointed out that the following is important to a good furling system.

- The furling direction should be such that the lay of the wire in the forestay should tighten when you furl the jib.
- The top swivel needs a fixed arm going to the forestay to prevent the halyard from untwisting and possible breaking.
- Stiff battens cannot roll up, therefore the jib leach may need to have the battens removed and may need to have a hollow leach cut in order to make sure that the leach does not flap in the wind.

Flying Scot jib roller furling is possible, even though the forestay is normally right next to the luff. The secret is in the spreader bars. The work to modify the stock roller furling hardware involved some drilling and cutting on the stainless steel spreader bars, and some hand stitched modifications on the sail. I will be glad to discuss the details with anyone who wants to make a roller furling system, either for their own use or for sale as an accessory to the Scot.



# Put Your Sails to Bed for the Year

by Greg Fisher in the Bagpipe

Unfortunately the end of another fine sailing season has finally come. It is time to pack the boat up and put it away for the long, cold winter predicted by the *Farmer's Almanac*. We all have the right intentions of checking our equipment this fall, so any repairs or updating can be accomplished during the winter. Of course, that is the intention!

Truly, a few extra minutes checking over your sails to be sure that loose threads, etc., are taken care of can go a long way in helping the next season begin smoothly.

The construction details in today's sails have had a large effect on the sails' mechanical durability. This durability is related to the finishing details of clew grommets, batten pockets, windows, etc. When there is a problem with mechanical durability in a sail, it is usually very obvious as a grommet will pull out, a batten pocket will tear off, or a window will crack. It is a great idea and doesn't take long to do a "walk around" inspecting high stress areas.

## MAIN

Start at the head of the mainsail checking the rivets in the headboard and the wear on the boltrope where the sail enters the mast. Work down the luff checking the luff tape for tears until you end at the tack grommet. Be sure that the tack grommet is intact and not deformed due to heavy loading. As you move aft along the foot, check that the window is smooth with no creases or cracks. Look carefully at the clew grommet area, as maximum outhaul is applied in a breeze. If the clew grommet fails, it usually pulls aft in the sail rather than down. Look for a split in the cloth just below the clew grommet indicating that the grommet has moved aft and the sail has torn.

Check the batten pockets at the inboard end where the leading edge rubs inside the pocket. Also check the outboard end where the batten seats itself against the end of the pocket. This area is doubly

reinforced, so it is unusual for pockets to wear. Heavy flogging of the main can sometimes break threads, actually pushing the batten out through the top of the pocket. It is not necessary to release the battens from the pockets for winter storage. For me, this would be a sure fire way to lose them!

If you sailed a lot in a breeze, it is good to check the leech tape fold between the battens to be sure there is no tearing where the fold meets the sail.

## JIB

Start at the head and check that the lashing is tied and knotted properly so there is no slippage or change in the luff tension once the new season starts. This is a good time to recheck the luff wire tension. When your sail is hoisted or pulled tight from thimble to thimble on

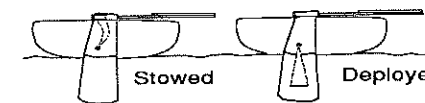
the wire, it should take a great deal of pull to straighten the wire inside the tape. At this point the luff tape should be quite tight with a small crease behind the luff tape. The wire is in the jib only for safety purposes and is required for class rules. Having the wire go tight before the luff tape guarantees a case of the slows. As you move down the luff, check the snaps to see that the webbing hasn't worn from rubbing on the headstay. Check the window for any cracks or creases. Be sure to check the leech tape fold where the sail may flap against the mast and diamonds. Sometimes the actual fold on the sail can hook on the swedges on the mast pulling the stitching loose. Check the telltales.

Continued on page 12



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### SPINNAKER

Simply check over the body of the sail looking for pinholes and tears. Do this with a light behind the sail to shine through any holes. The areas close to the leeches take the greatest abuse. A quick run around the edge with your hands will find any snags or holes in the tapes. Usually if the tears are under two or three inches, sticky back (number fabric) applied over them will do fine.

If you sail on salty water, hose the sails off (especially the wires and grommets) so corrosion and rusting do not occur.

There is nothing too involved about winter storage. I set up a cot in our spare bedroom and lay a heavy quilt over the sails. I usually don't find it necessary to give up our electric blanket except on the coldest nights. On a more serious note, I have seen more than a couple of cases of dacron chewing mice. I do not suggest leaving sails outside in a barn or garage. I can't imagine crunchy dacron being

tasty, but it seems that when sails are left close to a field or forest, nesting mice have no problem munching on a little Polyant 165 HTP square!

Sails really don't need any special care. In fact, if my covered boat is parked safely away from these gourmet rodents, I will leave my sails on the seats all winter. In a way, that is safer than moving them around and crunching them by placing items on them.

How to tell when a sail is tired and hasn't quite the competitive edge it had when new, is always a question. Sails can show their age in different ways depending on the amount of breeze you generally sail in and the intensity of the breeze in various races. Usually jibs change shape as they age, primarily in the leech as evidenced by flutter. The aft 1' or 2' of the sail can become very straight and open. Mains, on the other hand, usually become hooked in the leech as the draft (deepest part of the sail) moves aft.

Finally, for those nostalgic sailors looking for "old world" methods of end-of-

season care, read the following paragraph.

"The sails of fishing-vessels are generally tanned: lingersmen, etc., use the following composition to color and preserve their sails, viz., horse grease and tar mixed to a proper consistence and colored with red or yellow ochre, with which, when heated, the sails are payed over.

The following method is also much approved, viz., the sail being spread on the grass, is made thoroughly wet with seawater, and then payed over, on both sides with brown or red ochre mixed with sea-water to the consistence of cream. It is then well rubbed over, on both sides with linseed oil, the sail may be used within 24 hours after being oiled." (Steel's *Elements of Mastmaking, Sailmaking and Rigging*, 1794 Ed.)

Spring is just around the corner we all hope -

# Race Committee 101

by Dan Goldberg, FS 4991

It's ten seconds before the start of the first race in a recent regional regatta, and we should be trimming in the main and jib to build up speed for the start. But instead, we're raising the spinnaker because the first leg was a run! For the second race of the regatta, we started on a reach. Finally, for the last race of the regatta, we started on a beat, but only because of a last minute wind shift; otherwise, we would have had a reaching start again! What's wrong with this picture?

Now, I know that race committees are staffed by volunteers who give freely of their time, and I shouldn't be too critical. However, maybe it's just coincidence, but during the last couple of years I have seen some terrible race committee work. Race committee work is not rocket science! Although I am not a certified US Sailing race committee official, I have been to enough regattas and worked on enough race committees to offer the following advice:

**Get there on time.** At one recent district event, the start was delayed for half an hour because the race committee was late arriving. Even if nothing else goes right, at least be responsible enough to get there on time!

**Have at least two stopwatches on board.** At the same event, the race committee's "official" timer stopped during the final countdown for the second start and necessitated a general recall since the committee didn't know when to raise the starting flag. Always have a backup stopwatch or timer on board in case one gets interrupted. This should not be a hardship, because most of our countdown timers also have stopwatches built in.

**Set the starting line perpendicular to the wind.** If you don't, a number of bad things can happen. If the start is a reach or a run, the boats will arrive at the first mark in a cluster, causing a crowded mark rounding. Or, the race will be a single file parade! (This

happened in the race with the reaching start I mentioned above.) If one end of the line is strongly favored, there will be a big cluster of boats at the favored end, resulting in either a lot of fouls or a

right because his compass readings showed everything to be perfect! But when he saw me sailing close-hauled down the line, he realized his error and attempted to fix the line. The point is, use your powers of observation and do not blindly rely on compass readings.

If there is a wind shift before the start, do something! This usually relates to getting the line square, as discussed above. This could be a simple matter of postponing the start to re-set the line. However, if there is major permanent wind shift, more drastic measures may be needed. For example, you may need to reset everything to avoid a reaching or running start, like we experienced in the first paragraph of this article.

**Use visible marks.** At a recent North Americans, there were a lot of boats and the starting line was about a quarter of a mile long. From the race committee boat, it was impossible to make out the port end of the starting line, which was a dark-colored cylinder. Use a brightly colored turning mark in such situations.

**Know the sailing instructions.** At another major regatta, the timing between starts was not in accordance with the sailing instructions, resulting in mass confusion. Take the time to read the sailing instructions, to make sure you're up to speed.

**If the wind dies, shorten the course.** At a recent District Championship, the last race turned into a four-and-a-half marathon because the wind died about an hour after the start. We literally drifted for over three hours. Some people actually got sick from dehydration! If the wind dies, be prepared to shorten course. At our local lake, I often set a longer course than I think can actually be sailed in a reasonable time. My thinking is this: If the wind picks up, the length of the course will be perfect. If the wind stays the same or lightens, I can shorten the course and still get in a good race.



general recall. At a North Americans in the 1980s, the port end of the line was heavily favored, resulting in two general recalls. Finally, with ten seconds to go before the third start, the race committee raised the "Postponement" flag. I thought to myself, "Finally, they will straighten out the line." Wrong! They merely moved the first mark, a mile away, about 100 yards in response to a minor wind shift! Of course, there was another general recall!

You don't have to get it perfect, but get it at least roughly square! This is much more important than getting the first mark exactly upwind. Also, use your eyes! At a regatta last year the port end was so heavily favored that it was barely possible to lay the port end of the line on starboard tack. I politely mentioned this to the race committee chairman, who informed me that I couldn't possibly be

Continued on page 14

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**Deal with the "stragglers".** If you have to run two or three races a day, don't wait for the one or two dead-end stragglers to finish. Tell them that you will give them credit for their current position (for example, at the last mark) and get the next race underway. You may have to tow them back in light air, but that is better than keeping everyone else waiting a long time for the next start.

Related to this, if a windshift occurs during the race, you can start moving marks for the next race before everyone finishes. As soon as the last boat has rounded each mark, move it! Then everything will be set for the next race as soon as the current race is finished. At another recent regatta, we waited an hour for all the boats to finish and the marks to be reset.

**Deal with your own screw-ups.** If you mess up the pre-start timing, postpone and re-start the sequence. This will avoid any confusion caused, for example, by giving the sound signal at the wrong time

or raising the warning or preparatory signal at the wrong time. If something goes wrong during the race, abandon the race and re-start it. I once ran a race on a windy day when two of the marks were improperly anchored and drifted down the lake, resulting in two moving targets! I foolishly let the race continue, and deservedly received my Sailing Club's "Dumbest Stunt of the Year" award for my efforts!

**Be safety conscious.** If you see a big thunderstorm coming, abandon the race. Although it is each skipper's responsibility to decide whether to continue to sail or not, common sense dictates not tempting fate.

**Do not use live ammunition in the starting gun.** I'm sure a lot of you have heard the true story of a Scot regatta where the first place finisher not only got the gun, but got about 80 holes in his sail from the buckshot in the gun!

In contrast to the examples above, one recent regatta sticks out in my mind for exceptionally good race committee work. During the 1997 Maryland Invitational

Regatta at Deep Creek Lake, the Scots were to start ten minutes after the Laser start. About five minutes after the Laser start, there was a permanent 90 degree wind shift. The race committee chairman, Don Hott, made the right calls. He postponed the Scot start and abandoned the Laser race. He then moved the entire race to a different part of the lake that was more suited for the new wind. This was done quickly and efficiently. The new starting line was long and square, and every countdown was perfect. Each race was promptly started with minimal delays from the end of the previous race. All in all, great race committee work by a great race committee chairman!

I recognize that some people who may benefit from this article may not be regular readers of *Scots 'n Water*. So feel free to make copies and show this article to anyone who could benefit from it! Or leave it on the race committee boat for permanent advice.

One last thought, if you see an example of really good race committee work, thank the race committee for their efforts!

# 1998 FLYING SCOT MID-WINTER CHAMPIONSHIP

## MARCH 30 - APRIL 3, 1998

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#### 1998 FLYING SCOT MID-WINTERS TENTATIVE SCHEDULE OF EVENTS

##### SUNDAY, MARCH 29

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

##### MONDAY, MARCH 30

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

##### TUESDAY, MARCH 31

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

##### WEDNESDAY, APRIL 1

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

##### THURSDAY, APRIL 2

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

##### FRIDAY, APRIL 3

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

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Here you will find a tentative Schedule of Events and Registration Form. If you need more info, or any other assistance prior to your arrival, please call Ruth Elder at (850) 769-2453.

#### 1998 MID-WINTERS REGISTRATION FORM

Skipper \_\_\_\_\_

Address \_\_\_\_\_

Sail # \_\_\_\_\_ Member USSA? (If yes, #) \_\_\_\_\_

Division (check)

Champion  Challenger

Crew Name \_\_\_\_\_

Crew Name \_\_\_\_\_

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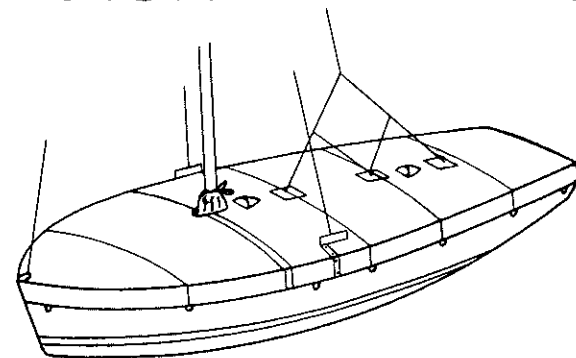
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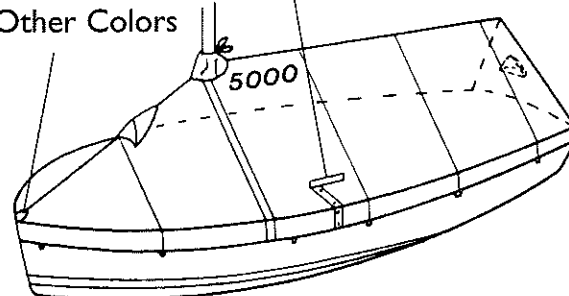
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# Meet the Staff

*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.*



Jean Waldrup

Hello, my name is Jean Waldrup. I have worked for J. Edgar Eubanks and Associates, Headquarters for Flying Scot Sailing Association, for fifteen years.

I wear many different hats in the office but in regard to the Flying Scot Sailing Association, I wear the advertising hat which consists of contacting the advertisers for the *Scots 'n Water* magazine. I also take care of the ordering, printing and proofing of the handbooks, stationary, decals, etc.

I enjoy the the many contacts I have with the advertisers of *Scots 'n Water* and also the editors, going back as far as Pat Barry, followed by Paul Nickerson with Sunshine continuing since then.

I was born in Cheltenham, England more years ago than I care to admit

sometimes and came to the United States in 1957. I married Les Waldrup and have two daughters, Tammy and Tina and a son, David. I also have a grandson, Nicholas and a granddaughter, Kristina.

I attend Capital View Baptist Church in Columbia, South Carolina, where I serve on many committees. I don't have the greenest of green thumbs but I do like to putter around in the garden, as much as time will allow. My husband and I also love to travel, our favorite location being "anywhere in the North Carolina mountains," especially "away from the beaten path" places. Of course going home to England every couple of years is always a welcome respite.

I am here to help you in any way I can and in closing, may I wish all the Scot Sailors "Happy Sailing" and on behalf of J. Edgar Eubanks and Associates, a very Happy and Blessed New Year!



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# 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!

## OH-OH-OHIO...1997

The 1997 Ohio District Invitational Regatta Series roared in like a lion in May with blustery conditions for the Buckeye Regatta hosted by Hoover Yacht Club and whimpered out like a lamb at the Cave Run Regatta in October with non-existent winds and drifting conditions for the down-the-lake last race of the season. We had the same weather last year for the same race...hope this isn't becoming a trend. The highlight of the series was the FS 40th Anniversary and Ohio District Championship Regatta hosted by the Cowan Lake Sailing Association in June.

The Invitational Regatta Series Championship was revived in 1996 after a few years of inactivity and attracted a total of 169 sailors at the seven events. Scoring is simple...each boat receives five points plus points equal to the number of boats beaten for each regatta. The boat with the most points at the end of the season wins. The more regattas attended, the better the chance of finishing with a good overall score; however, doing very well in a few well-attended regattas can also insure a high overall finish.

Jack Stewart was the only sailor to complete all seven events this year (and his finishes were quite respectable in all of them). Winners of the individual regattas were:

FLEET/REGATTA	WINNER	No. BOATS
Flt. 37: Hoover YC, Buckeye Regatta	Jack Stewart	16
Flt. 19: Berlin YC Regatta	Rick Baugher	15
Flt. 1: Cowan Lake SA, Pig Roast Regatta	Rick Baugher*	56
Flt. 6: Deep Creek YC, Sandy Douglass Mem. Reg.	John Meredith	28
Flt. 65: Atwood YC, Harvest Moon Regatta	Dan Goldberg	22
Flt. 80: Moraine Sailing Club, Sail-for-the-Grail	Jim Starr	19
Flt. 165: Cave Run SA, Grand Annual Regatta	Jack Stewart	13

\* The 40th Anniversary Regatta was won by Steve Bellows with Rick in close 2nd place.

PLACE	SKIPPER	SCORE	#RACES
1	Jack Stewart	174	7
2	Dan Goldberg	144	6
3	Don Griffin	121	4
4	Jack Rudy	113	5
5	Jim Starr	98	4
6	Steve Branner	92	4
7	Harry Carpenter	90	2
8	Bernie Knight	88	4
9	Jack Carpenter	81	2
10	Rick Baugher	80	2

## FLEET #7 FOUNDERS' CUP REGATTA

Fleet #7 (Riverside/Old Greenwich) held our 6th annual Founders' Cup Regatta to close out our racing season. This regatta is held in memory and honor of Chuck Rettie (FS 27, FS 906) and Lew Howe (FS 28, FS 2828) who founded the Fleet in 1958, one of the Class's longest established fleets. The First and Second Place finishers' names are engraved on the half-hull model plaques of the Founder's first Scots, with one trophy at Riverside Yacht Club and the other at the Old Greenwich Yacht Club.

The regatta consisted of a five race series over two days. All courses were windward. Saturday's racing for the 19 competing Scots began with a twice around course in a 5 knot wind at 160. The wind shifted to the east and built to 11 knots for the second race, again twice around. The third race of the day was three times around as the wind held steady in speed and direction. There was an informal reception/critique on the deck at RYC where the racers shared their knowledge, excitement and frustrations. At the end of the first day's racing, Dan Neff (FS 2929) held a two point lead over both John Clark (FS 6) and Fleet #7 racer Josh Goldman (FS 5171). Everybody had a great time at the dinner that night in the RYC ballroom.

Sunday's racing began earlier with grey skies and a light drizzle. This kept the local power boaters home and left the water for the sailors as the sun burned through and the wind was light, but steady at six knots... absolutely terrific conditions for the final two races. Both courses were twice around with wind from the southwest. The earlier start allowed the racing to conclude prior to the local (YRALIS) one-design racing and permitted the competitors to enjoy an awards luncheon before getting on the road.

Sunday's races had local boats coming out on top with Josh Goldman (FS 5171) winning Race #4 and Jim Sawyer finishing first in Race #5.

The results by race are as follows:

POS.	NAME/BOAT #	RACE1	RACE2	RACE3	RACE4	RACE5	POINTS
1	Dan Neff/2929	2	3	2	2	2	11
2	John Clark/6	7	1	1	3	3	15
3	Josh Goldman/5171	1	4	4	1	9	19
4	Jim Sawyer/906	6	2	6	4	1	19
5	Dave Jacobsen/4937	3	5	7	7	8	30
6	Gary Werden/2363	8	7	9	5	4	33
7	David Ryan/4895	12	6	5	6	10	39
8	Forest Rogers/4096	9	11	3	11	6	40
9	Allen Lovejoy/213	5	8	11	10	7	41
10	John Barry/5030	4	10	8	16	5	43

Continued on page 18

### SAIL FOR THE GRAIL

On a chilly, blustery day, September 20, 1997, the Sail For the Grail started. The wind was 15 to 20 with gusts up to 30 mph. The sailors were ready. Fleet Captain, Mike Higgins started off the regatta with a captain's meeting and the races were on. Jack Stewart won the first race but during the second one a cold front blew through and Jack was unable to keep from capsizing. In two races he had a first and last. Jim Starr came in second in the first race, fell back to ninth in the second race but pulled off another second in the third race.

Saturday evening was our dinner at Browns restaurant... a time to meet old friends and make new ones. Jim Starr served up his special Whiskey Sours and everyone was asked to bring an appetizer. Our out of town guests were Jack Rudy from Cincinnati, Jack Stewart from Alliance, Ohio, Jim Diffley from Youngstown, Ohio, Mark Shoemaker from Cincinnati, and Debby Stipkovich from North Canton.

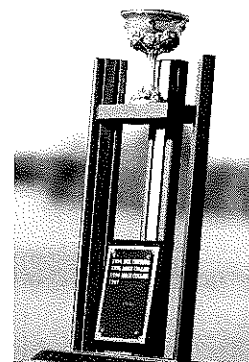
On Sunday, the winds had subsided quite a bit but there was still plenty of air, the only problem was that it was over there when you were over here. The first race was a short one-time-around sprint race with almost every one getting to the first mark at the same time. Somehow Jim Starr broke out from that pack and led the way to the finish line. The last race was a down the lake race with just a windward leeward mark, meaning that the leeward mark is set way down the lake

maybe two and a half to three miles. There are always a lot of lead changes in this race. After all was said and done, Jim Diffley emerged the winner of that race while Jim Starr got to take home the Grail for 1997.



1997 Sail for the Grail Winners

NAME	BOAT#	RACE1	RACE2	RACE3	RACE4	RACE5
Jim Starr	3550	2	9	2	1	5
Dan Goldberg	4761	9	3	1	4	3
Mike Cullen	4620	6	1	3	3	9
Jack Stewart	1342	1	DNF	4	8	4
Jim Diffley	4805	5	6	8	6	1



Sail for the Grail Trophy

# Starting Line

Note: Please send all regatta notices to the Association Office

### Warm Up Regatta

March 28 and 29, 1998  
Ft. Walton Beach, FL

For more information, please contact Bill Rackey at (850) 897-6081.

### Mid-Winters

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

For more information, contact Ruth Elder at (850) 769-2453.

### Douglass Dinghy Derby Day

May 2, 1998  
Nockamixon Lake  
Quakertown, PA

The first Douglass Dinghy Derby Day will be held on May 2, 1998 at Nockamixon Lake and will be hosted by Fleet 163, Thistle Fleet 176 and the Nockamixon Sail Club. Come join us for a full day of fleet racing for Scots and Thistles on beautiful Nockamixon Lake.

For more information, please contact Fred Molden at (215) 321-4121 or email at fred@icdc.com.

### Great 48 Regatta

May 2 and 3, 1998  
Lake Norman Yacht Club  
Lake Norman, NC

Mark May 2 and 3 on your sailing calendar! The Lake Norman Yacht Club will host the "Great 48" Regatta. As you are aware Lake Norman YC has the reputation of hosting well run and fun to be at regattas. Friday afternoon there will be a seminar held by Graham Hall, or you can visit some of the places of interest in the beautiful North Carolina area.

Three races will be held Saturday morning. Prior to racing Saturday and Sunday, a continental breakfast will be provided. After Saturday's racing a dinner and music will close out the day. Sunday's racing will start early with two races ending in mid afternoon. This will allow

out of town competitors the opportunity to get an early start home after this great regatta.

For more information, please contact John Burke at (864) 963-9361 or Chuck Gise at (864) 433-1980 (w) or (803) 548-2896 (h).

### Full Moon Regatta

May 30, 1998  
Red Bank, NJ

Calling all Flying Scots! The first stop on the 1998 New Jersey Championship Series circuit is in Red Bank, NJ on Saturday, May 30. The seventh annual Full Moon Regatta, hosted by Monmouth Boat Club, and 1997 Flying Scot Fleet of the Year, #157, will be sailed on the beautiful Navasink River. Come test your prowess as five races are planned. EZ in, EZ out on the three hoists next to a state

and national historic landmark, the MBC clubhouse. Skipper's meeting is at 9:30 am. All Scots are invited to stay and sail in the club "Bridge Race", a long distance race for all sailboats, on Sunday afternoon, May 31st.

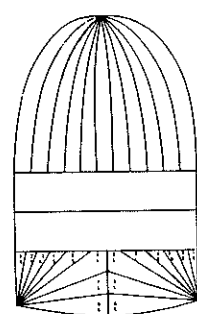
For more information, contact Fleet Captains, Bruce and Jackie Gattanach at (973) 586-0825 or via email at bcattanach@aol.com.

### Greater New York District Championships

June 6 and 7, 1998  
Indian Harbor Yacht Club, CT

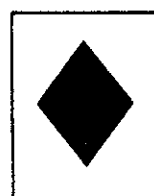
For more information, please contact Josh Goldman at (703) 625-0768.

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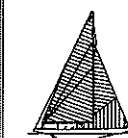
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**1998 Wife-Husband  
Championship**

June 13 and 14, 1998  
Toms River Fleet  
Barnegat Bay, NJ

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

**1998 Midwest District &  
Single Handed Championships**

June 19, 20 & 21, 1998  
Medicine Lake  
Plymouth, MN

Fleet 140 & Medicine Lake Sailing Association invite you to participate on Friday, June 20, in the Midwest Single Handed Championship. There will be three races beginning at 3:00 pm with a dinner party to follow. On June 20 & 21 we will have the Midwest District Championship. This will be our first occasion to host these races, so everyone is excited to show the participants a great event. City and state agencies are cooperating to make this event a success. A campground is available. Launching will be by ramp only.

For more information, contact Larry Klick at (612) 546-1042

**Douglass/Orr Invitational  
Regatta**

June 20 and 21, 1998  
Sprite Island Yacht Club  
Norwalk, CT

For more information, please contact Joe Gulick at (203) 438-2440.

**New England District  
Championships**

June 27 and 28, 1998  
Massapoag Yacht Club  
Sharon, MA

For more information, please contact Jim Cavanagh at (617) 784-5088.

**1998 Women's/Junior NAC**

July 12, 1998  
Carlyle Sailing Association  
Lake Carlyle, IL

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

**1998 North American  
Championships**

July 13 - 18, 1998  
Carlyle Sailing Association  
Lake Carlyle, IL

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

**LI Summer/Sprague Memorial**

August 8 and 9, 1998  
Moriches Yacht Club  
Center Moriches, NY

For more information, please contact Tony and Regina DiResta at (516) 878-8710.

**New York Lake District  
Championship & Saratoga  
Lake FS Invitational**

August 15 and 16, 1998  
Saratoga, NY

For more information, please contact Peter and Ann Seidman at (518) 877-8731.

**1998 Flying Scot  
Canadian Championship**

August 22 & 23, 1999  
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 the 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.

**Horricks-Palmer Invitational**

September 12 and 13, 1998  
Sayville Yacht Club  
Bluepoint, NY

For more information, please contact Paul Patin at (516) 363-9069.

# Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
<b>Capitol District</b>				
	5108	Stephen Valenti	853 Blue Heron Court	Arnold, MD 21012
	3002	Charles P. Speitel	416 South Queen Street	Lancaster, PA 17603
80	1704	Richard VanLieshout	203 Elmhurst Circle	Cranberry Twp, PA 16066
<b>Carolinas District</b>				
	1133	William E. Cox	1400 Rock Dam Court	Raleigh, NC 27615
	4561	Frank L. Gay	1703 Woodwind Drive	Greenville, NC 27858
	0843	Kurt Keskinen	1716 Brookhaven Mill Road	Greensboro, NC 27406
	3621	William E. Palma	8028 Island View Court	Denver, NC 28037
48	1290	Philip & Andrea Visser	21447 Country Club Drive	Cornelius, NC 28031
78	2820	Martin Haber	PO Box 467	Beaufort, NC 28516
<b>Greater NY District</b>				
	4876	Richard C. & Lisa Hummel	15 Ocean Avenue	E. Patchogue, NY 11722
	1869	Jeffrey C. Dey	211 Second Street	Rancocas, NJ 08073
157	3868	Lawrence J. Nociolo	78 Forrest Avenue	Fair Haven, NJ 07704
<b>Gulf District</b>				
	5132	Michael G. Skardasis	1216 Calibre Woods Drive	Atlanta, GA 30329
	2878	Thomas A. Michael	4001 SE 46th Street	Ocala, FL 34480
		George Cuthbert	140 Foxfire Lane	Oldsmar, FL 34677
		Ellis V. Ollinger	108 1/2 Kiefer Avenue	Fairhope, AL 36532
102				
<b>Michigan-Ontario District</b>				
	2559	Carl Engels	4235 Moreland Street	Kalamazoo, MI 49001
	4372	Peter Hoeg	1605 Augusta Avenue	Burnaby, BC, Canada V5A 4N9
<b>Midwestern District</b>				
	2400	Douglas Robison	6174 Golfview Drive	Gurnee, IL 60031
83	3040	Daniel C. Murphy	433 Clearview Drive	Belleville, IL 62223
135	0409	Chris Wojnar	301 1/2 E. University	Champaign, IL 61820
140	4615	Howard D. Gilbert	1796 Maryland Avenue N.	Golden Valley, MN 55427
140	3108	Jeffrey B. Howell	15236 Isetta Street	Ham Lake, MN 55304
<b>New England District</b>				
	57	Robert M.C. Smith	88 Marmion Way	Rockport, MA 01966
	76	John B. Doherty	17 Ginn Road	Winchester, MA 01890
		Douglas W. Funsch	562 Maple Street	Mansfield, MA 02048
<b>New York Lakes District</b>				
	0792	Roger Fratini	232 West Street	Oneida, NY 13421
		James Ferris	10 Saddle Hill	Wynatskill, NY 12198
<b>Ohio District</b>				
	0499	James H. Ross	1096 Chinoe Road	Lexington, KY 40502
	3015	David Bishop	614 Locust Place	Sewickley, PA 15143
19	3301	Martin Haskell	6650 Given Road	Cincinnati, OH 45243
19	2346	Edward York	3825 S. Turner Road	Canfield, OH 44406
37	1413	Gerald Hanna	8360 Pontius Street	Alliance, OH 44601
80	4233	David E. Landis	1215 Home Acre	Columbus, OH 43229
		Wolf Goethert	430 Locust Street	Edgewood, PA 15218
<b>Pacific District</b>				
	4887	Al Hopp	1705 Road 76	Pasco, WA 99301
<b>Prairie District</b>				
		Ken Goldman	260 Bristlecone Way	Boulder, CO 80304
<b>Florida District</b>				
		Steve Wells	23 Oak Road	St. Augustine, FL 32084
		Richard Taylor	1106 W. Coppett Court	Tampa, FL 33602
		Donald Zegel	1645 Sand Hollow Lane	Valrico, FL 33594
	4156	Stewart Guillet-Day	1633 S. Kirkman Rd, Apt. 184	Orlando, FL 32811
90	4595	Vladimir Stroleny	601 SW 29th Road	Miami, FL 33129

New Members this report 42

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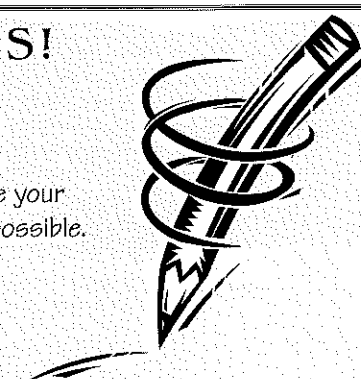
## ATTENTION ALL FSSA MEMBERS!

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 photo and we will return them as soon as possible.

We LOVE seeing all the great pictures, so start sending them in along with any regatta or sailing news!

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





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B. Navy with Flying Scot Sailboat embroidery	\$28.00	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. \$415.00

**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. \$54.00

**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

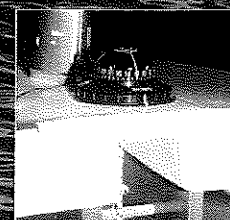
**Ronstan Telescopic X-10 Tiller Extension...** 29" to 48" telescopic, same construction as fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. \$70.00  
Clip to hold extension to tiller. \$2.40

**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. Looper hole saw available. \$9.20

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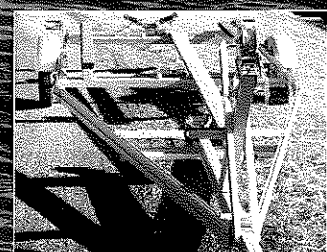
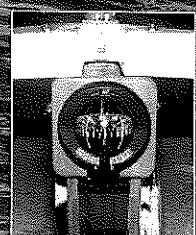


## Aquameter Sailor II Compass and Mount...

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

## Plastimo Contest Tactical Compass and Mount...

3 3/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. New, lower price for 1996, complete. \$230.00

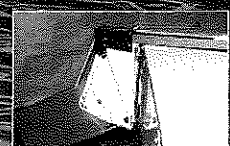


## Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7'5" and features 4-80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). \$1510.00

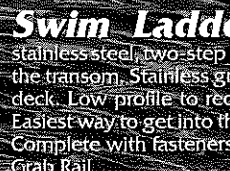
## Stainless Steel Mast Sleeve...

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



## Rudder Lift System...

Features custom stainless steel 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

# 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 1421- Customflex, white, light, fast and strong. Two suits of sails, spinnaker, 3hp outboard, two covers, many accessories, galvanized trailer, trailer box. Dry sailed. Located in Dallas, TX. \$4000. Call Bob Wray at (972) 733-4272 or email: rwwray@bus-inc.com, or wraybob@aol.com.

FS 2559- Two suits of sails plus spinnaker. Boat sailed only three times in the last three years and stored in dry barn. 1994 boat and 1993 trailer. Good cover, care and condition. Fresh water only. \$3500. Call Carl Engels at (616) 381-9186 or write to C. Engels, 4235 Moreland, Kalamazoo, MI, 49001.

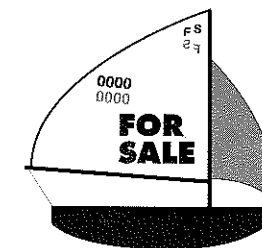
FS 4377- Douglass, white hull with blue stripe, TeeNee trailer, boom tent cover, Tanaka outboard, bracket, compass,

anchor, life jackets, spare parts. Dry sailed, very clean. Located in NC. \$4600. Call Wallace Dawson at (919) 468-0287.

FS 4548- Douglass, white with blue stripes, TeeNee trailer, tongue jack and spare. Mast up cover with skirt. Located in Tampa, FL. Will consider delivery. \$5800. Call (800) 785-2699.

FS 4679- White hull, blue strip, Schurr sails, tent cover, TeeNee trailer. Infrequently sailed. Located in Houston, TX. \$5500. Call Joe Hamrick at (281) 535-0869 or (713) 759-4848.

FS 4845- Built by Flying Scot, Inc. White hull and light blue deck with blue trim. Windowed North sails and spinnaker. Motor mount, galvanized trailer with spare tire, canvas cover. Good condition. \$6500. Call Bruce Lichtenstein at (215) 860-0554.



## 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
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

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