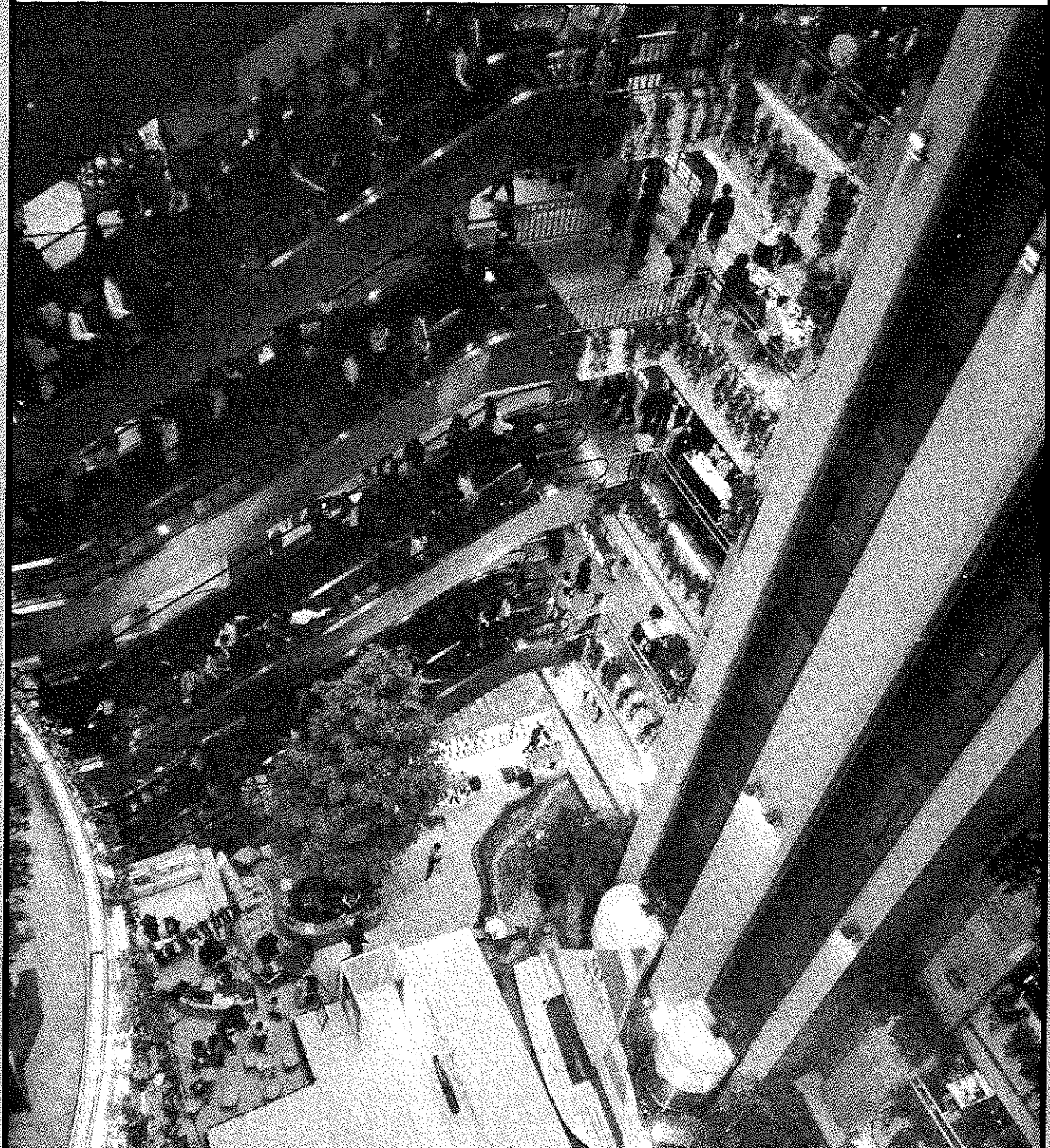


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 43 NUMBER 2 MAR/APR 99

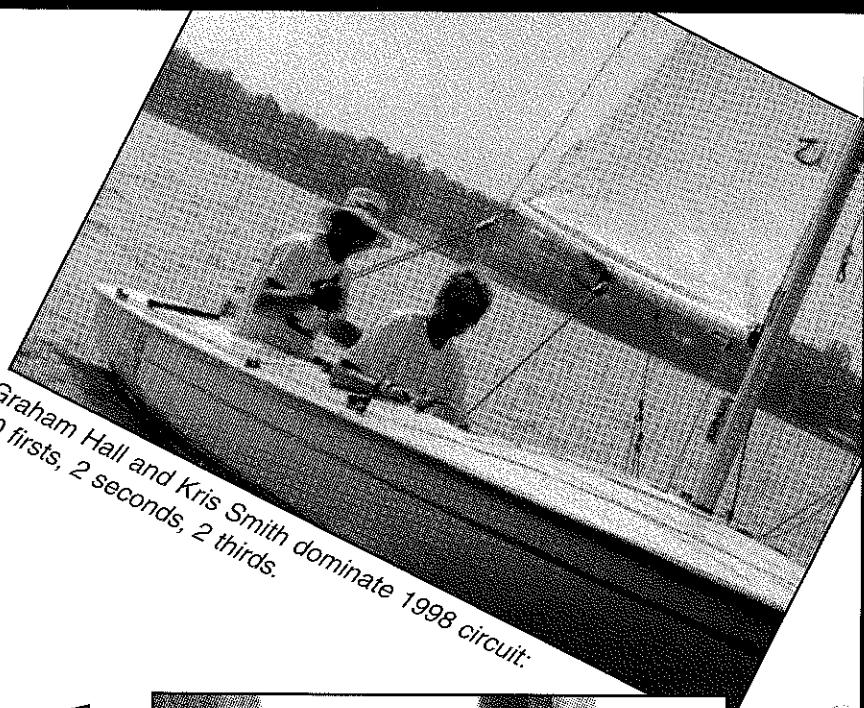
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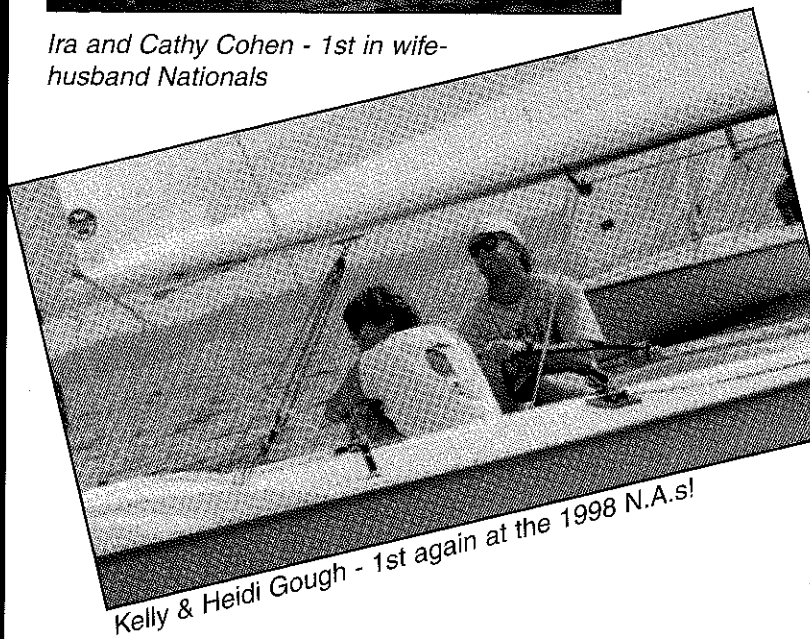
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Ira and Cathy Cohen - 1st in wife-husband Nationals



*Graham Hall and Kris Smith dominate 1998 circuit:
10 firsts, 2 seconds, 2 thirds.*

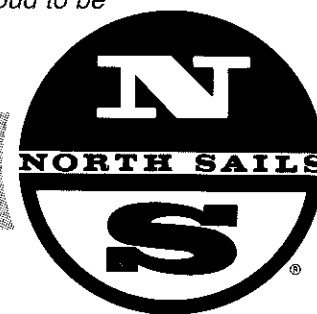


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The FSSA Flying Scot Website is online.

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

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

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

Scots 'n Water

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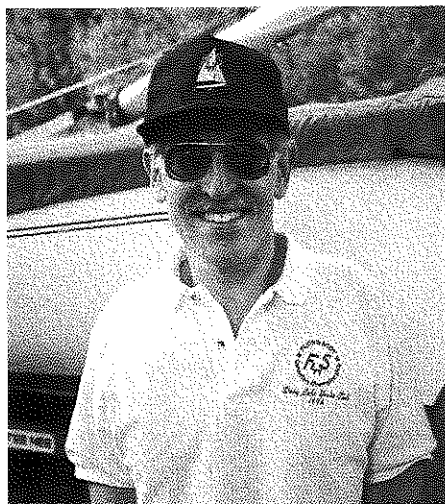
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On the Cover: A brand new Flying Scot on display at the New World mall in China.

From the President

by Dan Goldberg, FS 4991



The 1990's have not been a good decade for boatbuilders. A number of closings and takeovers have occurred throughout the boat building industry. Our boatbuilder, of course, is Flying Scot Inc. They used to build well over 100 boats per year in their heyday. But now the number is more in the 50-range. So it's really important for us to support our builder in every way we can. A strong builder is essential to the health of the Flying Scot Class.

Don't let the "Inc." in Flying Scot Inc. fool you. It is not a corporate conglomerate. It is a small private company run by Harry and Karen Carpenter. We're not talking fancy-suit slick-talking salesmen, either. Harry and Karen are as modest as they come and are about the most down-to-earth and helpful people I've ever met.

In my professional career, I have dealt with many suppliers who are routinely unreliable. Either the product is shipped with deficiencies or shipped late or both. By stark contrast, my experience with Flying Scot Inc. is exactly the opposite. Every boat I have ever bought was delivered defect-free, on time, and rigged exactly as I specified it. One boat was a "rush" job and I still don't know how they built it so quickly. Flying Scot Inc. has also provided in-the-field repair work (to the extent practical) for my boats at major regattas. In short, they are about the most customer-service oriented people I've ever dealt with.

As members of the Flying Scot Sailing Association, it is in our best interest to fully support Flying Scot Inc. to our maximum ability. We need to have a reliable

builder. We need to have a builder to perform repairs and supply spare parts. Most of all, we need to have someone to continue to build Scots to maintain the value of our boats and to continue the proliferation of the Class.

So if you bought an old Scot as a "starter" boat and are thinking of an upgrade, please strongly consider a new boat rather than a used boat! It is a good investment, as Scots retain their value quite well. If you need spare parts, call Flying Scot Inc. rather than Sears. If you need repairs, drop off your boat at their factory in Deep Creek, Maryland, and you will be amazed at the quality of the work. The repairs to Mid-Winters damage on my ex-boat bordered on the miraculous! If a friend is thinking of buying a Scot, direct them to the factory or give them the toll-free phone number (800-864-7208) or their web site address or e-mail number, listed in the Flying Scot Inc. advertisement elsewhere in this issue.

It behooves us all to maintain a strong builder.

Letter to the Editor

To: *Scots'n Water*

As a small boat rigger and sailor/racer for 65+ years, and a Scot dealer and owner for 15+ years, I am embarrassed to have jammed my main-halyard winch-wire on its spool yesterday, as many others must also have done. To get the sail down I had to cut the halyard; later I laboriously unwound the wire down to the jamb, cleared it (having to use considerable force), unrigged the boat and installed a new 52' 1/16" wire halyard.

Fortunately my problem occurred as we were returning to the club dock, and the wind was light, but it is easy to imagine other circumstances in which such a jamb would be serious.

Excuse me "Sandy" (a good and long-time friend), but why cannot the Scot have a conventional main halyard with rope tail, made fast near the gooseneck to a halyard hook or cleat? It would be much quicker, safer, and cheaper to replace. The Scot could (should?) have such an improvement, but as of now I assume it is not allowed by class rules.

The jib halyard winch/reel has been less of a problem in my experience, and of course is useful for rig-tension adjustment.

Dick Besse
"Scot Everything"
FS 4139
Fleet #43
Skaneateles, NY

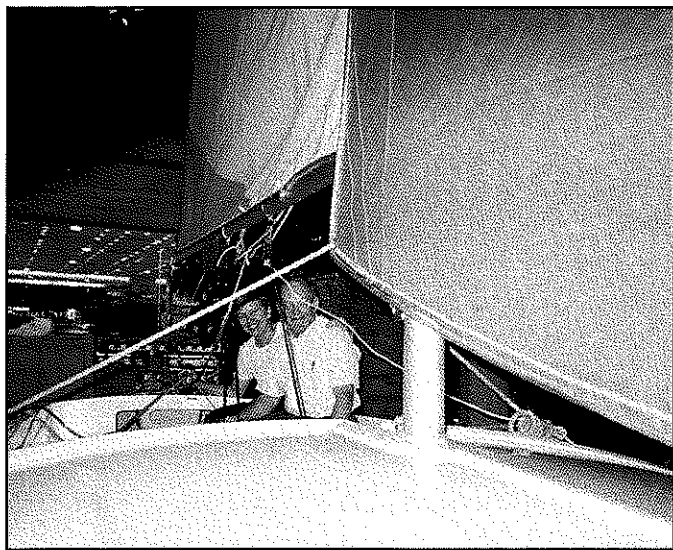
A Flying Scot in the "New World"

by Betty Struckhoff

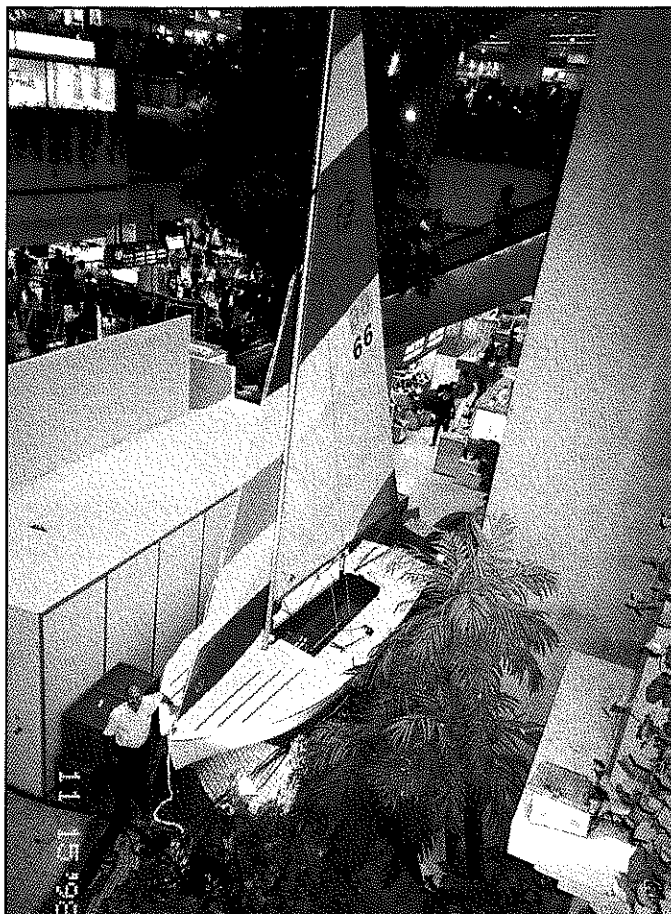
It was November 15, the last day of a long, tiring, but wonderful tour of China. Our legs were weary after nearly 3 and 1/2 weeks of trekking, from the Great Wall to the Yangtze to Hong Kong and finally Shanghai. We had been on lots of boats — a cruise on the lake at the Summer Palace in Beijing, five days on the Yangtze, the scenic Li River cruise, the Star Ferry in Hong Kong, a trip on the Grand Canal in Suzhou. Little did we know that one more adventure in a boat awaited us.

Some in our group chose to spend the afternoon packing or picking up those final souvenirs for someone back home. But our American guide told us that he would be going to the big department store downtown, the "New World", to have lunch and stroll around. Anyone was welcome to join him. We could catch up on our rest on the flight home tomorrow, right? Right!

The New World is nine stories tall with a central atrium flanked by escalators. The crowds were incredible like the day after Thanksgiving at a shopping mall in the U. S. We filtered through and boarded the escalator to go to the food court on the top floor. Finally relaxing and looking around as we rode up, we gazed down to the center of the atrium and what did we see? A Flying Scot!



Betty Struckhoff and Jim Harris



Jim standing next to the Flying Scot in the "New World"

For a moment, I thought I must have passed through some strange time-space warp. But Jim quickly remembered an article in *Scots'n Water* about a request for a boat for display in a Shanghai store. A brand new Scot just happened to be available in San Diego, so it found its way to China.

Our guide told us it had been displayed all summer. He convinced us to trespass onto the boat for a photo at the tiller — and was able to snap just before a floor attendant shooed us off. A great capstone for a great trip!

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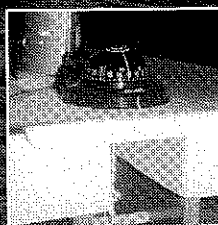
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NEW... Flying Scots Built to Order. Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Flying Scot for everyone - from daysailer to national champ. Order your new Flying Scot rigged just the way you like it.

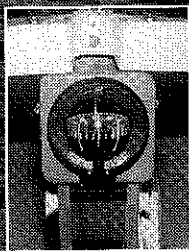


**Aquameter Sailor II
Compass & Mount...**

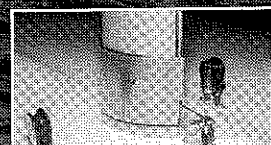
Features large yellow course line and 45 degree red bearing lines, along with an angle-of-heel-indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. **\$70.00**

**Plastimo Contest Tactical
Compass and Mount...**

3 5/8" 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. Price 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 8.00 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). **\$1540.00**

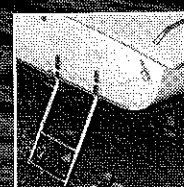


**Stainless Steel Mast
Sleeve...**

Custom formed welded and polished stainless steel to reinforce the base of the mast. Complete with screws. **\$137.90**

Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. **\$81.00**



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 **\$21.00**

Mainsail Flotation... For added security against furling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete. **\$145.00**



Web Lifting Bridle... Light weight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete with stainless steel ring, bolt and shackle. **\$68.00**

Flying Scot® Shirts & Caps...

Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit. **Colors:** White with Flying Scot Insignia embroidery, or Navy with Flying Scot Sailboat embroidery. **\$28.00**

The perfect summer cap - In four great colors! Poplin with Flying Scot Sailboat embroidery. **One Size Fits All**
Colors: Teal Plaid w/Teal Bill, Navy Plaid w/Red Bill, Bright Red, or Royal Blue. **\$9.00**

Spinnaker Pole... 1.5" diameter pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. **\$189.00**

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. **\$122.00**

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. **\$34.00**
Clip to hold extension to tiller. **\$1.85**

Ronstan Telescopic X-10 Tiller Extension... 29" to 48" telescopic, same 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. **\$57.40**
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. **\$54.10**
Replacement bag only. **\$39.70**

Transom Port 4"... Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Loaner hole saw available. **\$9.65**

Jiffy Reefing Kit... Hardware and line for a single 36" reef reduces mainsail area by about 25%, but does not require you to remove the bottom batten. (Modification to mainsail for reef grommets not included.) **\$128.00**

Flying Scot® Inc.

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

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The 1999 Wife-Husband National Championship

June 19 & 20, 1999 • Lake Carlyle, IL

by Felicia Bamer

The thirteenth (13th) annual Wife-Husband National Championship will be Saturday and Sunday, June 19 and 20 in Illinois at Carlyle Lake at the southern tip of Eldon Hazlet State Park. Join FS Fleet #83 on Friday, June 18 for dinner by the lakeside.

Midwest's finest, Carlyle Lake, is ten miles by three miles in the heart of corn country. Carlyle Sailing Association's facilities are top notch with three hoisting cranes, one ramp, three lengthy docks totaling 400 feet, a large pavilion, newly renovated children's play area, an air-conditioned clubhouse, showers in the restrooms, and a harbormaster living at the facility. The racing area is just outside the protected harbor and viewable from shore. For these June longest sun days of the year the winds are typically moderate (5-15 mph) with temperatures in the high 70s and low 80s.

Besides a wonderful place to sail, food including "Fried Turkey" will also keynote the event. A special Saturday evening of music and "gifts" are on the agenda.

The perpetual trophies for the event include the "Charlotte and Greg Fisher" for first in this National Championship; the "Cal and Anita Hudson" for first in Challenger Division; and the "Eric and Mary Ammann" for the First Century Division.

Housing accommodations include motels - in Carlyle (nine miles) for \$35.00 per night or in Greenville (20 miles) for \$50.00 per night; Bed and Breakfast; and camping about one mile from CSA within Eldon Hazlet State Park. The park has walk-in tent camping as well as over 500 electric hook-up sites that allow motor homes. New cabins overlooking the lake will also be available.

In tribute to the excellent sailing facilities in August (1999), Carlyle Sailing Association is hosting the Lightning North Americans. In the past it has hosted the Flying Scot NAC's in 1998 as well in 1992, the 1998 Snipe North Americans, the 1994 Olympic Festival, and US Sailing Championship of Champions in 1993. Visit the CSA Web Site at: <http://www.csa-sailing.org>.

ACCOMMODATIONS

Motel Carlyle	(9 miles)	618-594-8100
Sunset Motel	(10 miles)	618-594-4556
Knotty Pine Motel	(15 miles)	618-526-4556
Hazlet Park Campground	(1 mile)	618-594-3900
Budget Host Inn	(20 miles)	618-664-1950
Best Western	(20 miles)	618-664-3030
Super 8 Motel	(20 miles)	618-664-0800

Trivia includes that this area in Illinois is visited annually by as many individuals as who visit the Gateway Arch. Enjoy a trip west 50 miles to St. Louis to visit the Gateway Arch, the Zoo, Cardinal baseball, Six Flags, and the Riverfront.

If you attend the annual (from the 1950's) Egyptian Cup Regatta/Midwest Championship Regatta at CSA, you may leave your Flying Scot at CSA. CSA declines any responsibility for any damage and lost or stolen articles. Also, you may arrive early to practice/sail.

Please register by June 7 to assist our plans for you. For additional information on accommodations, possible prearranged childcare, unique food needs, etc. contact Wife-Husband Regatta Chairman Felicia Bamer at 314-227-4187 or e-mail: MST34@rockwood.k12.mo.us or fbamer@mail.charter-internet.

***NO CAMPING OR PETS ARE ALLOWED IN
CARLYLE SAILING ASSOCIATION.**

1999 WIFE-HUSBAND CHAMPIONSHIP SCHEDULE OF EVENTS

FRIDAY, JUNE 18

7:00 - 9:00 pm Registration
Dinner at the Pavilion

SATURDAY, JUNE 19

7:30- 9:00 am Breakfast
8:30 am Registration
10:00 am Competitors' Meeting
11:00 am First Race Start
Lunch (at RC discretion)
Second Race
Third Race
Hors d'oeuvres and Beverages
7:00 pm Dinner/Music/Surprises

SUNDAY, JUNE 20

7:00-8:30 am Breakfast
9:00 am Fourth Race Start
Fifth Race (*No race starts after 10:30 am*)
11:30 am Lunch
12:00 noon Trophy Presentation

Please See Registration Form on the following page

1999 WIFE-HUSBAND CHAMPIONSHIPS REGISTRATION FORM
JUNE 19-20, 1999 • CARLYLE SAILING ASSOCIATION, ILLINOIS

Skipper: _____ Sail Number: _____
Wife/Husband: _____ Championship or Challenger: _____
Address: _____ Fleet Number: _____
City/State/Zipcode: _____ First Century: _____
Telephone: _____ E-Mail: _____

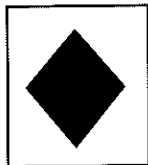
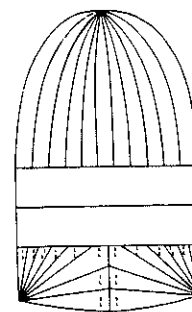
REGISTRATION FEE (INCLUDES MEALS)

- \$65.00 — US Sailing Member # _____
 \$75.00 — Non-US Sailing Member

- Make checks payable to Flying Scot #83.
- Extra Saturday and Sunday Lunches and Dinners may be purchased at Regatta.

RETURN THIS FORM AND YOUR CHECK TO:
Blanche Wiegand
2533 High Ridge Avenue • Jennings, MO 63136-1516

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Where We Sail

By Frank Gibson

The Capital District extends from Southern Pennsylvania to Southern Virginia, with the nation's capitol more or less in the center of the region. There are fleets in the vicinity of Philadelphia, Baltimore, Annapolis, Washington, Richmond and Norfolk. The District encompasses a wide variety of sailing venues and weather conditions. There is something for everyone in the Capital District, from working the shifts on a small lake to dodging thunderstorms and crab pots on the Chesapeake Bay.

The sailing season kicks off on the last weekend of April with Fleet 160's Annual Regatta at Lake of the Woods. Lake of the Woods is a small lake located halfway between Washington DC and Richmond, and the Fleet there has been assigned number 160 to correspond with the average number of degrees of the windshifts on the water. Actually, that's not true - if it were, they would be Fleet 360. But, even if the sailing gets a little frustrating at times, the folks there always throw a

good party and put on a good event and it's a great way to get the sailing act back together after the winter layoff.

May gets the regatta circuit into full swing. Fleet 163 hosts the Douglass Dinghy Derby at Lake Nockamixon near Philadelphia and Fleet 97 begins their season with the Azalea Cup at the West River Sailing Club on the Chesapeake south of Annapolis. In June, Fleet 42 sponsors the Summer Solstice Regatta at Selby Bay Sailing Center, owned by Bob and Mary Ellen Neff. As the season progresses, there are annual regattas at West River, Fishing Bay Yacht Club (Fleet 103) in the Southern Chesapeake, Miles River Yacht Club on the Eastern Shore of Maryland, and the Potomac River Sailing Association, where the action is watched over by a couple of stony-faced spectators - Jefferson and Lincoln. It's not widely known outside of the Washington beltway, but both gentlemen think sailboat racing is marblesous!

As summer gives way to autumn, the Chesapeake Bay comes as close to perfection as a mere mortal sailor could wish for. The water is warm, the air cool, you're surrounded by fall's natural beauty and the winds are generally right in that window that your sails were designed for.

September is the month for the Capital District Championship, and it has, for the past several years, been rotated around the District, with generally good results. Our perennial champion is Peter Salmon-Cox, with secret weapon, June Schneider, in the crew position. The season finale is staged by West River Sailing Club with the Pumpkin Patch Regatta in mid-October.

The regattas mentioned in this article are open to all FSSA members. It's a beautiful area in which to sail, so when you are making plans for next year, check our schedule and join us for a race or two. We'd love to see you (and so would Tom and Abe, though they're not likely to say so).

1998 Palmer Trophy

Sayville Yacht Club • September 12 & 13, 1998



Pictured left to right, Back: Ken Boyle, Patricia DiResta, Tony DiResta, Ralph Coffil, John Zambriski; Front: Susan LaFemina, Regina DiResta, Anne Cottrell, Paul Jon Patin

RESULTS

- 1st... Paul Jon Patin & Anne Cottrell
- 2nd... Ralph Coffil & John Zambriski
- 3rd... Tony DiResta & Regina DiResta & Patricia DiResta
- 4th... Ken Boyle & Susan LaFemina

Capital District Championship

by Frank Gibson

The Capital District Championship was hosted this year by Fleet 160, the Lake of the Woods Sailing Club, at Locust Grove, VA., September 26 and 27. Lake of the Woods is a man-made lake that supports a planned community just west of the Chancellorsville Battlefield, where Stonewall Jackson was killed accidentally by one of his own troopers, prompting one reb, so the story goes, to lament that "since the yankees can't whip us we decided to help 'em out by shooting our best General." Most of the sailors on the lake for Saturday's races could identify with that melancholy observation, as it was all too easy to beat yourself in the shifty and erratic conditions. However, our defending district champion, Peter Salmon-Cox, with spinnaker ace June Schneider as crew, refused to shoot himself in the foot, figuring correctly that the shoreline was the place to be and scoring bullets in two of the three races on the first day.

Sunday saw a significant change in the weather, with a frontal passage that brought in some welcome wind strength that, while still shifty, eliminated the flukiness of the day before. Salmon-

Cox/Schneider proved to be just as tough in the new conditions, winning both of Sunday's races for a resounding first in the regatta. Frank and Debbie Gibson were second, with Hans Noordanus and Larry Huntsman in third. Congratulations to Peter and June for a repeat on the championship in a wide variety of wind conditions. At the awards ceremony, Peter revealed his secret. Turns out he grew up in Jolly Old England on a lake the same size and with the same wind characteristics as Lake of the Woods. That's a fine explanation for the lake, Peter, but what about winning last years event on the Chesapeake Bay? They don't have one of those in the British Isles,

Kudos also to Lake of the Woods Sailing Club for organizing a very successful event. The race committee of Bob and Gail Post and Dick and Doris Smith kept things moving and had an uncanny (actually more than uncanny - to a superstitious person the word would be scary) ability to forecast the behavior of the wind. Commodore Hans Noordanus, in addition to demonstrating some hot boat speed on the lake, coordinated the shore-side activities as well, and Terrie

Noordanus teamed up with clubhouse manager Marc Deutel to provide an outstanding Octoberfest style buffet featuring bratwurst and beer (not necessarily in that order).

So with a great regatta behind us, we said goodbye to Lake of the Woods for another season. As we drove past Stonewall Jackson's grave, I felt some inexplicable urge to salute. I suppose it was an attempt to show some appreciation to the General for letting us race Scots on his battlefield.

Results:

Place	Sail #	Skipper	Total
1	5047	Salmon-Cox	8
2	4722	Gibson	14
3	4427	Noordanus	17
4	4639	Swensen	26
5	2870	Bowie	30
6	4257	Beery	34
7	4947	Gillingham	38
8	5050	Newell	40
9	3354	Kendall	44
10	4178	Mangelsdorf	46

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT RESPONSIBLE	CONTACT	PHONE	E-MAIL
04/15/99	MAY/JUN 1999	OHIO	Jack Rudy	(513) 221-6144	jrudy2@juno.com
06/15/99	JUL/AUG 1999	MIDWEST	Tom Pinkel	(618) 632-0712	tpinkel@aol.com
08/15/99	SEPT/OCT 1999	GULF	Dan Kolenich	(334) 626-7175	n/a
10/15/99	NOV/DEC 1999	MICHIGAN-ONTARIO	Forest Rogers	(734) 954-0452	forest@vibroynamics.com
		GREATER NY	Anthony DiResta	(516) 878-8710	AJD4938@aol.com
12/15/99	JAN/FEB 2000	CAROLINAS	Dave Batchlor	(919) 467-3517	dbatchlor@inacom.com
02/15/00	MAR/APR 2000	PACIFIC	Chuck Bencik	(619) 565-2715	cbencik1@san.rr.com
04/15/00	MAY/JUN 2000	FLORIDA	Charlie Fowler	(305) 638-8885	fowlsail@gate.net
06/15/00	JUL/AUG 2000	TEXAS	Joni Seifrick	(214) 553-0005	jseifri@pisd.edu

Summer Soltice Regatta

by Bruce Pumphrey, Fleet Captain, Fleet 42

CONDITIONS

Both days were hot and humid with light winds (what a surprise). On Saturday, the wind started at 6-8 kts. from the northwest. Bob Neff set a windward-leeward course on the northern side of South River. As the day wore on, the wind was slowly replaced by a light bay breeze at 2-4 kts. from the southeast. Fortunately for the race committee, the change occurred between races 2 and 3! Into the afternoon, the light conditions were exacerbated by a 1-2 ft. chop caused by powerboat traffic. After the races on Saturday, the Sun-baked Corinthians cooled off with cold beer and snacks under the shade of Bob's deck. Then they feasted on grilled marinated steak and chicken, as well as fresh salad

and rolls, all prepared by Angie Pumphrey. The stuffed sailors all retired early.

On Sunday, the first day of summer, the conditions were perfectly appropriate for the Chesapeake: hot, hazy and humid. A light 4-6 kts. breeze from the northeast held on long enough to get the last two races in. The fleet was able to head in just as the powerboats began to parade out.

RESULTS

The sixteen participating skippers were allowed to choose to compete in either Championship or Challenger fleets. The split was equal with eight boats in each fleet. There was a common start for all sixteen boats. The skippers must have been well aware of their talent level since

the Championship boats finished ahead of the Challengers in four out of five races! The lone exception was Mike Fannelo (5120) who finished fourth overall in the second race. Mike will not be allowed to choose Challenger next year.

Peter Salmon-Cox took top honors in the Championship fleet, posting three bullets and only eight total points. The Challenger fleet suffered some attrition overnight, but mustered four boats on Sunday. Roger Scherrnerhom squeaked past Fleet Captain Bruce Pumphrey in a tiebreaker, each with twelve points. Congratulations to all the skippers and crew who participated.

Championship

Place	Boat#	Captain	City	Total
1	5047	Peter Salmon-Cox	Millersville, MD	8
2	2929	Dan Neff	South Amboy, NJ	15
3	4722	Frank Gibson	Arlington, VA	19
4	4427	Hans Noordanus	Locust Grove, VA	19
5	4639	Chris Swensen	Crofton, MD	22
6	5050	Sue Hauser	Kensington, MD	32
7	3512	Gabor Kamfiath	Silver Spring, MD	32
8	4257	JohnBerry	Mechanicsville, VA	35

Challenger

Place	Boat#	Captain	City	Total
1	2707	Roger Schermerhom	Waldorf, MD	12
2	3956	Bruce Pumphrey	Crofton, MD	12
3	3354	Gene Kendall	Arlington, VA	18
4	5120	Mike Fannelo	Crownsville, MD	21
5	2148	Jon Ingersoll	Bel Air, MD	23
6	4936	Alan Himebusch	Germantown, MD	33
7	4741	Tom Palagano	Rockville, MD	40
8	4463	John Slane	Reston, VA	43

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Scots'n Water

When the Going Gets Tough

by Frank Gibson

“Well, skipper, got any bright ideas?,” asked Debbie, my wife and expert crew, as she watched the spinnaker hang lifelessly over the forestay. This wasn’t a question that required an answer, since I was obviously out of ideas, bright or otherwise.

Having read somewhere that the captain of the ship should at all times appear to be in control of the situation, however dreadful, I replied, “I thought about doing a wind dance, but that would probably violate the rule about getting around the course by means other than fair sailing.”

This transparent attempt to mask my despondence with a note of cheery optimism failed to impress Debbie. “It’s more likely that you’re considering ritual suicide,” she said, contemptuous of my feeble efforts at playing captain of the ship, “It’s lucky that we left the sword on the beach.”

She was close to the truth, although suicide seemed a bit drastic, at least for the moment. Sailboat racing is, after all, just a sport; an enjoyable way to pass a few hours communing with nature and exchanging pleasantries with one’s comrades, isn’t it? It isn’t the sort of activity that one dispatches oneself over, is it? I mean, it’s not like golf, is it? On this particular day, however, suicide was becoming an option worth considering.

In spite of myself I looked back, for the hundredth time, at the fleet behind me. THEY’RE CLOSER! Every time I took a peek, they were closer. Not much closer, mind you, but perceptibly closer, nevertheless. It was a slow and steady grinding away of the distance between us, a cruel version of a Chesapeake Bay water torture. How could they be closer? Their sails were slatting and snapping in the doldrum that had settled over us, just as mine were. Their boats were rocking and pounding in the power boat wakes just as mine was. So how could they be gaining on me? But there it was - every time I looked, CLOSER! I tried to imagine what

Stuart Walker would be doing in this predicament. Surely he would find a wind-bearing cloud or geographic feature that would propel him to victory. It was, according to Dr. Walker, merely a question of maintaining a winner’s attitude. I looked around. Nothing but unrelenting heat and stillness, and the inexorable march of the fleet toward my stem. No breeze from cloud or anywhere else broke that shimmering monotony, and certainly my baking brain could conjure no positive winning attitude to dispel the aura of despair that had invaded our boat.

I turned my attention forward again, determined this time to keep it there, to focus on the finish. Alas, no relief from the gnawing anxiety could be found in that direction either. The finish line, that invisible savior that would put an end to this mounting panic, was NO CLOSER! How could it not be closer? We were making some headway in that direction, weren’t we? I decided to check with an expert.

“Debbie, are we moving?”

“Probably, but not enough to tell in which direction.” I ground off another layer of tooth enamel, and what was left of my mind wandered back to the beginning of the race.

Things had started well enough. It was day two of West River Sailing Club’s annual Labor Day Regatta, and with two races to go, we found ourselves in second place, one point behind Dan Neff. Dan, along with the rest of the Neff clan, routinely turns the Capitol District events into family sponsored clinics, so I was happy to be that close to him, even if it was by virtue of the fact that he had exchanged one of those pleasantries that I mentioned earlier, and did some penalty turns in race three. Never mind, I’ve never looked a horse, gift or otherwise, in the mouth. We were off in race four in a brisk southwesterly that lasted for at least thirty seconds, and then died. The rest of the race then became a brutal guessing game of avoiding the minefields of no wind that were everywhere.

At the start of the final leg, a downwind to the finish, I was still in sight of Dan, and the two of us had built up an insurmountable lead on the rest of the fleet. The conditions were laughable. The holes in the wind were like the famous roach motel - you could check in, but you could never check out. One misstep and it was good-bye, regatta. Halfway home, I had now made that fatal misstep, and as Dan disappeared toward the finish line, my insurmountable lead over the rest of the fleet had not only become surmountable, it was now tenuous.

Debbie jolted me out of the dream state that had become my refuge from the harsh reality of our situation. “Hey skipper, we’re getting a puff here. How about disconnecting that autopilot you’re on and see if we can manage to finish this marathon.”

We did eventually finish that race, and, as it turned out, a second race that was no more fun than the first one. The final results are unimportant (if you have assumed that this statement is a clue to the final results, you are correct.) After it was all over, as we tied up at the club, Debbie crawled off the boat on all fours and kissed the dock. Fearing that she might be ready to abandon the sport altogether, I made some not very convincing observations about days like this being a necessary ingredient to an appreciation of the good days.

“After all,” I said, “if every day were perfect weather and perfect sailing conditions, the sport would be too predictable to be of interest to anyone, and probably wouldn’t exist.”

“All well and good,” she replied. “I’m not going to quit doing this because of today, but there’s a bumper sticker out there that says ‘When the going gets tough, the tough go shopping.’ The next time you even suspect conditions like these, on your way to the boat just drop me off at the nearest mall.”

Memories and Thoughts From Abroad

by Keith Seddon

FLYING SCOT MID WINTERS 98 - ARTICLE OR NO BOAT!

**21:30 HRS. GMT 14.10.98 -
DEADLINE IMMINENT**

How is it that anyone who writes an article for 'Scots'n Water' is apparently under threat from one source or another? Is it because all serious aspects of Scot racing have been exhausted in previous issues to the point that we have heard it all before in different ways, or is it that people are just generally pen-shy? I suspect the former as I had to be bribed by the offer of a boat to write this article. I suspect the conversation went something like this... Editor's spouse - "How about Scot racing from a Brit's point of view? We have a couple of Limeys here this year. That could be a neat angle, We could trade them an article for a fast boat."

To come clean, I was introduced to Flying Scot racing by an old friend from Michigan State, one Paul Lee. We met in England in 1994 on the day that Paul had arrived in Hamble, Southampton having completed an epic voyage from Detroit aboard the 40-foot IOR yacht "Quest". During Paul's stay, of some two years we competed against each other many times on the water in IOR boats, Paul coming often a close second which cost him several bottles of French champagne and increased sense of humor loss. On his day of departure he said "Come race Flying Scots and see what true racing is really about. I'll whip your ass." Ever willing to take a punishment, the following year I flew to Panama City for the Midwinter Regatta and crewed a Scot for the first time. Seeing Paul Lee close to the front of the fleet was a new and heartwarming experience for me and I was impressed by the venue, the comradeship and also by the sheer amount of rainfall my sleeping bag could take aboard, impressed enough to return to helm a boat of my own in

1998. Quite a simple undertaking to the uneducated, but in reality it proved to be almost impossible. On talking to Paul some several months prior to the regatta he told me that there would be no problem in acquiring a boat to charter. He is a very optimistic kind of guy. A week before the regatta, endless phone calls of enquiry to almost every Scot District Governor had proved fruitless until a "fairy godmother" in the shape of Kerry Pebbles said "No problem, take one of my boats on a break it-pay for it basis". Kerry had come up with the goods and Thom Lee, crewing for me, trailed the resulting Scot from Detroit to Fort Walton. Next problem was to get myself and Trevor, my other crew, from the UK to Fort Walton. It appeared that every available flight into that area was taken by Spring breakers. We ended up taking a charter flight to Miami and driving across Florida. This in itself was quite fun except for the privilege of paying \$120 on Alligator Alley to appease the local Sheriff for our enthusiasm with the gas pedal in order not to miss the first race. Some twelve hours later, in fact 24 hours from leaving the UK, we finally arrived at Fort Walton and have since learned that many dedicated Scot sailors undertake the same length of journey, if not a longer one, in order to be there.

Dawn broke very soon after we had fallen asleep and we were introduced to our Scot who looked even more tired than us. Not to be disheartened we scrubbed her, rigged her, launched her and raced her, not especially fast but not actually the slowest. Sadly she had seen better days and was delaminating so badly in the hull that we felt as though we were sail-



ing an inflatable dinghy without floorboards. We considered the prospects of removing the core and replacing with stiffening but without Kerry's permission for such surgery and with insufficient time, we decided to stick with her as she was - after all it's not so much the winning as the taking part, right?

The following day we arrived at St Andrews Bay Yacht Club amidst some 70 other enthusiasts busily preparing their Flying Scots in all their glory. Was there a chance perhaps that St Andrews Bay YC could have a Scot that had not been entered? The fleet captain told us there was such an animal but also that she was considered unseaworthy. "We'll take a look" We thought and after jumping aboard without falling through her sole we considered her to be worthy of going to the ball- our Cinderella.

The first race as I recall was somewhat windy, some called it survival racing. Many competent crews spent lots of time swimming rather than sailing, so much so that the afternoon racing was cancelled. We however, probably more by luck than

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judgement (and definitely not by experience) managed to keep upright and complete the race in what we considered to be a commendable eighth place. The next day the wind gods had been appeased and it was time for the sun gods to do their worst resulting in two races held back to back in nothing other than drifting conditions. The remainder of the regatta was sailed under fairly idyllic circumstances enabling all races to be completed to the allotted timescale. Thom, Trevor, myself and what had become known as "the green boat" either because of the hull's color or the sailing prowess of those within her, were competing in the Challenger division. The main tactics were to observe the starting directions of the top boys. "Where on the line is Greg Fisher starting? Is Graham Hall with him and where are Kelly Gough and Steve Bellows?" Whichever way they were going, we were going to follow ten

minutes later on our start. This proved to be a fair strategy, often getting to the weather mark in the top three boats only to lose badly downwind as our Cinderella was a little heavy.

Overall I think we finished middle of the fleet at the end of the regatta feeling that we could probably have done much better in a newer boat. Many were surprised that the "green boat" had shown more pace than she had for several years which has given us much encouragement to race again in the future. Hence I am writing this article as Gerry Hartman has promised his boat to us for the next Midwinters in return for this contribution to *Scots 'n Water*. Returning to Panama City in 1999 is indeed no great hardship as it is without doubt one of the most friendly regattas I have ever had the privilege of competing in at any level. The camaraderie off the water, sense of fair play on the water, race organization and venue are to be applauded. Our huge thanks must go (and not necessarily in

this order) to Paul Lee for the initiation, Kerry Pebbles for the opportunity, St Andrews Bay Yacht Club's fleet captain for his uncalculated loan of a club boat, Ellen Price and her team for the Organization and Shelly Meadows (bar stewardess) for liquid subsistence (and subsidence!) and all Flying Scot sailors and crews who make the Midwinters an event worth travelling what seems like halfway across the world for.

As a footnote for the benefit of others like myself who do not possess a Flying Scot of their own, perhaps fleet captains throughout the States could consider making available for charter some of their Flying Scots thus encouraging other would-be enthusiasts and possibly boosting the coffers of their junior sections at the same time.

So there you go Gerry Hartman, my job's done. Get that hull polished, sails ironed and the rig set, we'll see you in Panama City, Florida for the 1999 Midwinter's.

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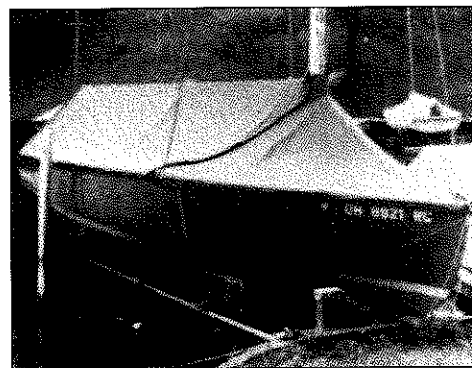
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DYC Celebrates 40 Years with the Flying Scot

by John Gallagher, Detroit Yacht Club

Enthusiastic Scot sailors plan to celebrate 40 years of the Flying Scot at the Detroit Yacht Club by hosting a full weekend of racing, seminars, and partying Oct. 1-3 of this year.

This weekend promises much more than a typical regatta. It's meant to celebrate what may be the most successful match of club-owned sailboats and yacht club ever.

The DYC bought its first three Scots - hull numbers 97, 98, and 99 - in 1959, not long after Sandy Douglas first built the Scot. The boat proved so ideal in its role as a club boat that soon the DYC and its sister yacht clubs around the Detroit River and Lake St. Clair were buying Scots by the bunch.

Over the years, the DYC has bought approximately 65 Scots for use by its members. Counting all the Scots owned by Detroit-area yacht clubs with whom the DYC competes in races and other events, the number of boats over the years has numbered more than 100. Typically, the DYC will buy one new Scot each spring and sell the oldest one in its fleet. Today, the DYC owns 13 Scots, with



another due for delivery in time for Midwinters this year.

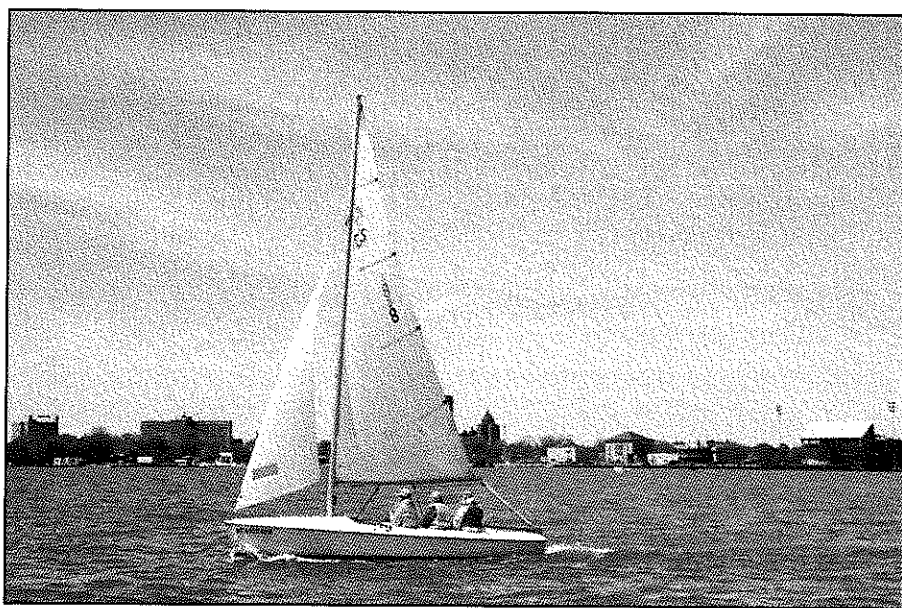
The Flying Scot proved ideal as a club boat for the very reasons that Sandy Douglas foresaw. The boat is simple to learn, reliable, fun to sail, comfortable, yet capable of good performance in the hands of a top sailor. In short, for the

varied demands placed on club-owned boats, which are used by novices and experts alike, the Scot quickly proved itself a winner.

So did the sailors who sailed it. From competitors like Bob Cowles and Hans Kuschnerus in the 1970s to Paul Lee in the '90s, DYC Scot sailors using their club-owned boats have scored in the top 10 at NACS, Midwinters, and other top regattas.

Our Scots see almost constant use. We race every Saturday from April through October. We teach novice club members how to sail during a summer-long sailing class on Tuesday and Thursday evenings. We offer an advanced sailing and racing seminar on Wednesday nights. And club members make extensive use of our Scots for pleasure sailing during the season.

Our sailing classes deserve special note. The DYC's learn to sail program has been one of the top attractions for new members joining our 1,300-member club. Each year, we instruct from 50 to 100

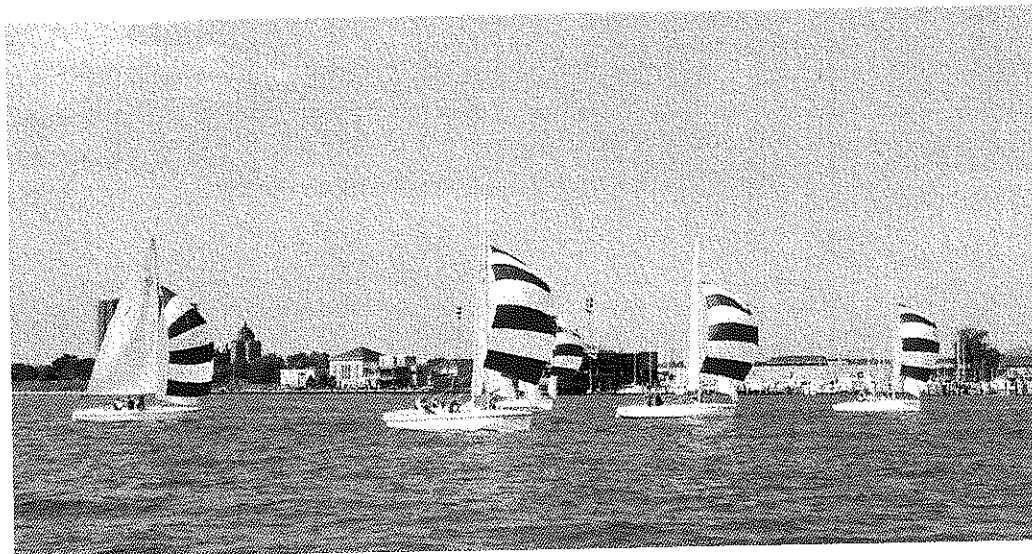


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members in the art of sailing. Many go on to own their own yachts, and to participate in the annual Port Huron-to-Mackinac race and other top regattas.

To celebrate this proud heritage, the DYC will host sailors and their families for a weekend of racing seminars, fun races, and an awards banquet during the first weekend in October. Top-ranked Scot sailors from around the nation will conduct seminars aimed at helping sailors get the most out of their Scot. We'll host a series of races on the Detroit River and Lake St. Clair, part of the Great Lakes system connecting Lakes Huron and Erie. We'll



throw a welcoming cocktail party on Friday evening and a black-tie banquet with a surprise speaker on Saturday evening.

The weekend is still in the planning stage, but watch for details here in *Scots'n Water* and on the DYC's Web page, www.dvc.com. We hope to see you there!

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Designing Race Strategy

by Hal Smith

Reprinted from *SNAX*, Sept. 1996

We must first be sure we share the same understanding of what strategy is as it applies to sailboat racing. Strategy is a plan for your race. Your strategy is your general account for the weather conditions, geographic conditions, competition, and your goals for the event.

It will help to understand what strategy is by identifying what strategy is not. Strategy is not: 1. Tactics (taking someone's wind, forcing a tack because of your rights, luffing, etc.); 2. Sail selection; 3. Boat and gear preparation; 4. Maneuvering skills; 5. Boat speed ability. These things are all tools to help you implement your strategy.

It is normal for sailors to complete a race without ever having a strategy. If you can develop a strategy for your race, you will have an advantage over all those who do not. Since nobody sails a perfect race, the winner is determined by the one who commits the fewest and least costly mistakes. A good strategy will help you avoid the big mistakes.

How then is a strategy designed? The oversimplified answer is to sail with your head outside of the boat and anticipate all of the variables around you, taking advantage of their predictable aspects. In order to accomplish this, we will need to categorize the various items which will be important.

All strategies begin with a goal. It is assumed the goal is to win the race. Therefore, a good strategy will cover the entire race from pre-start to finish. If your strategy does not contribute toward achieving your goal or does not cover the whole race, it is not adequate.

Part of your strategy can be developed prior to the race as it relates to analyzing your strengths versus your competitors'. This includes your sailing skills as well as your boat's abilities. Pre-race preparation of your boat and equipment plus boat handling practice will increase your options.

Implicit in the question of how to win the race is the question of how to get around the course as fast as possible. The answer is simply take the shortest distance with the fastest speed. This is generally a function of the wind. It is a great help to have some idea about the predictability of the wind variables. This is not a precise science. Part of this is knowing weather, and part is in having local knowledge.

Wind will either: 1) Oscillate back and forth in some reasonably regular pattern; 2) Tend to permanently shift to one side of the course; 3) Do none of the above. Normal influences on these events are major weather system changes, local geography, and the passage of the day. Armed with a check of the local weather forecast and your familiarity with the

area and time of the event, you can make certain predictions before the race. To increase your accuracy, you must study the local conditions on the water before the race starts and as the race progresses.

If the wind is expected to shift back and forth (#1 above), you must get into phase so that you are always able to sail a lift without going too far into the corners of the course. You, therefore are trying to stay more or less in the middle of the course so as not to miss the next lift. If the wind is expected to make a permanent shift to one side, then you want to work your way all the way toward the expected shift as soon as possible. If the wind is in one of those none-of-the-above categories, then you have to be more on

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your toes and not the fleet get too far away, lest you get stuck with your own personal header.

Every sailing location has certain shore lines or geographic influences which alter the conditions. A specific area of influence may affect conditions differently as the wind changes direction or speed. This knowledge will help you plan the fastest route around the course by either sailing near or avoiding the area of influence.

If you are sailing in a strange location, you may recognize potential influences as being similar to ones you experience on your home waters. Take the time to sail around the area and verify your suspicions rather than take the word of the locals even if they seem to be offering genuine advice. Local conditions sometimes gain a certain unearned myth, and you do not want to be fooled.

Knowing your competition is also very important. You may not mind getting close to someone who is known for a high level of skill, but you will want to avoid novices

who can foul you and take you out of the race with the leaders. Your competitors may have aggressive habits or reputations for speed which can influence how close you sail to them. If you are confident with your knowledge of the rules, your boat handling skills and boatspeed, you may almost ignore your competitors, except at the start, where you will want to avoid any dumb moves made by some sailors.

Do not keep your head buried in your boat if you wish to design a good racing strategy. You must get to the race committee meeting early and know the instructions cold. You must get on the race course early and make notes on the wind and other weather conditions. You must identify local geographic influences which can affect how fast you get around the start and anticipate where they will try to go. All of this requires that you have prepared your boat and crew and practiced all your maneuvers before race day, because experimenting with boatspeed at this point will distract you from your race planning.

Your strategy must answer the question of how the race will be sailed. Having analyzed the wind, you should be planning to go up the middle, or to one side or the other. This is part of your strategy. Local knowledge will suggest advantages and disadvantages around the course. You may wish to avoid other boats or to stay close. Your relative boat handling and your knowledge of the rules can determine your aggressiveness at starts, mark roundings, passing efforts, etc. Simply identifying what will make a successful day will affect your strategy.

Your crew multiplies your ability to take in information and evaluate it, so crew should be involved in the process. They need to understand your boat's strategy and its logic, so they can do their job better and help you update your strategy if conditions change.

The prescription for good strategy design is lots of sailing - just the kind of bromide I like. Have fun adding strategy to your racing efforts.



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Starting Line

Note: Please send all Regatta Notices to the Association Office

River City Regatta

April 10 and 11, 1999
Jacksonville, FL

For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

Florida District Regatta

April 17 & 18, 1999
Mt. Dora, FL

For more information, contact Pete Smith at (407) 365-6636.

Great 48 Regatta

May 1 and 2, 1999
Lake Norman Yacht Club
Lake Norman, NC

Friday afternoon there will be a seminar held by Greg Fisher and Graham Hall. Two races will be held Saturday. After Saturday's racing there will be a dinner and entertainment. Sunday's racing will start early with one race allowing out of town competitors the opportunity to get an early start home.

For more information, please contact Linda Burke at (864) 963-9361 or e-mail at sjb@mindspring.com or Craig Milliken at (704) 663-0688.

Buckeye Regatta

May 22 and 23, 1999
Hoover Yacht Club, Fleet 37
Columbus, OH

The 1999 Ohio District regatta season kicks off with the 31st Annual Buckeye Regatta. The regatta will be held at Hoover Reservoir near Columbus, OH. Camping is permitted on club grounds where restroom and shower facilities are available. Hotel accommodations are also nearby.

For further information, please contact Susie Stombaugh at (614) 781-0302 or e-mail: stombaugh.8@osu.edu.

Gator Challenge

May 29 and 30, 1999
Jacksonville, FL

For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

1999 Midwest District Championships and Egyptian Cup Regatta

June 5 and 6, 1999
Carlyle Sailing Assoc., Fleet 83
Lake Carlyle, IL

The doors will open Friday evening, June 4, and the sailors of FS Fleet 83 will organize an exceptional welcome party for all new and old out of town participants. CSA offers outstanding sailing facilities, great racing, food and partying. Warm up for the 1999 Wife-Husband Regatta hosted by Fleet 83 and CSA. An excellent campground exists in the State Park next to the harbor. Lake Carlyle is a 26,000-acre lake located 50 miles east of St. Louis, Mo.

For more information contact the Midwest district governor, Tom Pinkel, at (618)-632-0712 (E-mail: tpinkel@aol.com) or Bill Clark, Fleet Captain for FS Fleet 83 at (314)-878-3969 (E-mail: cclark@stlnet.com).

Reggae Regatta

June 5 & 6, 1999
Lake Lanier Sailing Club
Atlanta, GA

Please join Atlanta Fleet 111 for the Reggae Regatta. Lake Lanier Sailing Club hosts this multi-class event. Over 100 boats are expected to participate and Flying Scots will have their own start. A great party follows racing, highlighted by an authentic steel drum band. Dry camping facilities are available on club grounds.

For more information and directions, contact Brian Bolin, (w) (770) 280-6327, (h)

(770) 772-6168 or e-mail: brian.j.bolin@mci.com.

1999 Full Moon Regatta

June 12, 1999
Monmouth Boat Club
Red Bank, NJ

1999 New Jersey State Championships kicks off in Red Bank, NJ on Saturday, June 12th. The 8th Annual Full Moon Regatta, hosted by the Monmouth Boat Club, will be sailed on the beautiful Navesink River. Come test your prowess as five races are planned. We've had winds from 3 to 30 in recent years. EZ in, EZ out on three hoists next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am.

For more information, contact regatta chairpersons, Bruce and Jackie Gattanach (973) 586-0825, or e-mail at bcattanach@worldnet.att.net.

1999 Wife-Husband

June 18 - June 20, 1999
Lake Carlyle, IL

This regatta is hosted by Fleet 83 and the regatta chair is Felicia Bamer.

Arrive on Friday, June 18 and enjoy dinner with a five race championship to take place on Saturday and Sunday.

Please look for the registration form on page 8.

For more information, contact Felicia Bamer at (314) 227-4187 or e-mail at mst34@rockwood.k12.mo.us.

Continued on page 20

**Berlin YC
Invitational Regatta**

June 18 - June 20, 1999
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 thrid race scheduled for Sunday morning, followed by lunch.

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

**Douglass/Orr Invitational
Regatta**

June 26 & 27, 1999
Sprite Island Yacht Club
Norwalk, CT

Fleet 142 invites you to join us on our island paradise for a weekend of great sailing, fun, and good food. We are located off the beautiful Norwalk/Westport shoreline just minutes from Interstate 95.

For more information, contact Rick Farrell at (203) 322-7577, losmios@aol.com.

**Greater New York
District Championship**

July 17 & 18, 1999
Moriches Yacht Club
Center Moriches, NY

Fleet 10, Moriches Yacht Club, located on the South shore of Long Island is celebrating its 100th anniversary, and hosting this event during our centennial year is a fitting addition to our club's celebration and sailing history. Please consider joining us for our historic year. We are looking forward to seeing you.

For more information, contact Tony DiResta at (516) 878-8710, e-mail: AJD4938@aol.com or Chris Cuttone at (516) 874-2709, e-mail: CJKCSAIL@worldnet.att.com

**1999 North American
Championship**

July 24 - July 30, 1999
Gulfport Yacht Club, Fleet 79
Gulfport, MS

Please look for more information in future issues of *Scots'n Water*.

1999 Mixed Doubles Regatta

July 24 & 25, 1999
Portage Yacht Club
Portage Lake, Pinckney, MI

This is a new regatta hosted by Fleet 20 that requires one female and one male in the boat.

For more information, contact Forest Rogers at (734) 954-0452, Forest@vibro-dynamics.com or Jack White at (734) 426-6452, JWhite@erim.org.

**Eastern Women's
Invitational Regatta**

July 25 & 26, 1999
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD

Come one, Come all LADIES! Have a great weekend of sailing and enjoy meeting other women sailors. We have had great winds the last five years at our Regatta. We hope to see you there!

For more information, contact Geri Meehan (703) 369-5065 (h) or at Deep Creek Yacht Club on the weekends at (301) 387-7890.

Fleet 177 Invitational

August 7 & 8, 1999
Housatonic Boat Club
Stratford, CT

For more information, contact Dave Jacobsen at (203) 263-0796, david.p.jacobsen@worldnet.att.net or Melanie Dunham at fs2601@aol.com or Brian Hayes at brian@od.northsaild.com.

NERD Championships

August 14 & 15, 1999
Saratoga Lake, NY

**New England District
Championships**

August 20 - 22, 1999
Sandy Bay Yacht Club, Fleet 11
Rockport, MA

SBYC has a great Website with links to the Rockport Board of Trade, local hotels and restaurants and camping information.

Please visit it at www2.shore.net/~sbyc/

For more information please contact Margot Hintlian, (781) 334-2991 or email: Margot.Hintlian@us.pwcglobal.com.

**Annual Whale of a Sail
Regatta**

September 18 & 19, 1999
Carlyle Sailing Association
Carlyle Lake, IL

This is Carlyle Sailing Association's annual multi-class regatta featuring an array of mono-hulls, cabin boats and catamarans. Expect 100+ boats with 15-20 Scots, great race management and great food. Excellent camping facilities exist in the State Park next to the CSA harbor.

For more information, contact Bill Clark at (314) 878-3969, cclark@stlnet.com.

Sail for the Grail Regatta

September 25 & 26, 1999
Lake Arthur
near Pittsburgh, PA

Fleet 80 invites you to a weekend of competitive sailing at Lake Arthur. We plan to have four races - three on Saturday and one bridge to bridge race on Sunday morning. We usually have 20-25 Flying Scots on the starting line. Dinner Saturday night will be something to remember for "Uncle Charley" will grill the best ribs that you have ever tasted. Camping and motels are located nearby.

For more information, please contact Bob Gelman at (412) 421-6819, rgelman@pop.pitt.edu

Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	B985	David T. Briggs	435 California Drive	Erie, PA 16505
	A011	Benjamin Bell	351 Paoli Woods	Paoli, PA 19301
	5158	James D. Watkins	2021 Indian Circle	St. Leonard, MD 20685
	B986	Ian Fallon	PO Box 208	Edgewater, MD 21037
	2765	Paul Rybczynski	2225 Pelham Avenue	Baltimore, MD 21213
	2406	David Brooks	2440 Swanhurst Drive	Midlothian, VA 23113
6	4468	Bruce Lothrop & Stephanie Mahan	133 Pembridge Drive	Winchester, VA 22602
Carolinas District				
	CO133	Gene Lane	114 Stingray Court	Mooreville, NC 28117
Greater NY District				
	4958	Thomas V. Jacobs	9 Prospect Park West, #6	Brooklyn, NY 11215
	0877	Alan Levy	156 Smith Avenue	Islip, NY 11751
178	4847	Peter Munger	1 David Drive	Augusta, NJ 07822
Gulf District				
	B974	Daniel T. Baird	824 Jena Street	New Orleans, LA 70115
55	5065	Mark Caraher	5835 Timberlane Drive	Mobile, AL 36605
121	2815	Paul A. LeBlanc	5100 Overbrook Road	Tuscaloosa, AL 35405
168	1204	David H. Davis	411 N. Florida Avenue	Tarpon Springs, FL 34689
Michigan-Ontario District				
	1665	Everette L. Mills	3711 Highbank Place	West Lafayette, IN 47906
8	4179	Eaton V. Kelly	5734 Marlborough	Detroit, MI 48224
8	5053	Robert Greening	693 Pear Tree Lane	Grosse Pointe, MI 48236
22	4025	Tim, Lisa, Kirsten & Corey Petro	4050 Stafford Drive	Pinckney, MI 48169
148	B997	Susie Hauth	6 Carmichael Avenue	Toronto, ON, CN M5M 2W6
Midwestern District				
	B998	Norton Richards	38 W. 161Grove Hill Court	Betavia, IL 60510
	B995	Ronald W. Merten	15 Beau Meade Road	Oswego, IL 60543
44	2512	Mark D. Van Egeren	1518 Homberg Lane	Madison, WI 53716
New England District				
	A452	Walter Laqualia	185 South Road	East Holden, ME 04429
105	A012	Chad Krahmer	173 Chestnut Street	Duxbury, MA 02332
New York Lakes District				
	B988	Gordon Gross	4714 Jordan Road	Skaneateles Falls, NY 13153
	2916	Dennis Menard	81 Zeva Road	Johnson City, NY 13790
	1830	David L. Doughty	3698 County Road 32	Oxford, NY 13830
161	1930	Arkley L. Mastro	11 Van Voast Lane	Scotia, NY 12302
Ohio District				
	4921	Willard Frisell	5419 Coronado Drive	Mentor, OH 44060
Pacific District				
	B989	Reg Stirk	45 East 1400 South	Bountiful, UT 84010
100	5218	Phil Meany	370 Baycliff Drive	Port Townsend, WA 98368
100	B992	Gary Smitt	4105 S. Lyle Street	Kennewick, WA 99337
Prairie District				
	A014	John Davis	2808 NE Heritage Drive	Lawton, OK 73507
83	3506	Allen Lynch	113 Breezeview Drive	Ballwin, MO 63021
Texas District				
23	5168	Joel P. Busby	910 Mallard Drive	Coppell, TX 75019
Florida District				
	2456	George L. Alston	4629 Avon Lane	Jacksonville, FL 32210
90	3360	Ross Young	901 Placetas Avenue	Coral Gables, FL 33146
Foreign				
	B992	Jose Horacio Vicioso U.	Calle Jose Armado Sofer No. 60 Apto. A-3 Ens. Paraiso	Santo Domingo, Dominican Rep.

New Members this report 39

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

For more information call Steve Bellows, your Flying Scot Sailmaker

Name _____ Phone _____ Sail # _____

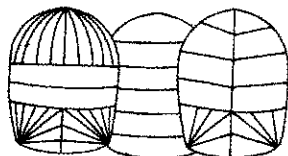
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<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Spinnaker-Crosscut	\$350	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$450	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker-Biradial	\$450	<input type="checkbox"/> Mainsheet Retainer	\$10

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Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.

A \$15.00 fee is charged for placement 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
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Columbia, SC 29205*

FS 1478 and FS 1572— hulls, spars and some parts. Both need work. Can be had together for \$1,000.00, or separately - make offer. Contact Bernie Knight, Fleet Captain, Pensacola Yacht Club. Phone 850-983-7247.

FS 2077— Douglass light blue hull and deck with white waterline stripe. Red anti-fouling bottom main - jib - spinnaker. Cox tilt trailer with rollers over the boom cover (new). Jiffy reefing stern ladder and grab-bar (new). Maintained

each year. Located in Syracuse, NY. \$3,500.00. Fred Lerman (315)637-4848

FS 2799— Douglass, white hull with light green deck. Nice condition with older Murphy/Nye and Schurr sails. Race equipped, motor bracket, flotation bag, trailer. Located in Baltimore, MD. \$3950. Contact Thomas Murphy at (410) 285-1469.

FS 3444— Great condition, Douglass, white hull with light blue deck. Full set of sails, race ready with Harken blocks and blue boat cover. Tee-Nee road trailer with new tires. Sailed in the Cincinnati, Ohio area. \$3900. Call Stephen Yovan at 513-232-8960 or e-mail syovan@vnet.ibm.com

FS 3841— Douglass, cream with orange stripe; out of water 3 years - never raced, main, jib, rudder kit, mast hinge, anchor, centerboard control, cockpit cover, trailer. Well-maintained. \$3600. Call (973) 763-5122.

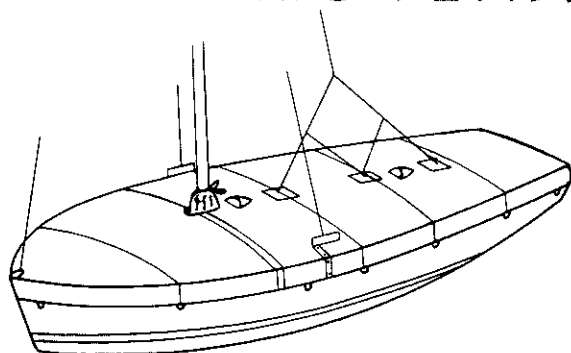
FS 4101— Douglass in good condition. Ivory hull & white deck. '84 Tee Nee trailer. North main, jib, spinnaker and

rigging. Race equipped. Cockpit cover and rudder lift kit. Includes miscellaneous equipment and parts. Located in Bristol, NH. \$5500. Contact Jared Clark, Franklin, MA, 508-520-9110 or jsaclar@compuserve.com

FS-4193— Douglass, silver (off-white) hull with black stripe, light gray deck, Mercury 2.2 HP, Tee-Nee tilt trailer with spare, dry sailed, sailed fresh water only, boom tent, anchor, lifting bridle and other extras. Located in Beaverton, OR, \$4400 or reasonable offer, contact Monte Decker at (503) 526-9563 or SCAGDECK@AOL.COM

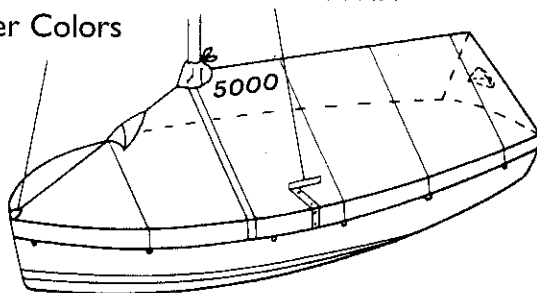
FS 4904— Light blue hull, white deck, Schurr main, jib and spinnaker. Racing package, galvanized trailer with spare tire. New mooring cover. Excellent condition. Located in Memphis, TN area. \$7500. Contact Jerry Yates at (901) 755-4724

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