

Scots 'n Water

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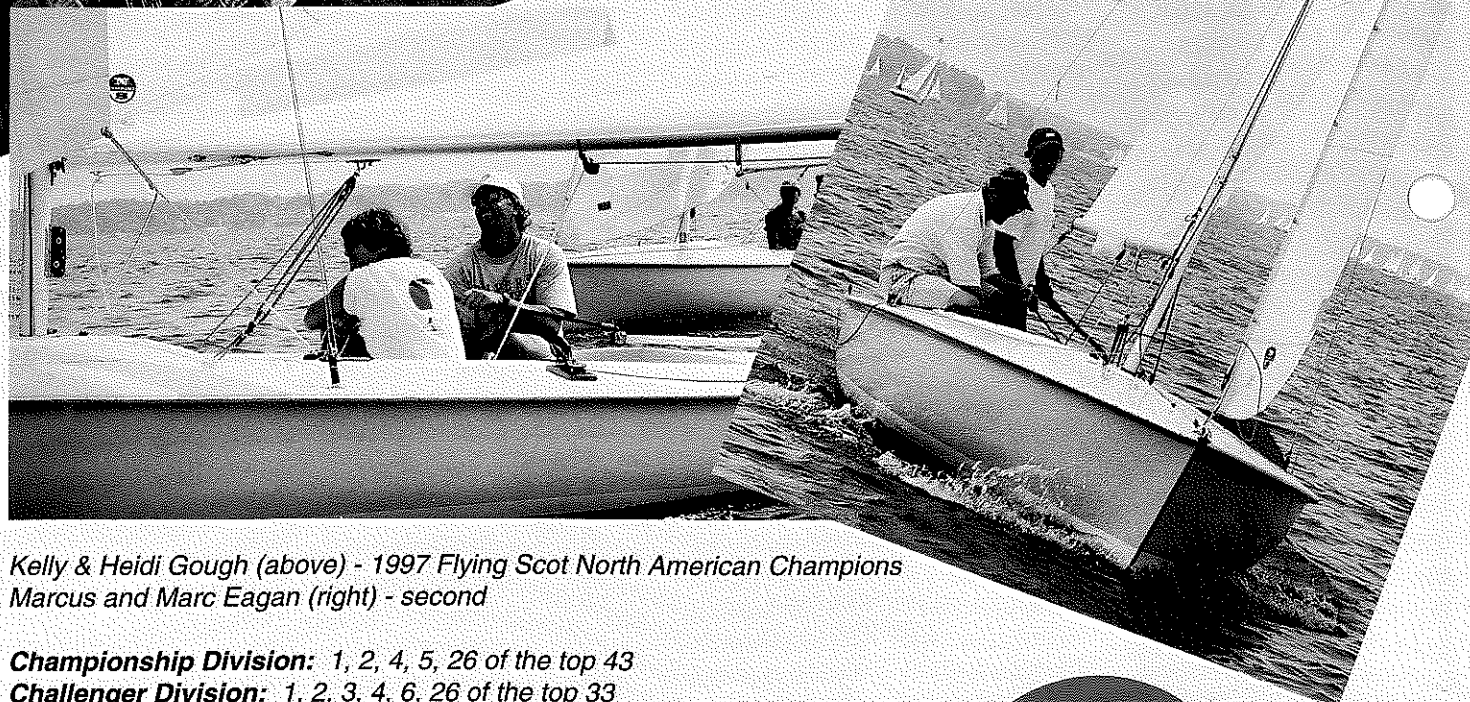


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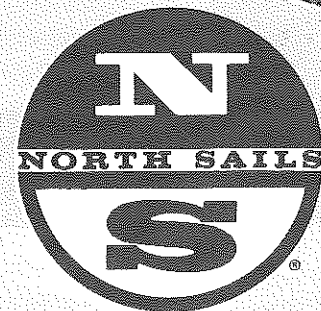
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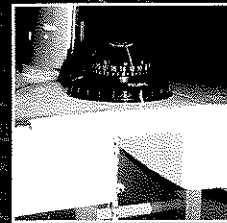
On the Cover: Mike Palm and his Scot sailing on the Western Lakes.

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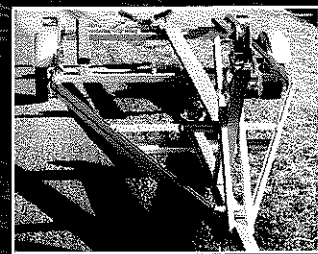
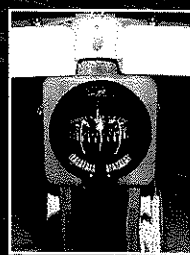


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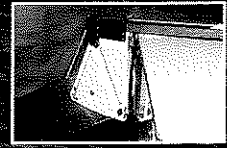


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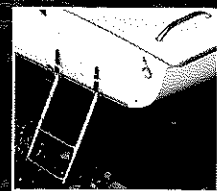


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Letters to the Editor

On August 15th and 16th, 1998, there will be a regatta at the Hyannis Yacht Club called the Hospice Regatta. It will be the 5th Annual regatta with proceeds going to Hospice of Cape Cod. In the past four years Flying Scots did not participate, however, if a few boats wanted to race the committee would be happy to set up a race course.

Would it be possible to place a race notice in the next issue of *Scots'n Water*? There are many Scots in the waters of Cape Cod, so perhaps five or six or more owners might be interested. I own boat #4978, Queen o'Scots, and am Immediate Past Commodore of the West Dennis Yacht Club. I also happen to be a Hospice Volunteer and therefore have a broader interest in the success of the Regatta.

Last year you listed this regatta in *Scots'n Water* and I thank you for that help. Perhaps we will be more successful this year in attracting Flying Scot sailors. I can be reached at (508) 394-3147 if you wish to chat about this.

Richard E. Gegenwarth, FS 4978

Editor's Reply: This sounds like a great time for a great cause. I hope the Flying Scots in your areas will contact you and come to your regatta.

Love the work you do on the *Scots'n Water*. I have never sent you a photo or an article, so you may simply trash this as irrelevant if you wish, but I wish to air a frustration. When the district responsible for your issue writes their articles, they seem to assume everyone knows where places like "The Rudder Club" are physically located (Jan/Feb 1998, 1997 Wife-Husband Championship). Likewise, "The Glow." I read this issue cover to cover and still haven't a clue in which hemisphere, much less locality, these events were held. Just a thought - perhaps a newspaper-like location in the first paragraph would be useful?

And another thing, I really enjoyed Gabor Karafiath's Jib Roller Furling article, but there is no contact information

for him so I can send a follow-up question. I don't even know which fleet he is in. Is this Privacy Act information or something?

Anyway, keep up the good work.
Greyson Bassett, FS 3717

Editor's Reply: Thanks for writing...I must admit that sometimes I have to look up where a fleet is located on my fleet map. The fleet maps are printed in the Anniversary Issues. The Rudder Club is located in Jacksonville, Florida and The Glow is held each year the last weekend of September on Clinton Lake, Illinois.

I think it would be a GREAT benefit for everyone who writes to mention where they sail, what the closest town is and definitely what state they are in...I will try harder to doublecheck the articles.

If writers do not include a phone number or address in their article where they may be reached, I do not put one in. However, if you would like to contact any Flying Scot owner or writer directly, the toll-free Association number is a great place to get information. Andrella loves to talk to all Flying Scot sailors! The number is 800-445-8629.

AN OPEN LETTER TO ALL FSSA MEMBERS:

During the past year, we have been sailing with a new set of rules, known as *The Racing Rules of Sailing 1997-2000*. This new rules update is a revolutionary change to the rules, as opposed to the evolutionary process of rules updates in the past. One of the stated reasons for this change was to make the rules less intimidating for beginners. After living with these rules for the past year, it would appear that they have made the sport more intimidating for experienced sailors as well as the new sailors we were hoping to attract.

While the new rules are less intimidating on paper, they allow for more complex interpretations. Our sport is very complex in the number of possible rule

situations, and the old rules spelled out the restrictions and responsibilities in each unique situation. This "simplification" of the rules in actuality makes the sport more confusing and complex.

I have noticed a change in the character of the sport in recent years. While the tradition of sailboat racing has been one of sportsmanship, it seems that recently this has given way to a more aggressive "win at all costs" attitude. This change has been evident in everything from the America's Cup to the professional circuit to major one-design regattas. Evidence of this shift can be seen in the new racing rules.

There are three basic situations in which the new rules support this shift. In all three cases, the change in the rules allows for more aggressive maneuvers by eliminating the restrictions on right-of-way boats.

- The first change relates to the elimination of the distinction "mast abeam". This distinction made the downwind game more fair by putting restrictions on when a leeward boat must stop dictating the action. It was often a hard thing to pass to weather before, but it was still at least a contest. Now it is no contest, as the windward boat must be completely ahead of the leeward boat before she can bear away to her "proper course."

- The second change relates to the change in rules at the weather mark. The new advantage given to starboard boats at the mark changes the game radically, particularly on short courses. According to the new rules, if a boat tacks onto starboard within the two-length zone, they have no rights at all: no luffing rights, no buoy room, nothing. A starboard boat can act like the "offender" is not even there and do anything short of actually causing a collision. Approaching the mark on port used to be a viable tactical move to avoid the disturbed

Continued on page 6

air just below the mark and the starboard layline parade, as well as enjoying any advantage the left side of the course may have had to offer. For further discussion of this change, see *Approaching the weather mark is now tougher than ever*, by Stuart Walker. *Sailing World*, November 1997, pp. 24-26.

The third change relates to the change in restrictions on starboard boats. The elimination of the need for a starboard boat to "hold her course" in a crossing situation has led to a technique known as "hunting". This technique has the starboard boat repeatedly altering course, eliminating all options for the port boat except the one the starboard boat chooses to leave open. This is definitely a dangerously aggressive maneuver and it eliminates much of the tactical nuance of the game, such as the "lee bow" maneuver. Since in a well-set course you can't stay on starboard all the time, you are relegated to being a "hunted" pigeon about half of the time you are racing. To read more about the problems created by this situation, see *Hunting Season Can be Dangerous, Especially in High-Speed Boats* by Morgan Larson. *Sailing World*, December 1997/January 1998, pp. 16-19.

It seems to me that removing the restrictions on a right-of-way boat skews the game away from understanding the wind and toward tactical positioning. It also allows predatorially aggressive maneuvers -- and in some cases actually encourages them. The very fact that something called "hunting" an opponent is an acceptable way of gaining an advantage leaves a bad taste in my mouth. The sailboat racing I enjoy is a sport of sportsmanship, camaraderie, and friendly competition. I enjoy pitting myself, my boat, and my crew against a racecourse containing many variables - attempting to understand the winds, achieve competence in boathandling and tactically outmaneuvering the rest of the fleet. It is a competition of us against those elements - with the rest of the fleet as a yardstick. Rules that allow advance-

ment solely at the cost of others are wonderful for team racing and match racing, but are not what the sport I choose to play is all about. In addition, the possibility of being placed in a position in which I had no control, simply by sailing on port tack, intimidates me - and I have been racing sailboats for close to twenty years. If I'm intimidated by situations like these created by the rules, I can only imagine what a newcomer would feel like. This is not good for the growth of the sport. It is an abandonment of the gentlemanly sportsmanship that has sustained the sport for the past 150 years. There are plenty of "head on", win at all costs cutthroat sports out there...let's not allow ours to become just another one of those.

A PROPOSAL FOR CHANGE

It is my feeling that the predatory attitude that is permeating our sport is detrimental to the continued growth and health of our sport. With this in mind, I suggest we take a hard look at where our sport is going. More specifically and immediately, I strongly suggest the following changes to the existing rules:

- Reinstate "mast abeam" as the cutoff for when a leeward boat must return to her proper course;

- Either eliminate rule 18.3 or rewrite it to reflect rule 13, which governs "tacking too close;"
- Reinstate the restriction that a starboard boat must hold her course during a crossing situation.

As sailors, we have a responsibility to make sure the rules affect the game we wish to play. Much as the sport of hockey broadened the family appeal by cracking down on fighting, we can broaden the family appeal of sailing by having no tolerance for predatorially aggressive attitudes and maneuvers. If you agree with these points I have laid out, please write a letter to:

Lacey Howe
U.S. Sailing Race
Administrator Director
PO Box 1260
Portsmouth, RI 02871
e-mail:
103146.3017@compuserve.com

Sincerely,
Thomas P. Lawton
110 Richard Lane
Black Mountain, NC 28871
e-mail: tplawton@aol.com ▲

DEADLINES

District Governors, Fleet Captains, Boat Owners, Friends...

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Deadline	Issue	District Responsible
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

We Flipped It!

by John B. Kittredge, Fleet #15, FS #4070, "Burr Free"

We've been racing Flying Scots on beautiful Gull Lake near Richland, Michigan, with the Gull Lake Yacht Club for over twenty years. It's a great place to race, day sail or whatever in a Scot. Our fleet was started years ago by Max Doolittle, our local Scot guru, GLYC Harbormaster and Junior Sailing Instructor, know nationally with his wife Mary to many longtime Scot fans.

There are other racing fleets in the GLYC including, Stars, 210's, J-24's, Miscellaneous Cruising boats, and , this year, Snipes and Lasers. On Sunday afternoons after a ten and five minute guns, the Stars start their race at 2:00, normally 3 - 1/3 laps around a triangular course. At 2:05 the 210's start. At 2:10, the J-24's and Miscellaneous Cruisers and at 2:15 the Flying Scots start. We and the other fleets normally go 2-1/3 laps.

Such was the case last August during a regular Sunday series race. Wind was out of the Northwest blowing very nicely - many whitecaps, a beautiful breeze - with buoys to starboard. My son, John L., was my only crew and we both were wearing life jackets. Four Scots started the race, including Max Doolittle and our three-year Fleet Champion and one time GLYC champion, Mary Robinson.

Somehow, we had a good start and maintained it for two laps. We had a most unusual half-to-three quarter leg lead over Mary at the second weather mark and, because of the strong wind, we didn't bother putting up our chute that time until we saw her pop hers. Ours went up well before we got to the jibe mark. We jibed the chute in good order and began to settle down for a great broad reach to the leeward mark when "for no apparent reason", we lost it. In amazing slow motion we began to turn over. The chute had been released and the main was out full against the side stay. I only remember telling John to release the jib - as if that would have done anything - and as if he

could when we were then standing straight up perpendicular to the water, me on the opposite seat front and he on the centerboard trunk!

Anyway, we dropped into the water between boom and boat, both of us okay, then swam around to the stern. We did not want her to turtle, so I grabbed the rudder and John grabbed the board which was half raised up since we had been on a broad reach. He is younger and better able to reach the board that is higher out of the water than the rudder. Our Scot was soggy-sails, mast-horizontal. We were hanging on like flies.

After what seemed like five or ten minutes or so (probably two or three, if that), the mast and main began to break water and she flipped up right as rain! I held onto the safety line on the stern with one hand, bent my elbow so John could put his foot in it and get a boost up into the boat. I told him to get the spinnaker down first and that then I would get back in the boat.

Sometime along in there, Mary Robinson passed us to leeward asking if we were okay (Yes!) and sailed on. And a power boat came up and asked the same (we thought so!).

The main was still out against the stay, I was steering the rudder with my left arm, holding onto the safety line with my right - and the speed of the boat stretched me out full length in the water. We were racing along toward the leeward mark at a very good clip.

John got a line over the stern with a loop in it for my foot and I climbed back in. The inside of our Scot was dry as a bone except for our dripping water. We were still headed for the leeward mark, going like blazes.

After a few words from an unhappy 210 skipper at the leeward mark (we were not yet hitting on all three cylinders and probably fouled him at the mark!) and after two or three more tacks toward the

windward mark and the finish line, much to her (and our!) astonishment, we passed Mary Robinson, and somehow we went on to win the race.

From our standpoint, it was a spectacular race, not only that we had flipped and righted our Scot and managed to finish the race, but that we had beaten Mary Robinson - a great feat in itself - one that we were able to do only about three or four times in the last two seasons!

The point of all this? Very simply, do not panic if you flip! Keep your cool. Hang on to the rudder and board and pull both of them down. You, too, could prevent the dreaded turtle, prevent loss of valuable onboard gear and you could even right her with no other problems! It can and did happen to us.

Keep in mind, too, that this can be a wonderful time to check you bottom to be sure it is clean and free of nicks, cuts, scrapes, barnacles, tin cans, etc. Needless to say, we never thought of it at the time.

I was especially glad that both of us were wearing life vests and also glad to have the new floatation bag in the bow of our boat. At age 69, it was a great comfort to me to know that drowning was never an option.

I've since added a loop of line fixed to the top of the rudder to help me get back into the boat. Many of the crew I have during the course of the season could not have done what my son John did, so it's important that I be able to return to the topside with almost the same ease, grace and dignity as I got to the bottomside.

And yes, racing is great fun. It teaches you how to handle your boat properly and well, what to do when under a bit of stress and at the end of a race like that, how to enjoy a cool bucket of bubbly even more than usual! Enjoy! ▲

Transistory Art

by John G. Ullman, ex-owner FS #1358

September 26, 1997, was an absolutely gorgeous autumn day. God's art. Awesome. Add Smith Mountain Lake to the composition and the beauty is compounded. Launch fifteen Flying Scots upon the lake with sails aloft, eagerly crewed and skippered. Add a race committee aboard its "flat top", a starting pin abeam and afloat with flag flying, and big orange buoys to windward and leeward. Now the "clay" is almost ready. The committee begins its work. The boom of the gun echoes across the lake. For the fifteen minutes of the starting sequence the brightly hued, yellow, blue, and red shapes rise and fall, punctuated by the gun. It is a transitory kinetic sculpture.

Search the National Gallery in Washington, *La Louvre ou La Musée*

d'Orsay a Paris, the Vatican, the Uffizzi in Firenze, the acropolises of Athens and Lindos, or the British Museum in London. You will not find anything more beautiful. (I write from experience, for I've been to all of them.) It was my rare privilege to be at the right spot to appreciate it. Chairman Lee, at times skipper of the rebel Avanti, tolerated my presence aboard his committee boat. So there I was, at the stern, out of the committee's way, camera in hand, working on my credentials as a paparazzo.

Now, this camera bug does have a complaint or two. Whether against the Avanti's skipper or God, I'm uncertain. The sun was behind me as I faced the fleet and the starting pin and I wish to keep that, but I want the boats to be on starboard tack approaching, not reced-

ing from the committee boat. And, please, if one end of the starting line must be favored, let it be the committee boat end, not the starting pin's. All these conditions might have been met with something simple like a 180 degree change in wind direction putting the committee boat on the other side of the lake. Can you accommodate me on that next time, Lee?

There were a few more vignettes that are worth reporting. A voice came over the radio ordering, "Make sure those junior sailors wear life jackets!" This was duly shouted at them when they sailed close by adding "I don't know who radioed that, but it sounded parental." The order was about 50% complied with.

One such junior with body beautiful (another work of God's art) wasn't about to cover it up. Neither would I, if I looked as good. As for me, I was covered against wind and sun by five light layers. But then who wants to gaze at a 75 year old curmudgeon.

Don Smith, governor of this Flying Scot district, led the race by such a margin at the end of the first lap that a competitor would have to have a pal come out and sink him to keep him from winning. He sailed close to the committee boat as he entered the second lap and greeted the committee with "Hi Guys!". The sound of his voice, his relaxed demeanor, everything portrayed a quote from Mark Twain. He had "the calm confidence of a Christian holding four aces."

As the race ended a junior in the middle of the fleet crossed the finish line ahead of her father. She was admonished by a committee member, "Ain't you ashamed? Beating your father, using HIS boat."

The boats ranged considerably in age, from #103 to #5005. And the old boats looked in excellent condition to me. Boat #133 had a family aboard, mom, dad and two youngsters. ▲

Circumnavigating the Continental Divide

by Mike Palm, FS #1242

In June 1996, one of the cable channels did a show on Jackson Hole, Wyoming. It featured Jackson and Jenny Lake. I was hooked. I had to sail in the presence of the Tetons. With one small exception, my passions are sailing and big mountains.

After a year of planning and a week fitting supplies for a three month camping trip into a Jeep, we left on June 3, 1997 for a sailing exploration of the spine that separates our west and east flowing rivers. "That Darn Thing", my Flying Scot and I were headed for the cruise of my lifetime.

We found sixty exotic desert and mountain lakes, we sailed thirty and featured ten in a photographic essay. We gave sailing lessons to nine women and sailing demonstrations too numerous to count. One woman called me the "Johnny Appleseed" of sailing.

Those of you who have read my other articles know I like cruising adventure beyond home waters. The Scot is easy to trail, launch and retrieve. It is the ideal boat for single handing, being easy to rig and sail. The entire trip was planned for me to handle everything myself. As I was going into wilderness, a four-wheeled drive vehicle was needed to get into lakes without prepared ramps. As it was, I sailed in lakes that had never seen a sailboat before. A ranger told me some of the lakes had never seen anything larger than a canoe.

Although my two grown sons joined me for one week, the rest of the adventure was done alone. However, due to the appeal of the boat, I was never lonely. I was not concerned about rigging the boat myself (the only time the mast was dropped was when someone was helping.) I was not concerned about launching or retrieving the boat. (The biggest problem turned

out to be getting the trailer to the shore.) I was not concerned about sailing solo, but, as it turned out, I frequently had a passenger. My biggest concern was how to take pictures with me on the boat and the camera on the shore.

One purpose of the trip was to capture the photogenic boat in the spectacular scenery along the Continental Divide.

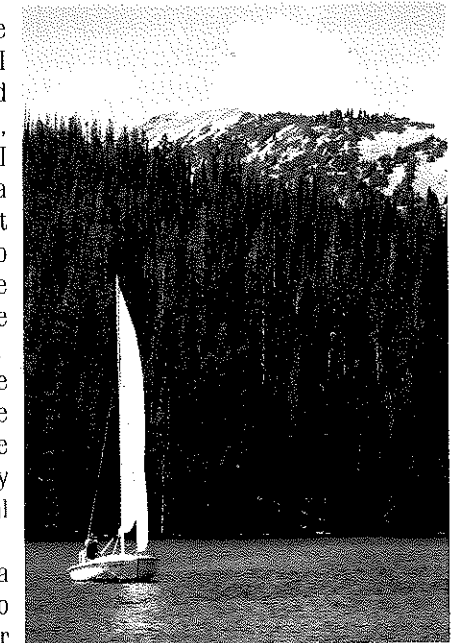
The camera is a Pentax ZX10 with auto everything. The trigger is a radio controlled device, designed for model airplanes, adapted to push an electro-magnetic cable release plugged into the camera. I would pick the lake, select the background and place a buoy in the water on a line between the camera and the background. Then I would sail back to shore, focus on the buoy, set the flash so I could tell when the camera operated and put the operating mode on fully automatic (shutter speed, aperture, depth of focus, *et.al.*)

Then I would sail back out to cover the buoy and take the picture several times for insurance in a variety of sail settings and lighting.

I would then start a mad dash to the nearest film developer so I could be sure the boat was in the field. If it wasn't I would have to hurry back, as the boat and photographic equipment were unattended, on the chance I had to shoot again. Weather and cloud formations were time sensitive.

One of the beautiful things about the West and the people who lived there was that I never lost anything at a campground, from the jeep, from the boat or from the photo-site.

Everything turned out as planned except for two things: 1) The small clear plastic box filled with carefully selected Scot spare parts was left at home and 2) I lost the key to the locked Jeep compartment in which I carried my "Bear Repellent". Neither of these caused a problem.



Trial Lake, Utah



Author Mike Palm, his Jeep and his Flying Scot

Continued on page 10



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Continued from page 9

There was only one failure on the thirty-two year old boat. The original fitting, to which the main sheet attaches to the rudder post, broke. It, not being of current design, simply wore through. It was an awkward moment with a very attractive and intelligent woman on board. We were on a lake north of Augusta, MT, in the back country with almost no one around. There were some cars but no people in sight. When the mainsheet separated from the rudder post, it was gusty and shifty as would be expected high in the mountains. Sara, a woman of substance from Augusta, MT, was on the tiller. She asked me to take it as she crawled out on the fantail to jury-rig the sheet. Dicey but exciting in every sense of the word.

On the way home the trailer, as old as the boat, broke. The winch post was weakened by travel over the three worst roads in the country...the geyser side of Yellowstone, the road from Flathead Lake to West Glacier and the road from East Glacier to Browing—all Federal roads in Montana connecting to two of the most popular Federal Parks in the U.S. (Shame on you Congress).

This breakdown, however, led me to the sculptor who makes the Grizzly Bear statues on the Yellowstone river east of Billings. Nice guy, nice detour.

As everything else on the trip, I let the Jeep have its head. It led me to some wonderful sights and people. This was my final proof test for the Scot.

The Scot was the correct boat to take. Larger would have kept us out of some neat water, smaller would have been unsafe in the mountains and the Scot proved once again to be the best teaching boat around. The women who came on board to learn were not only first time on the tiller, they were first time in a sailboat. I never felt at risk for either of us. Many big boat owners told me how nice it would be to have a Scot in the harbor for "fun" sailing. If I had taken a truck load of Flying Scots, I could have sold them all in a week.

I wrote a book about the adventure while I was on the road and at the sites. Typically, at the end of the day or upon discovery of a scene of unexpected beauty, I would climb up on the Jeep, sit on the hardtop and use the car-top carrier as a writing desk. We did six thousand miles. I came back in better physical condition than when I left. I got lost only once, and this led me to see the Pillars of Pompeii, so named by the Lewis and Clark Expedition. If you want a hint of the scenery, see *Lewis and Clark*, recently released by PBS. The back roads from the Pillars to Miles City were not at all shabby.

The way to pleasure is staying off the main roads and meeting the locals. To find your perfect lake, just head towards the mountains on the horizon, find a gravel road and follow it where it goes. Only one word of caution...fit your vehicle with two spare cans of gas and two cans of water. But just turn loose, angels do rush in.

Just to set the record straight, I was not just absorbing the local culture, I was contributing. One day I was sewing the trailing edge of my jib on the main street of a dusty little town nestled up to the Rocky Front Range of Mountains. I was in front of an original Augusta, MT, store converted into an attractive gift

shop called "Latigo and Lace." I was sitting in the sun to help find the existing holes so it would be easier to push the needle through. As I waited for my sailing partner, Sara, several car loads of tourists stopped to take a picture of the old white haired bearded cowboy (me) repairing sailboat sails. I'd love to see the pictures and read the notes on the back.

When the book comes out it will include this page:

CONTENTS

Outward Bound

Ports of Call

1. Cortez, Colorado (Mesa Verde)
2. Moab, Utah (Arches National Park)
3. Price, Utah (Huntington State Park)
4. Provo, Utah (Deer Creek State Park)
5. Pocatello, Idaho
6. Jackson, Wyoming (Coulter Bay Village)
7. Bozeman, Montana (Bear Canyon)
8. Helena, Montana (Canyon Ferry Lake)
9. Choteau, Montana (East Glacier)
10. West Glacier Montana (Flathead Lake)

Homeward Bound

Reflections in the Water

In the Wake

The Flying Scot was perfect for the trip. It was just what Sandy Douglass promised. Easy to trail, easy to rig, easy to launch, and a hell of a lot of fun to sail. I saw the most beautiful scenery in the world. There is nothing as thrilling as to be in the presence of the Grand Tetons. Each time you head away, you lose yourself in the joy of the responsive Scot in some spectacular wind. Then you turn back to face the majestic rocky spires, dusted with snow in the middle of the summer. Each time it is like falling in love again, and again, and again....

The boat is a natural magnet for meeting the locals, sailors or not. The Scot is the best training boat in the single-design class. The boat is ideal for two yet big enough to take a family of five on a demonstration sail. The boat gives the true feel of sailing, will scare the pants off novices, but is responsive and safe enough for a seven year old girl to show her father what she can do.

There is a trail of freshly inspired sailors in the wake of the Scot. Several big boat sailors envied the boat and wished they had one. I am sure we could build a fleet on several of the lakes we found.

The book goes into several anecdotes that prove the point, but the best discovery of all was the open, friendly, trusting character of all the people in the West. Don't take my word for it. Go West, yon sailors. ▲

Race Committee 102

by Dan Goldberg, FS #4991

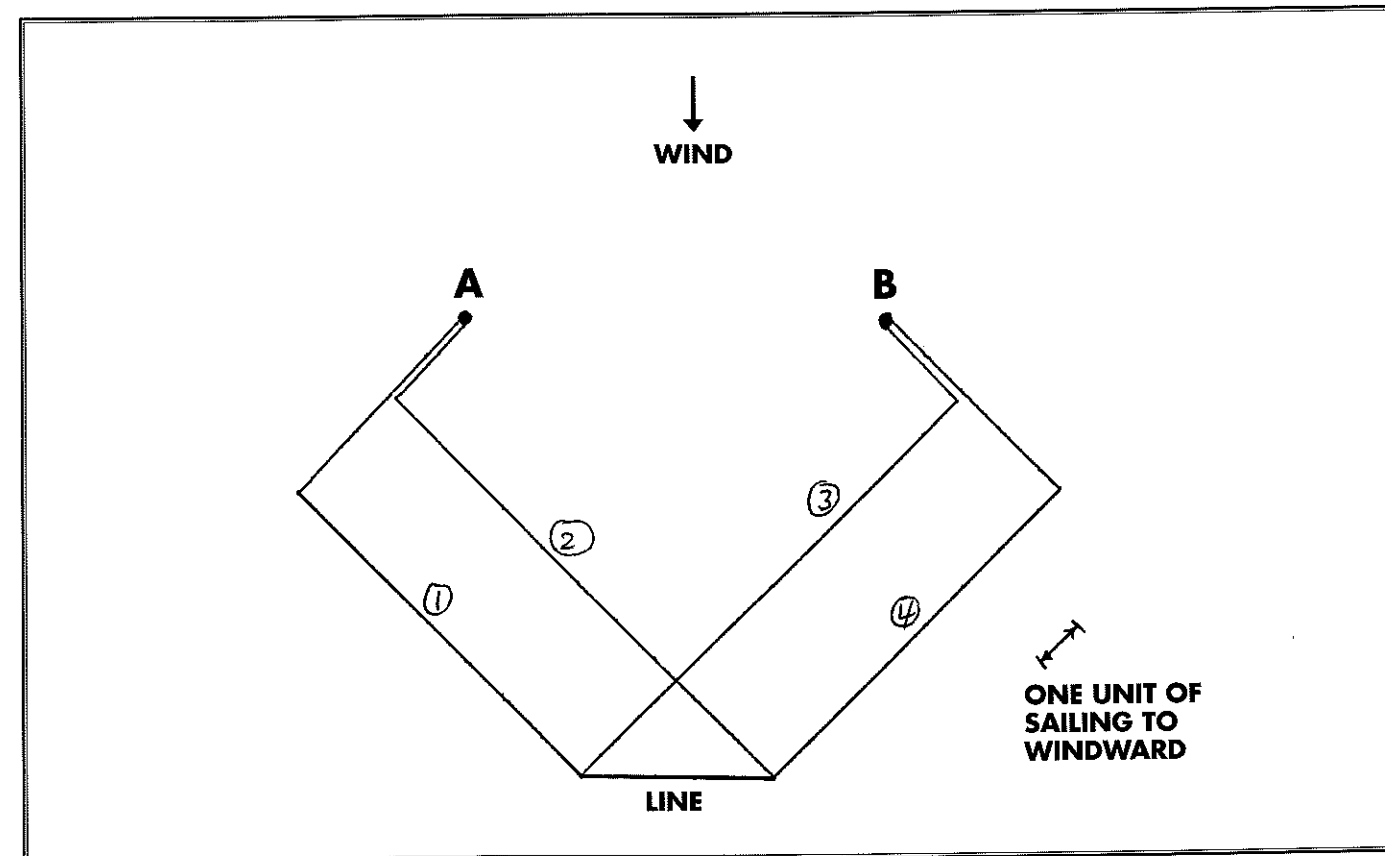
In my previous article on race committee work, I said that the most important thing for the start of the race is to make the starting line perpendicular to the wind. Some people have asked me, "Isn't it more important that the first (windward) mark be directly upwind from the starting line?" The answer is NO! It is much more important that the starting line be perpendicular to the wind than for the direction to the first mark be perpendicular to the starting line. This can best be explained by looking at the diagram below. It shows the first mark at two possible locations, A and B, neither of which is directly upwind from the line. Consider four boats:

- Boat 1 starts at the port end of the line on starboard.
- Boat 2 starts at the starboard end of the line on starboard.

- Boat 3 starts at the port end of the line at port.
- Boat 4 starts at the starboard end of the line on port.

As long as the line is perpendicular to the wind, all four boats sail exactly the same distance (12 units) to the first mark! Although mark A is closer to the port end of the line in "as the crow flies" distance, sailboats do not sail in a straight line to the mark. As long as the first leg has at least one tack, all boats will sail the same distance to get there if the line is square to the wind. The only effect of not having the mark truly upwind is that boats will spend more time on one tack than the other.

The bottom line: It doesn't matter very much exactly where you put the first mark, as long as it takes at least one tack to get there. JUST MAKE SURE THE STARTING LINE IS SQUARE TO THE WIND! Otherwise you will have a big pileup at the favored end, and will likely have a general recall or protests. ▲



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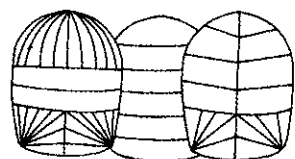
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Get Your Fleet Together for a Work Party!

by Bruce and Jackie Cattanach, FS #3817, Jollymon
 Co-captains, Fleet #157, Monmouth Boat Club, NJ

Does your fleet need a boost? Does it need some glue, a bonding agent to give it some cohesion? Try a work party where all participants will benefit.

At the Monmouth Boat Club, Fleet #157, some of our fleet members wanted to put floatation bags and inspection ports in their Scots. We had seen one of our fleet, deathroll while going downwind, lose the forestay and jib halyard, and eventually turtle.

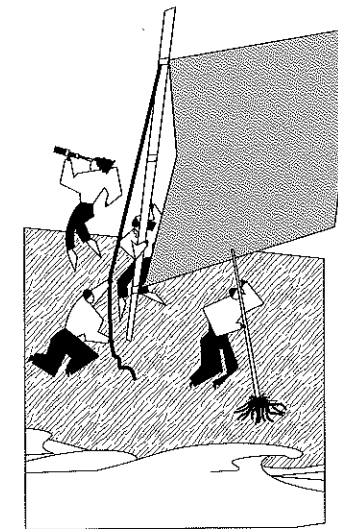
Two hours later, after being righted, towed in and bailed, while bow up on the dock with six guys leaning on the hull, we began to think about installing the bow bag and inspection port being offered by Flying Scot Inc.

We advertised in our local newsletter that we were going to do the project. We then talked it up at our Fleet potluck dinner and set the date for a weekend when there wasn't any sailing. We let everyone know about it, so all members could take part.

Ordering the kits and obtaining instructions was easy...a call to Flying Scot took care of that. Making sure that we actually had everything we needed was not. Not being an expert in boat repair, or working with resin and such, I enlisted two of our talented Scot owners and asked if they would help out and "straw boss" the event. One had done the job before, Bill Ewing (FS #5246), and the other, Dan Vought (FS #4048), was an expert in boat work and common sense. Both aided us in collecting the correct tools and supplies needed for the job and provided excellent onsite advice.

Also, ask around at local boat dealers, to see if the more specialized tools like a hole saw and 1/2 inch drill can be borrowed for the day. One of our fleet members, Lance Cunningham (FS #1077), runs such a shop and loaned us these.

We started at 8:00 AM and moved the Scots to a central area. By 12:30 we had the blocks glassed in, the port holes drilled, and the ports seated with adhesive and screwed in. We then took a well deserved lunch break. Since the weather was very warm, the resin set quickly. After lunch we smoothed the glassed area,



attached the straps and the job was finished. By 3:00 we had cleaned up and moved our Scots back into place in the yard.

The key is to have all the parts, tools and supplies, work in an organized systematic manner and use everyone's expertise. While one owner was marking the locations inside the hulls, another was sanding the blocks that were to be glassed inside the hull. Another was using a shopvac to vacuum out sandings while still another marked the location of the holes to be drilled in the transom. We were all improving our Scots and wanted to do the best job possible.

What would have taken me an entire weekend working alone, turned into a great project with an opportunity to interact with different fleet members. It was fun, not dreaded, frustrating work with no one to help.

Get your fleet together for a work party. Work on the clubhouse or docks or do what we did at Monmouth - improve your Scot. Add value and safety in case of capsized and build your fleet too. ▲

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Hiking Pants and Racing Rule 49.1

In response to a request for an interpretation, the US SAILING Appeals Committee has decided that using "hiking pants" (pants with built-in stiffeners) breaks rule 49.1. The committee will publish the decision in a coming issue of *American Sailor*.

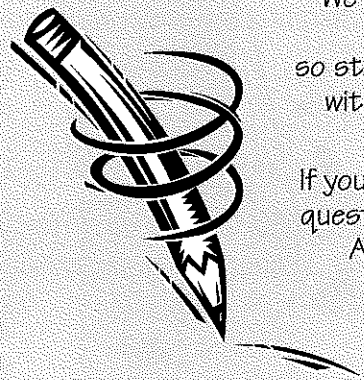
Rule 86.1 permits sailing instructions and class rules to change rule 49.1. A short statement such as "Rule 49.1 is changed to permit the use of hiking pants" serves the purpose. ▲

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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FLYING SCOT EASTERN WOMEN'S INVITATIONAL REGATTA DEEP CREEK, MARYLAND AUGUST 16-17, 1997



Alison Felix leading the pack

A woman's place was definitely at the helm at the first annual Flying Scot Eastern Women's Invitational Regatta sponsored by the Deep Creek Yacht Racing Association. Geri Meehan, Women's Program Director for the Association, did an excellent job of organizing the event. This is the sixth year DCYRA has sponsored a women's regatta, but the first year it has been designated the Flying Scot Eastern Women's Invitational. All of us involved are delighted in the interest and growth in this event.

What is it about Deep Creek Lake and mid August? For the fifth year out of six, the winds were howling at about 12-15 mph with gusts of 18-20. White caps filled the infamous slot in front of DCYC, Inc. in the early morning before the first race. Women were seen anxiously walking to the end of the dock to feel the real force of the wind and perhaps utter a quick prayer for moderation. Third crews were in great demand. Ultimately, fourteen brave crews registered for the regatta, five in the A fleet and nine in the B fleet.

The first race in the Champion Fleet was a hotly contested battle for first between Alison Felix, defending champion, and Vicki Willey. Alison beat Vicki at the end for the first. In the Challenger Division, Lauren Spinnenweber, sailing with her father, Bruce, finished first. Everyone breathed a huge sigh of relief at having made it back to the docks at Deerhaven and settled down for a delicious, and much needed, lunch provided by DCYC Inc.

Having proved themselves in the first race, the contenders set sail for the starting line and the second race. Vicki Willey encountered some difficulty at the start when she ran aground on the shallow shore near the starting line. This left the race open to Alison who walked away from the crowd and scored a second first place. But there was plenty of adventure for the rest of the fleet. Stephanie Mahan was flying downwind toward the

second mark, flying the spinnaker. The boat was just on the edge of control when the spinnaker sheet actually snapped and the chute flew wildly out of control. You have to give her crew, Jane Mahan and Janet Wilson, credit for staying calm and dowsing the chute while Stephanie maintained control of the boat.

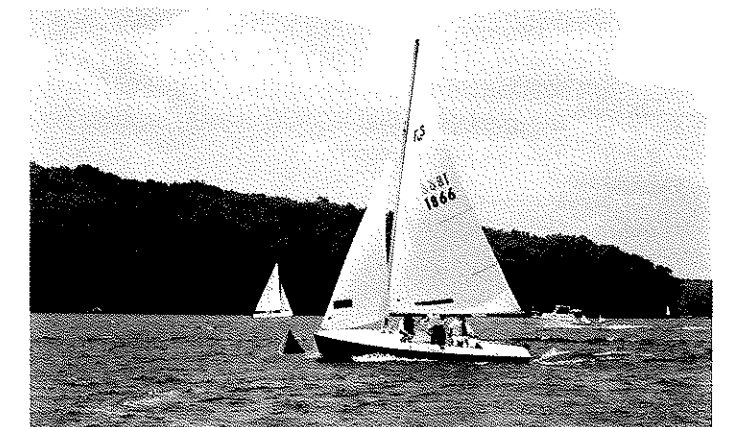
In the Challenger Division, Alice Schubert, sailing with her family, husband Gary and children Rachael and Ryan actually capsized the family Scot. The amazing thing is she and her crew were actually able to right the boat and continue on to complete the race. Lauren and Bruce Spinnenweber again finished first with newcomers Joan and Nathan Coraor, finishing second and Barbara Elster and crew finishing third.

Saturday night found the tired and aching women enjoying the Annual Corn Roast as guests of Charlotte and Don Hott. The food was great as usual. Thanks so much to Don and Charlotte for their hospitality.

The third race was held Sunday morning. The winds were still strong and gusty. Alison Felix made it a clean sweep by scoring her third first in the A Fleet. Susan Meehan and her crew, Geri Meehan battled it out with Audrey MacMillan and crew at the leeward mark. Audrey wound up hitting Susan in the stern and did the seven twenty. Susan went on to finish second in the race. Susan and Geri were one of the few entrants who sailed the series with a crew of two. You go, Girls!

In the B Fleet, Joan and Nathan Coraor rounded the first mark in the wrong direction. Another competitor hailed them and they went back and rounded correctly and still managed to finish first in the last race. Not bad for a couple of Newcomers...they have got what it takes. We hope to see them next year. Another couple of newcomers to watch are Liz Kingsley and Steve Valente who finished fourth overall in the B Fleet.

We'll be looking forward to seeing you all at Deep Creek Lake on August 8 and 9, 1998, for the Second Annual Eastern Women's Invitational Regatta. See you on the starting line!

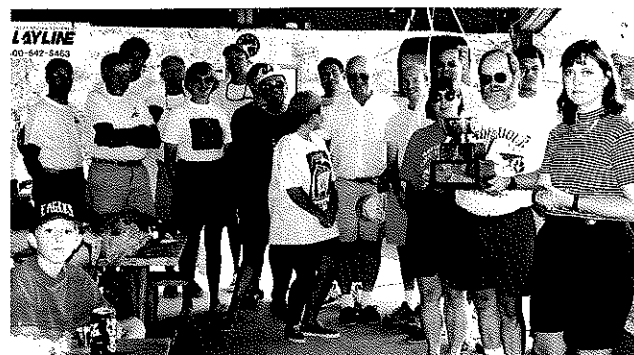


Stephanie Mahan, Jane Mahan
and Janet Wilson

Continued on page 16

**MAYOR'S CUP REGATTA
WITH A NEW TROPHY -
THE KENT TAYLOR TEAM TROPHY.**

BY MIKE DUNCAN, FS 3638, FLEET 48



*The Flying Scot sailors at the Mayor's Cup Regatta.
Mike Duncan holding the Kent Taylor Team Trophy.*

We have enjoyed sailing and racing around the Carolinas District, where there have been several well run regattas on different lakes and at coastal inland bay areas, since the early 80's. The winds through most of the sailing season are usually pleasant for just two people in a Flying Scot, and there are always a handful of husband-wife teams at these regattas who can be competitive with the best in the Class in these conditions.

When we first started racing and traveling to these invitational regattas at sailing clubs around the Districts, including Lake Norman Yacht Club (our home club), it did not take us long to notice that a Flying Scot named McToy sailed by Kent and Peggy Taylor was always near the front of the fleet. In one of our first Great 48 Regattas on a blustery, cool, May weekend many years ago, I remember getting to know Kent Taylor, who was in contention to win the regatta, and who was just so friendly and welcoming to several of us who were then new to the Class, that it was a wonderful and magical moment to be received into this wonderful group of people with such charm and grace. I will never forget Kent's great smile and good cheer at that first meeting and the many good times that followed at many regattas over the years around the Carolinas.

But one regatta has always been a special experience for us and it is the Mayor's Cup Regatta at Lake Townsend Yacht Club, a few miles north of Greensboro, NC, and is usually the first weekend after Labor Day. It has been the home club of Kent and Peggy Taylor over the years and they and several other good friends there have kept us going back almost every year that we could manage. After a few years of sailing, we began to finish better and be able to get close enough to Kent to know him as true gentleman and classy competitor on the water. He would talk to you boat to boat once in a while, but it was always upbeat. One Mayor's Cup probably ten years ago, we had all of our family of four on our boat in cat paws conditions, but we had a really good start and found ourselves in the lead tacking up the shore to stay in the catpaws, and Kent had gone the same direction, and from not far behind, he said simply, "You're looking good, big boy!" We finished well for the regatta, but I remember his encouraging comment and his good company better than I remember our ultimate finish in the regatta.

The good hospitality of Lake Townsend Yacht Club and the Mayor's Cup has kept us going back for years. I was very sad indeed to learn a couple of years ago that Kent had passed away, a great loss for all who knew him. Kent had a long involvement with sailing in the Carolinas, going back to Windmills at High Rock Lake in the early 70's. He also sailed Sunfish and Lasers competitively. He had served as Commodore of High Rock Yacht Club and Oak Hollow Yacht Club. He had crewed for others in Day Sailors, and was known to be just as good a crew as he was a skipper. Kent won several District Championship level trophies as both skipper and crew and was always willing to crew for others. Another of our top Flying Scot skippers of the last decade or so says of Kent, that he was simply the best all around sailor that he has sailed with, on big and little boats, racing and cruising, and that Kent was a lot of fun to be with. It is difficult in this limited space to do justice to his love for the sport of sailing, but he was a very special person and he will be missed.

Something happened at the 1997 Mayor's Cup Regatta that will help us make sure that Kent Taylor will be remembered in sailing competition in the Carolinas. At the 1997 Mayor's Cup Regatta at Lake Townsend, a mention was made at the first competitors meeting that a new and special award would be presented this year, and that we would learn more about it as the weekend progressed. Now this set everyone to buzzing as we went out to race. Nothing more was said until the very last thing at the awards presentation at the end of the Regatta.

First the individual winners of each fleet were recognized, with the Flying Scot winner being Jonathan Jones with his father, Bill Jones crewing.

The order of finish for the Flying Scot Fleet is listed on page 16.

Then the Mayor's Cup was awarded for the boat who beat the most boats in the Regatta - won by Jonathan Jones in the Flying Scot class. Then the Bryan Cup for the winner of the Regatta based on Portsmouth Handicap - again won by Jonathan Jones, Flying Scot. Then at the very last, an announcement was made that a perpetual trophy was being given by Peggy Taylor and family, the Kent Taylor Team Trophy, to be awarded at the Mayor's Cup Regatta to the Fleet that scores best on a team scoring basis for the Regatta. The Fleet winning this trophy would be the fleet with the best average finish (based on Portsmouth Handicap results) for the Regatta.

In its first year, the Kent Taylor Team Trophy was awarded to the Flying Scot Fleet, which pleased everyone so much, as the Taylors have long been involved in the Flying Scot Class. The Kent Taylor Team Trophy is on display at Lake Townsend and is engraved after the first year as shown.

Kent was intrigued with team racing because it has the potential of getting everyone involved and interested in how the whole fleet is doing and in improving everyone's skills as in a team event. This is very consistent with what I experienced in Kent's nature of being interested in and a friend to everyone in the fleet.

Thanks very much to Peggy Taylor and family for establishing such an appropriate perpetual trophy to honor Kent Taylor and his interest in competitive sailing.

There are many fine Flying Scot and Invitational Regattas scattered around the Carolinas District and they are all well

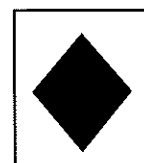
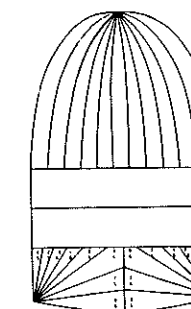
worth travelling for. But remember the Mayor's Cup and think and plan how to sail competitively as a Flying Scot Team to defend the Kent Taylor Team Trophy in years to come. You will also find at Lake Townsend a very amiable group of Flying Scot sailors who we are proud to call our friends. We have an active September and October racing calendar in the Carolinas District, it is a beautiful time of year to have a sailboat here. Come join us and stay awhile. ▲

**KENT TAYLOR TEAM TROPHY
WINNERS - 1997**

- Jake Barnhardt**
- Mike Duncan**
- Starling Gunn**
- Thomas Kirtley**
- Dave Batchelor**
- Jonathan Jones**
- George Kunkle**
- John Russell**
- Dick Schultz**
- Don Smith**

Place	Skipper/Crew	Boat	Race1	Race2	Race3	Race4	Total
1	Jonathan & Bill Jones	4381	1	2	2	3	8
2	Dick Schultz & crew	1885	4	6	3	1	14
3	George & Sandy Kunkle	4862	2	1	7	4	14
4	Mike & Dorothy Duncan	3638	9	4	4	2	19
5	Starling Gunn & John Collins	1104	5	3	5	6	19
6	Don & Trisha Smith	5005	6	7	1	8	22
7	Tom Kirtley & Ed Cherry	4719	7	5	6	7	25
8	Jake & Mack Barnhardt	1280	7	9	9	5	30
9	David Batchelor & Jim Whitaker	2324	3	8	11	11	33
10	John Russell & Raynor Garey	2300	10	10	8	9	37

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Meet the Staff



Patricia Sage Horn

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.

Hello! My name is Patricia Sage Horn and I have worked with J. Edgar Eubanks & Associates for thirteen years. I am the Assistant Bookkeeper. My responsibilities are accounts receivables. This includes billing for advertising, credit card transactions, checks, deposits and monthly reports on same.

Personally, I am from West Virginia but have been in South Carolina for twenty-five years. I am married and have two grown sons. In my spare time I love reading, watching movies, and now that my husband has retired, I'm looking forward to more traveling.

It has been an enjoyable work experience over the years and I have met great people and made some very good friends along the way. I hope it continues for another thirteen years! ▲

Starting Line

Note: Please send all regatta notices to the Association Office

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 Cattanach at (973) 586-0825 or via email at bcattanach@aol.com.

Egyptian Cup

May 30 and 31, 1998
Lake Carlyle, IL

Warm up for the NACs and sail for a trophy which dates back to the 1950's. Great racing, food and partying. Excellent camping next to the harbor.

Contact Emilio or Sue Tellini at (314) 458-6040 (home) or (314) 458-7878 (work).

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.

CORRECTION! PLEASE NOTE:

Berlin YC Invitational Regatta

June 12, 13 and 14, 1998
North Benton, OH

Come join the fun and fellowship with Fleet 19. Welcome party Friday evening; two races, wind permitting, Saturday, with great BYC Bash following; and the third race scheduled for Sunday morning, followed by lunch.

For more information, please contact Rear Commodore of BYC, Ron Craig at (330) 337-9498.

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.

Pig Roast Regatta

June 20 and 21, 1998
Fleet 1, Cowan Lake
Wilmington, OH

Challenge the magic of Cowan Lake in either the A or B fleet. Continuing our tradition of promoting sailing as a family sport, crews that include parent(s) and child(ren) under 18 years will also be scored separately regardless of the fleet they are competing in. Space is available for camping at the club, and the Saturday pig roast is a highlight of the event.

For more information, please contact Dave Reid, 2075 Evanor Lane, Cincinnati, Ohio, 45244-2915, (513) 474-0607.

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 North American Championships

July 11 - 17, 1998
Carlyle Sailing Association
Lake Carlyle, IL

Bring the kids to the NAC! This year's NAC at Lake Carlyle is kid-friendly. Whether you need a babysitter while you compete or your non-sailing family wants to come enjoy the week, the locals at Fleet 83 will help you make plans.

If you need babysitting, contact Sue Tellini at (314) 921-5033. Sue and her husband, Emilio have lots of experience entertaining their own four children at the lake. Please call Sue early to give her plenty of time to prepare.

Non-sailors will not be bored. They may choose from excellent golf, hiking, fishing, bicycling or antiquing in the vicinity of the lake. If big-city fun is what you have in mind, St. Louis is an easy 55-minute drive with its world class zoo, botanical gardens, science center, shopping and other tourist attractions. There is a wonderful outdoor summer theatre in Forest Park and the baseball Cardinals will be in town the whole week of the NACs.

For more information on the NACs, see your March/April issue of Scots'n Water, call Jim Harris at (314) 966-8404 or visit the Carlyle Sailing Association's Web page at <http://www.csa-sailing.org>.

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.

Fleet 177 Invitational

August 1 and 2, 1998
Housatonic Boat Club
Stratford, CT

For more information, please contact Forest Rogers at (203) 775-0665 or Melanie Dunham: (914) 855-0619 or e-mail: FS2601@aol.com.

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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.

Eastern Women's Invitational Regatta

August 8 and 9, 1998
Fleet 6, Deep Creek Lake
Deep Creek Lake, MD

Come one, Come all Ladies! Have a great weekend of sailing and enjoy meeting other women who sail. We have had great winds the last four years at this Regatta.

Please contact Geri Meehan at (h) (703) 369-5065 or at the lake (301) 387-7890

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: ronhauth@interlog.com.

Whale of a Sail

September 12 and 13, 1998
Lake Carlyle, IL

Spend a perfect September weekend at Carlyle Sailing Association's annual multi-class regatta. Expect 125 boats, 15-20 Scots, great race management, great food, and a live band. Excellent camping next to the harbor.

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

Horricks-Palmer Invitational

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

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

Harvest Moon Regatta and the 1998 Ohio Districts

September 12 and 13, 1998
Atwood Lake
Dellroy, Ohio

Come and join us as we celebrate the 50th Anniversary of A.Y.C. We are planning a fun event, good fellowship and races. Registration Friday evening and Saturday morning. Two races on Saturday and one race on Sunday.

For more information, call Fleet Captain, George Rooting at (330) 874-4541.

Sail for the Grail Regatta

September 26 and 27, 1998
Lake Arthur
Near Pittsburgh, PA

For more information, please contact Bob Gelman at (412) 421-6819.

Capitol District Championship

September 26 and 27, 1998
Lake o' the woods
Locust Grove, VA

For more information, please contact Frank Gibson at (703) 271-2716.

Ohio District Schedule

May 16 and 17, 1998
1998 Buckeye Regatta
Hoover Reservoir, Fleet 37

June 13 and 14, 1998
Berlin Lake, Fleet 19

June 20 and 21, 1998
Pig Roast Regatta, Cowan Lake, Fleet 1

July 25 and 26, 1998
Sandy Douglass, Deep Creek, Fleet 6

September 12 and 13, 1998
Ohio District Championships,
Atwood Lake, Fleet 65

September 26 and 27, 1998
Sail-for-the-Grail, Lake Arthur, Fleet 80

October 3 and 4, 1998
Grand Annual Regatta, Cave Run Lake,
Fleet 165

1998 Northeast Flying Scot Regatta Schedule

March 30 - April 3, 1998
Mid-Winter Championship
Panama City, FL
Ruth Elder: (850) 769-2453

May 30, 1998
Flying Scot Full Moon Regatta
Red Bank, NJ
Bruce & Jackie Gattanach:
(973) 586-0825

June 6 and 7, 1998
Greater New York District Championship
Indian Harbor, CT
Josh Goldman: (703) 625-0768

June 13 and 14, 1998
Wife-Husband C hampionship
Toms River, NJ
Ed & Kay Summerfield: (732) 286-4890

June 20 and 21, 1998
Douglass/Orr Invitational
Sprite Island, CT
Joe Gulick: (203) 438-2440

June 28 and 29, 1998
New England District Championship
Sharm, MA
Jim Cavenaugh: (617) 784-5088

July 12, 1998
Woman's Junior , North American
Championship
Lake Carlyle, IL
Jim Harris: (314) 966-8404

July 13 thru 17, 1998
North American Championship
Lake Carlyle, IL
Jim Harris: (314) 966-8404

July 18 and 19, 1998
Central NY YRA Championships
Fair Haven, NY
Lonnie Palmarie: (315) 947-5381

August 1 and 2, 1998
Fleet 177 Invitational
Stratford, CT
Forest Rogers: (203) 775-0665

August 8 and 9, 1998
LI Summer/Sprague Memorial
Center Moriches, NY
Tony & Regina DiResta: (516) 878-8710

August 15 and 16, 1998
Saratoga Lake Flying Scot Invitational &
New York Lakes District Championship
Saratoga, NY
Peter & Ann Seidman: (518) 877-8731

August 22 and 23, 1998
Canadian Championships
Stoney Lake, ONT
Susie Hauth: (416) 489-1737

September 12 and 13, 1998
Massapoag Regatta
Sharon, MA
Jim Cavenaugh: (617) 784-5088

September 12 and 13, 1998
Glimmerglass Regatta
Cooperstown, NY
Dick Staley: (607) 432-6815

September 12 and 13, 1998
Horricks-Palmer Invitational
Bluepoint, NY
Paul Patin: (516) 363-9069

September 26 and 27, 1998
Candlewood Lake Regatta
New Fairfield, CT
Frank Riefenhauser: (203) 746-4752

October 10 and 11, 1998 ~
Fleet 7 Founders Regatta
Riverside, CT
Ed Davis: (203) 637-1055

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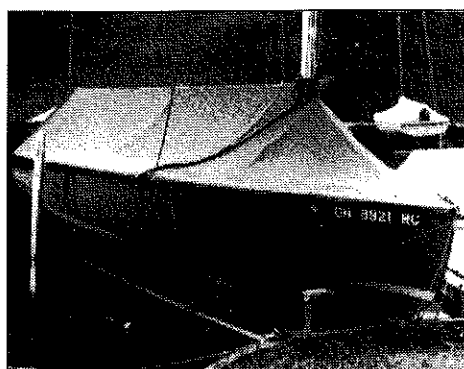
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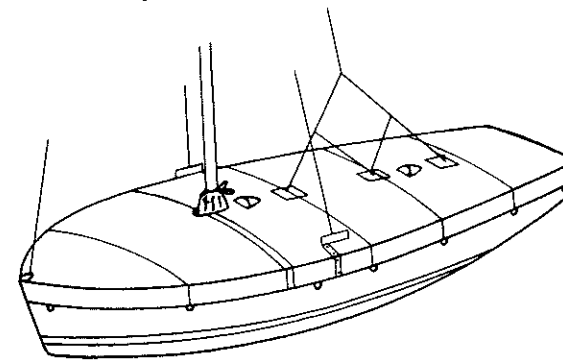
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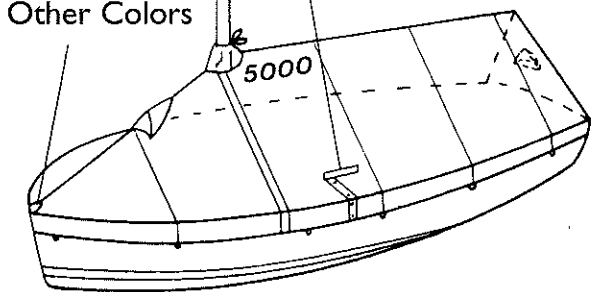
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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	1001	W. Thomas Myers	23 State Park Road	Swanton, MD 21561
	1140	Valerie Sunderlund	22687 Marshall Lane	Wittman, MD 21676
	2997	Roger L. McClung	1110 P Street, NW	Washington, DC 20005
	4845	Arlo Eby	2157 Route 313	Quakertown, PA 18951
	5181	Carl L. White	9 Shirley Road	Newport News, VA 23601
	A263	Thomas Whitaker	1113 Bay Colony Drive	Virginia Beach, VA 23451
103	4762	J. Stephen & Judith Buis	8802 Sierra Road	Richmond, VA 23229
Carolinas District				
	0630	Kirk McEachern	305 Creek Road West	Greenwood, SC 29646
	1277	Philip McCrory	4360 Arbor Way	Charlotte, NC 28211
	5160	Phyllis R. Hendrickson	138 Paddle Wheel Circle	Washington, NC 27889
	A265	Spencer Mathews	387 Mills Avenue	Spartanburg, SC 29302
	A287	Erin Tracy Black	4921 Lakemont Drive	Raleigh, NC 27609
Greater NY District				
	4479	Carl E. Bornebusch	PO Box 1372	Medford, NJ 08055
	4832	James D. Bates	16 Blades Run Drive	Shrewsbury, NJ 07702
	A225	Errol Schnurman	65 Fleetwood Drive	Rockaway, NJ 07866
	A243	Thomas Mundie	285 Tall Oak Road	Edison, NJ 08837
10	2645	Glenn Palmer	63 Watchogue Avenue	East Moriches, NY 11940
46	1621	Ralph Bernard	11 East First Street	Freeport, NY 11520
53	3323	James Zierick	18 Mohegan Road	Larchmont, NY 10538
Gulf District				
	A283	Tom Lewis	57 Adkinson Drive	Pensacola, FL 32506
102	A289	Chris Christman	708 Captain O'Neal Drive	Daphne, AL 36526
13	C3689	Douglas Spohn	550 N. Cret Court	Chattanooga, TN 37404
55	A291	Julian Bingham	3010 Bryant Road	Mobile, AL 36605
Michigan-Ontario District				
	1641	Thomas J. & Mary Kay McCool	1461 Russ Roy Court	White Lake, MI 48383
	A235	Keith Seddon	72 Station Road/Netley Abbey	Southampton, EN S03-15AF
Midwestern District				
	0643	Jack Young	4935 Chicago Avenue S	Minneapolis, MN 55417
	1753	William A. Davis	3315 Iowa Avenue SE	Cedar Rapids, IA 52403
	2512	Dr. John Ruderman	900 Elm Place	Glencoe, IL 60022
	A272	Robert D. Irons	613 Rogers Street	Madison, WI 53703
107	2511	Jeff DeHamer	616 Sherry Street	Neenah, WI 54956
83	1551	Michael Hellweg	4146 Haven	St. Louis, MO 63116
New England District				
	2808	Donna Foran	46 Pleasant Street	Carver, MA 02330
76	C0416	Harvey & Margy Davidson	65 Brook Road	Sharon, MA 02067
N.Y. Lakes District				
	3241	Nancy Munkenbeck	832 Ringwood Road	Ithaca, NY 14850
161	5069	Paul Chevalier	3113 Troy Schenectady	Niskayuna, NY 12309
Ohio District				
	5153	Thomas J. Hasbach	1600 Hollow Tree Drive	Pittsburgh, PA 15241
Prairie District				
	2632	Orlin Faulhaber	265 North Maloney Drive	North Platte, NE 69101
	3000	Edward Mosimann	317 Karlin Avenue	Atez, NM 87410
Texas District				
	2631	Jim Strong	10142 Panther Ridge Trail	Dallas, TX 75243
	3042	Randall & Rosemary Ricketts	16198 County Road 434	Lindale, TX 75771
	A281	Bill Glazner	3107 Quenby	Houston, TX 77005
Florida District				
	3360	Wayne & Eric Carlson	3048 Savannah Way, #1-204	Melbourne, FL 32935
	5205	Robert K. Fletcher	361 Gilchrist Ave., PO Box 1411	Boca Grande, FL 33921
	A231	Tim Boham	2127 NE Lakeview Drive	Sebring, FL 33670
	A249	Martin W. Kunz	6701 NE 20th Terrace	Ft. Lauderdale, FL 33308
	A271	James D. & Jane Wells	12786 NW Mariner Court	Palm City, FL 34990
	C0936	Susan Horn	8435 SW 149th Drive	Miami, FL 33158
	Co5177	Bjorn J. Thompson	1613 NW Sweetbay Circle	Palm City, FL 34990
131	1613	Jim Spaulding	1319 Harbor Oaks Road	Jacksonville, FL 32207
179	5177	Bill Whittaker	12783 Mariner Court	Palm City, FL 34990

New Members this report 49

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 430- Douglass, white deck and bottom, navy blue hull with graphics, "Spirit of Grenadier Isle", North Sails, all race extras, hull flow sanded and teflon coated, two centerboards, custom console, good race reputation. Trailer with spare tire, Harrisburg, PA. \$3500. Call (717) 932-7947 or email: bnmwnan@epix.net.

FS 543- Looking for a well equipped boat that also looks nice for less than \$3000? Several suits of cruising sails plus a racing set. Boat is race equipped. If you're interested in a lower priced boat that can compete, contact crhunt@soltec.net for a detailed fact sheet or call (217) 427-2346.

FS 1015- Lofland built, with Lofland trailer made for the Scot, rigged for spinnaker. Harken blocks and cleats, two suits of sails, (main and jib, without spinnaker). Located in Dallas, TX. \$1500 obo. Call Sanford Denison at (214) 826-3998(h) or (214) 637-0750(w), or email: denison@flash.net

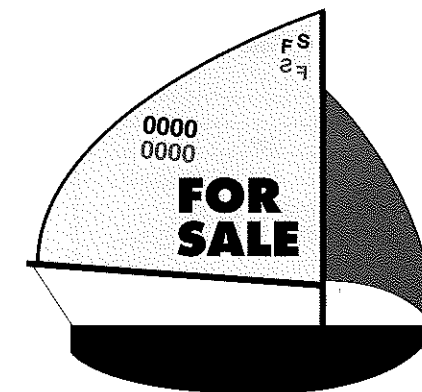
FS 1037- Douglass in good condition. White hull and deck, trailer, North main and jib in good shape, includes spinnaker and anchor. Fresh water sailed only. Florence, SC. \$2300. Call Steve Hulme at (803) 393-2811, x301 (days), (803) 665-9901 (eves) or email: steve.hulme@fortjamesmail.com.

FS 1830- Douglass, white deck and hull. Full set of sails, nearly new North triradial spinnaker and rigging, new Sailors Tailor boom tent, 6 hp Chrysler outboard, TeeNee trailer, oversize tires with spare. Always dry sailed. Located in Central New York State. \$4100. Contact Bill Ballard at (607) 334-4672 after 6 pm EST.

FS 2018- Excellent condition, year round TLC, stored inside 9 months/year.

Three suits of sails plus spinnaker and cover. Galvanized Scot trailer, includes Johnson 4 hp motor only one year old. Loaded with all needed extras plus many spare parts. Located on Long Beach Island, NJ. \$4400. Call (609) 494-8493 (week-ends) or (215) 232-8282.

FS 2632- Customflex, like new condition, white deck, red hull, stored inside. Two suits of sails, one is new, spinnaker and Pamco trailer. This boat has been sailed very little. Located in Central Nebraska. Contact Orlin Faulhaber at (308) 534-8067 or email: orlin@nponline.net.



FS 2795- Customflex built, white hull, white deck with blue stripe. Harken blocks, one suit of Murphy-Nye sails, very good condition. Pamco trailer. Full canvas cover. This boat is in excellent condition, always stored inside. Located in Fremont, IN. \$4250. Contact Wayne Hutchison, (941) 625-3503 (before May 1st) or (219) 495-5709 or (219) 833-1978 (after May 1st).

FS 3241- Douglass, excellent condition, white/red, hinged mast. Galvanized Sterling tilt trailer, full cover (blue), two suits of sails, Schurr, North racing sails, spinnaker. Proven winner. Dry sailed, fresh water, covered winter storage. Second loving owner recently passed away. \$6000 negotiable. Contact Nancy Munkenbeck at (607) 539-7902 or email: nwm1@cornell.edu.

FS 3870- Douglass, off-white hull, trailer, cover, two suits of sails, two spinnakers. Dry sailed. Good condition. Located in New Jersey. \$5000 obo. Call John at (732) 477-5641.

FS 3892- Douglass, white deck and hull. Excellent condition, includes trailer and miscellaneous equipment. Race ready with one year old sails. Located at Toms River Yacht Club in NJ. \$4950. Contact Byron Hicks (w) (732) 493-5497, (h) (732) 528-7170 or email: bhicks@gpu.com.

FS 4442- Less than fifty hours sailing. Mint. Never raced, used once a year. Off white deck, silver hull with blue line stripe. Mahogany centerboard cap, Schurr sails, mast hinge, anchor, motor bracket. Kept under cover. TeeNee trailer. Located in Raleigh, NC. \$4900. Call Bill Underwood at (919) 781-2372.

FS 4863- Fully equipped, Schurr sails (no spinnaker), jiffy-reefing, trailer, motor, etc. Reconditioned 1995 - fresh water pleasure sailed. Recent widow must sell. \$8000. Call (914) 352-5112, day or eve.

FS 5004- White deck, light grey hull with white bottom, factory seat cleating, totally internal outhaul 4:1, full race, two sets of sails, boom tent cover with skirt. Aluminum trailer. Located in Wichita Falls, Tx, will consider delivery. \$7800. Call Steve Priester (940) 723-5578 or (940) 692-3709.

FS 5070- Gray hull, white deck, motor mount, swim ladder, bottom paint, full mooring and trailer covers, other accessories, factory trailer. Sailed three times and stored in shed at Cave Run Lake, KY. \$8500 or reasonable offer. Call June Hook at (606) 784-7811.

FS 5099- Forest green hull, white deck and gold and black stripes, fully racing equipped, plus motor mount, ladder, full suit of sails including spinnaker, hiking lines, rudder lift kit, tent cover, aluminum trailer with nosewheel/jack. 4 hp Mercury motor available. Excellent condition. \$8950. Call Pierre Goiran (813) 934-3525 or email: pgoiran@gte.net.

FS 5150- New condition, red hull with white deck, racing package, dry sailed twice, never raced, aluminum trailer, motor mount, downhaul, thru-deck spinnaker hal-yard take-up reel, guy hooks, adjustable tiller, shroud covers, 1:1 and 2:1 jib rigging, 10:1 vang, cockpit cover, spare tire, Windex, mahogany cap. New over \$13000; will take \$11500. Call Kevin at (847) 646-0685 (IL) or email: MacnCheez@aol.com.

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