

Scots 'n Water

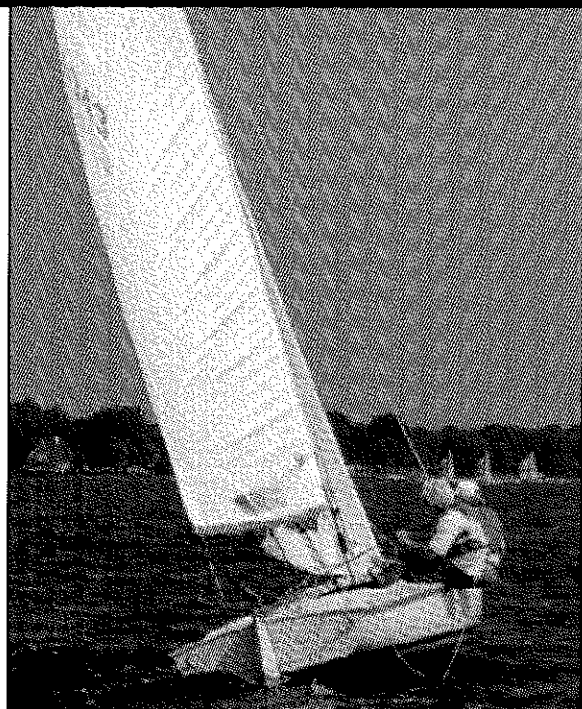
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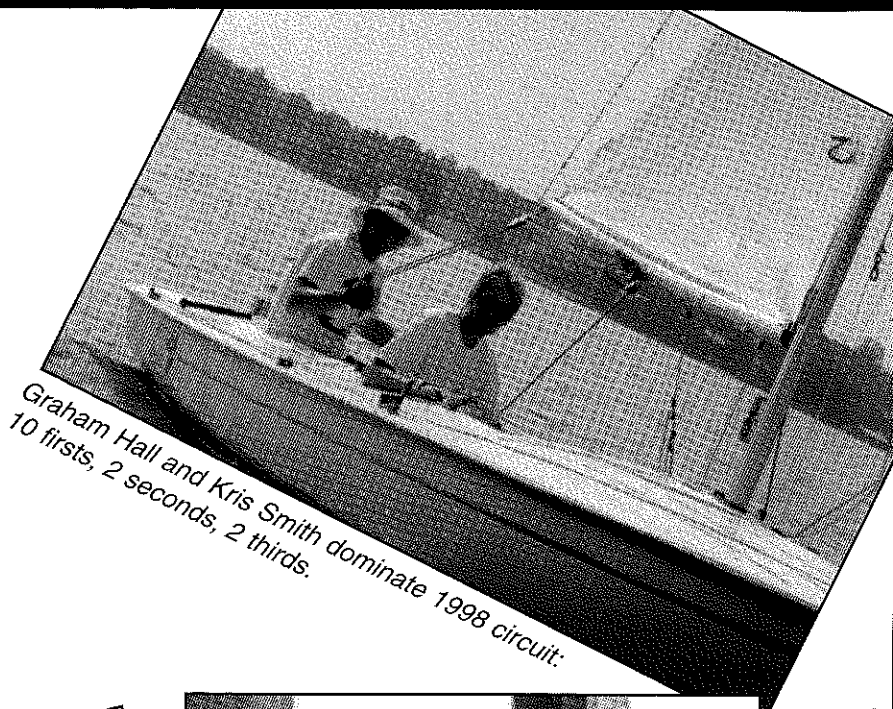
Dave Batchelor, Jr - Carolina District Highlight



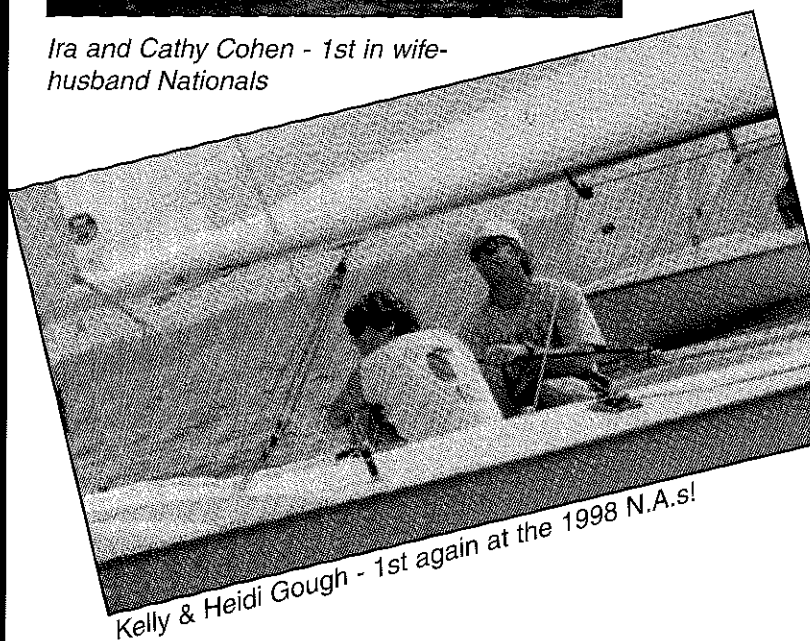
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Visit it at <http://www.fssa.com> with your favorite browser.

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!

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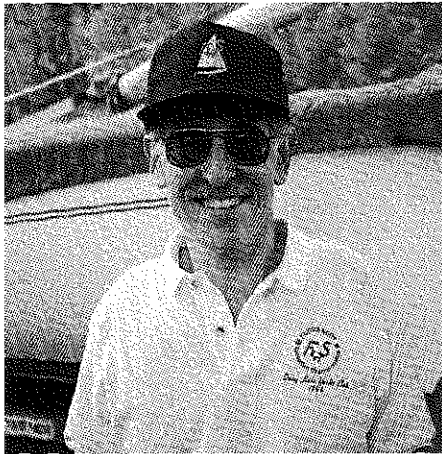
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From the President

by Dan Goldberg, FS 4991

You may notice that there is a second picture in my column. Who are these people and why are they smiling? I will explain shortly.

At last year's North American Championships, I was talking with a woman who has raced in many one-design national championships. Some of her stories were horrifying! In one regatta, some boats were intentionally sabotaged by competitors. At another regatta in which the boats were rotated for each race, some competitors tied the spinnaker in knots before leaving the boat for the next sailors. In regattas like this, camaraderie and socializing at the end of the day are unheard of. In these classes, the competition is cutthroat and the racing is the dead-serious be-all, end-all. Good sportsmanship is basically out the window.

We are all grateful that the Flying Scot class is very different. Most sailors enjoy the fun and the socializing just as much as the racing. I cannot imagine a Flying Scot sailor doing harm to a competitor's boat. By contrast, most Scot sailors I know enjoy sharing their knowledge and helping each other.

A few examples come to mind. At our lake, a pre-season storm knocked a boat off its trailer during the week when no one was around, and it ended upside down. The lake authorities called the owner to report the problem. He then asked a few people to help roll the boat back over the next Saturday. That day turned out to be rainy, cold and windy, but at least a dozen people drove over an hour to help out, get the boat back on the trailer, and repair the damage. Another example from our lake: we have lunch-

time "sail-trim" and "spinnaker-handling" clinics to try to share our knowledge and get our less experienced sailors up to speed. This is also done on the national level by people like Greg Fisher and Graham Hall, who willingly share their knowledge whenever asked. A last example: we arrived at the Atwood Yacht Club last fall for the Harvest Moon Regatta with a ding in our centerboard. As we prepared to make the repair, a few curious Scot sailors came by. As soon as they saw that we had a problem (although minor), every one without fail wanted to know what they could do to help! I cannot imagine this happening in a lot of other classes.

After completing the repair, we thought we'd get a snack in the Yacht Club, but Jack and Martha Stewart wouldn't hear of it. They insisted that we join them and some other Scot sailors at their nearby cottage for dinner. The food was delicious and we all had a great time. Check out the picture and see for yourselves! From the left: Karen and Harry Carpenter, Nancy Rudy, Martha Stewart, Jack Rudy, Tim and Susie Stombaugh, Rosalie and Jack Leipper, and Jack Stewart. Can you imagine Dennis Connor inviting Paul Cayard and Dawn Riley to his house for dinner the evening before a major regatta?

Something happened on the water that also illustrates the sportsmanship level in the Scot class. Rounding the leeward mark, Jack Stewart (ironically) hit my transom from clear astern. I knew that Jack would immediately do his penalty turns without a word being spoken or a protest flag raised. So I never even looked back! I cannot imagine a similar situation happening in one of the "cutthroat" regattas without a lot of yelling and screaming.

I am glad I sail a Flying Scot. I love the boat and the people who sail it. I really enjoy sailing with my local Fleet 80 friends and going to regattas and having fun with my "extended family" of Scot sailors.

On a separate subject, I am glad to see that the new e-mail feature on the FSSA website has generated a lot of use. I am seeing lots of questions about rigging, flotation, sail trim, class history, etc. I have offered my advice where appropriate. I encourage anyone who may have questions to join up (see the website for instructions), and encourage experienced sailors to also join up, so that everyone may get the benefit of your thoughts and advice when our newer members have questions.



Helmold/Singletary Series

by Dave Batchelor

The Carolinas district is blessed with seven Flying Scot fleets that host some excellent regattas, primarily in North Carolina, but one is in south central Virginia. This widespread popularity can be traced back to the very early days of the Scot when the late Bill Myatt had a very successful, full time, sailboat dealership with the Scot as the flagship. I believe he was Sandy Douglass' second dealer for the Scot and they worked well together to promote the Scot in the Carolinas and beyond.

Another person who helped the Scot grow as a racing class in the Carolinas was Dick Helmold, a good friend of Bill's. He loved the class and particularly the people he met in his travels. He wanted to encourage others to experience the friendships and opportunity to sail against the best sailors around. Twenty seven years ago he gave a trophy bearing his name to reward skippers competing in a series of 7 to 8 regattas throughout the district based on a high point scoring system. The trophy carries a great deal of prestige. The current regattas are:

- Great 48 at Lake Norman, Charlotte, NC - Fleet 48
- NC Governors Cup, Kerr Lake at Henderson, NC - Fleet 27
- Oriental Sailing Social, Neuse River at Oriental, NC - Fleet 27
- Hoop Pole Regatta, Bogue Sound at Beaufort, NC - Fleet 78
- Mayors Cup, Lake Townsend at Greensboro, NC - Fleet 126
- District Championship, Rotates among fleets annually
- VISA Invitational, Smith Mountain Lake near Roanoke, VA - Fleet 71

Dick continues to provide pewter keeper trophies. He hasn't sailed a Scot in many years and has since retired and



1996 Hoop Pole Regatta, Newport River, Beaufort, NC

moved to Florida. He's probably close to eighty, but years ago he promised to continue giving the keeper trophies as long as he was alive - on one condition. That was, that we rename the trophy to include the name of the late Dr. Bill Singletary, a great friend, an avid Scot sailor, past president of the FSSA and a prominent officer in US Sailing. Many people knew Bill and Maye Singletary as regulars throughout the Carolinas district and nationally, so it was a welcomed addition to the history of the trophy. Having not seen the trophy in recent years, I must confess that I was surprised to learn that the name change has not been made. I will make that a priority.

The names of this year's recipients will occupy the last slot on the current trophy along with a total of twelve different Scot skippers and crews spanning the last 27 years. There are several repeat winners most notably Dick Schultz with eight wins and Larry Lewis with nine wins. It is fitting that this trophy should be retired at the end of the millennium. The trophy honors the past accomplishments of the individuals who won, but it also honors

the Class and the fleets that have made such a trophy possible by hosting quality regattas over the years. Our district must

give some thought about where to retire the trophy so that future members of the Class will understand its history and its connection to a new trophy.

The 1999 season can be described as follows: We had wind, lots of wind, "need-more-beef-on-the-rail, go-find-more-crew" kinds of wind for several regattas. When you have regattas at Lake Norman and Kerr Lake with winds of 15-20 mph, Oriental with 15-20 knots and waves, typical seabreezes at the two coastal regattas, and only one

drifter all season what do you have? **One Great Sailing Season!**

One skipper commented, after the season opener at Lake Norman, that "He'd had a great sailing season at that regatta."

This season's winners of the Helmold/Singletary series are Bill Ross and Missy Hart, both of the Lake Norman Yacht Club. This is their second season together and they jelled as a team early in the season with consistently high finishes including two regatta wins. They wisely picked up extra crew on several occasions with good results. I believe part of their success comes from the fact that they set a goal of winning the series and committed to attending all the regattas. Missy even cut a vacation a little short to get back in time to sail at the Oriental regatta. How many of us are blessed with crew like that?

As an observer back in the pack, and sometimes on the race committee, I often noted that they used good boat speed and great positioning on the race course to gain an advantage or protect their position.

Thirty Years of Success in a Scot

by Dave Batchelor

Anyone sailing Scots in the Carolinas district for very long immediately recognizes a black Scot, number 1885 as "Ghost". Owner Dick Schultz has campaigned this boat for 30 years with phenomenal success. For those of us who think go-fast like seat cleating, internal spinnaker sheet and 12/1 boom vang are required to win, the word phenomenal comes to mind often. Dick is able to be extremely competitive with a Scot straight out of the box - 30 years ago. When asked if he uses a 12/1 vang he reminds us that he doesn't even use the one that came with the boat most of the time.

I'm often asked how he is so competitive without using all the go-fast, not even the latest cut of sails at times. One would have to conclude that it's a natural talent reinforced with many years of sailing several different boats. Dick likes to tell about breaking in new sails on his Lightning which were made of Egyptian cotton, and the shape was largely dependent on how successful you were at setting it during the first sail or two. No wonder he is able to get the most out of his boat and sails year after year.

Some press clippings bracket a long and successful career starting with a fifth place trophy in the 1970 Mid-Winter Championship and continues with a third in this season's Mid-Winter Challenger division. I recall the first time I beat Schultz in a race. He must have had a bad race. Well he has won the prestigious Helmold/Singletary eight times and just won the season championship at his home waters in Beaufort, NC (Fleet 178).

Dick moved to the coast a number of years ago, after he retired, and immediately got busy rejuvenating Fleet 178. He is



Dick Schultz and Ted Odell sailing Ghost at Lake of the Woods, VA

tireless in finding available Scots and matching them with potential skippers. The fleet is healthy, and sails a seven regatta series on various locations around the Morehead City and Beaufort area. In this area of the coast there's lots of water, but finding some deep enough with the tides and shallow sounds gets to be a juggling act. This year was a real challenge with three hurricanes coming through the area (Dennis, Floyd and Irene - all in a two month period.) They only missed one regatta.

Each regatta has a distinct character. The Harkers Island Sailing Social is sailed on Westmouth Bay, the Shanghai Memorial Trophy and DG Bell Trophy (1963) regattas were sailed on Bogue Sound. One regatta was sailed on the Neuse River at Hancock Creek, which was a long distance race for the Anne Royal Arthur Memorial trophy. The Hoop Pole regatta is part of the Helmold/Singletary series and draws Scots from all over the district and is sailed on the Newport River. The Gib Arthur Memorial Trophy (1946) regattas was sailed on the Bogue Sound on Labor Day, and the final regatta is a race around Sugar Loaf Island in Morehead City with a start between a flag on one side of a cut and the Sanitary Fish Market. Not only do the regattas have character, but you can see that they have a lot of history as well.

Dick recruited a young skipper named Matthew Filler from the junior sailing program and sailed to six regatta wins and a second to easily win the fleet's season championship. Mary Haber, who missed some of the regattas, took second and newcomer John O'Connor took third for the season. Dick invites all Scotters down to the Crystal Coast.



Dick Schultz sailing Ghost at the Flying Scot District Championship

3 Up or Not to 3 Up

by Don Smith, FS 5005

1999 was a year of exceptional winds here in the Carolinas. We skipped the hurricane sailing winds, but we did sail a lot of regattas where the winds were in the 15-20 knot range. Hi, I am Don Smith (FS 5005) and sail with regular crew, Chris Kicinski on the lakes and rivers of North Carolina.

For all of you who have sailed here in the summer, you know that the winds are light and shift. So we all learn to sail 2 Up. But what happened this year, made me rethink the 2 UP mentality and really appreciate sailing 3 Up. Our Great 48 regatta in May brought winds in the 15+ range with gusts over 20. Chris and I sailed out to the starting area, but quickly realized that we were sailing in a "survival" mode, rather than in a "competitive and enjoyable" mode. So we watched from shore as fellow competitor Bill Ross FS 5210 picked up a 3rd crew and sailed in the regatta.

Sure enough, we were faced with the same situation at the Oriental Sailing Social in July. Oriental is on the wide expanse of the Neuse river, just before it empties into the Pamlico Sound. The river here is 5 miles wide, and can really kick up some nasty chop, when the wind blows against the river flow. On Saturday morning we stood at the launch ramp area, looking out under the high bridge, and watching the white caps, and hearing the wind blow in the 15 to 20 range. The answer as to whether to sail or not, came in the form of Curtis Johnson (FS 5204). He volunteered not to sail and but to crew with others who wanted to sail 3 UP. Curtis went with Bill Ross and Missy Hart on FS 5210 and Ellen Fussell sailed with Chris and myself on FS 5005. This made all the difference in the world. We now could keep the boat "flat", fly the chute, have an extra set of hands to bail, and have more options to balance the boat, including "surfing", "planning" and "jibbing".

So how did we do? Well, it turned out to be a two boat match between FS 5210 and FS 5005. On Sat, Bill, Missy and Curtis won the first race, we were second. Chris, Ellen and I won the second race, with 5210 second. Having the extra crew, enabled us to get good starts, hold the boat down, "duke it out" going up wind, be first (or second) at the weather

3up?

mark, set the chute, plane and surf downwind (including heavy air jibes). We were able to enjoy the race and use tactics, rather than just "hang on" and "get around the course".

On Sunday the weather turned worse. The sky was threatening and the wind was up even more than on Sat. The waves and chop were challenging for us "inland" sailors. We would come crashing off the top of a wave, stop, shudder, and start again. Bailing, and staying warm were the pre-race focus. As the sky turned darker and a rain line appeared on the shore, we started race 3. It was a windward leeward, once around, pin end, port tack favored. Bill and I started at the pin on port, with 5005 just getting a better start. It was a one beat to the windward mark, hiking hard, feathering the main in the gusts. We both tacked on the layline. No other boats were close. It was 5005 and 5210 again, for all the marbles. We were

first to the weather mark and bore off, but Bill stayed a little high, and caught a puff and shot off on a plane. As the wind was coming from his side, Bill was now in a great covering position. We were both on and off planning. All the weight was in the back of the boat. I remember even laying down on the aft deck while steering. If we stayed the way we were, it would be very close as to who got to the leeward mark first. Bill was the first to set the spinnaker pole in anticipation of the chute, and we followed suit. However, Bill was sailing the puffs and planning a little better than we were, so I called for the chute, and Chris tentatively moved to get ready to set it. We lost a little more distance to Bill. Now, a problem, the chute was wrapped in the vang lines. By the time we cleared it, and raised the chute, we lost more distance to Bill. We were fast approaching the leeward mark, and hadn't caught Bill. Time to get it back down. We could never have done all this with just 2 Up. The mark rounding was not a pretty sight for either of us. But Bill did it a little better and we were forced to follow him to the finish line.

All was not done, though, as the weather had really turned ugly, the rain was falling, and now the lightning was all over the shore line. We bore off, hiked hard again, stayed away from the mast and shrouds, and sailed to shore as quickly as possible. We all were safe, very wet, and tired. But the sailing was great with 3 Up. Never again will I go out without a 3rd crew when the wind pipes up. It makes such a difference in enjoyment that it doesn't make sense to do it any other way.

And what of Ellen, this being one of her first sailing experiences. Well, she had a great time being part of a 3 UP experience in heavy air. We crossed paths again in August at the Hoop Pole Regatta in Beaufort, NC. She was sailing 3 UP on another Scot.

Fall 48 Lake Norman, Charlotte, NC

by Larry Vitez

The event is not included in the Helmold/Singletary series, but has started with a bang.

This event is only two years old and again registration topped 30 boats. This year's races were held on Halloween weekend and 50% of the entries were from visiting fleets. Skippers and crew traveled from Connecticut, Indiana, Georgia, Tennessee, and Maryland to enjoy our hospitality and fall breezes. The breezes did not materialize, but that did not stop the fun.

The event began with a Friday afternoon clinic conducted by Graham Hall. Twenty-three people attended and six boats went on the water for drills. We covered the differences between the tight and loose rigs. We discussed tacking and jibing techniques from the crew and skipper positions, and many other topics on the minds of the attendees. We appreciate Graham's willingness to share his extensive knowledge and experience with us. For those of you who have never attended one of his clinics you need to know that he is an excellent instructor, and even the biggest blockheads learn something.

Saturday races were canceled because of severe weather. Conditions were so difficult that most competitors couldn't make it to the starting area without a tow. Sails were not filling, tell tales were not flying, masthead flys did circles, and tight rigs did

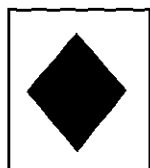
not bounce around. Fortunately the skies were blue and the temperatures were in the low 70's, and the race committee had the good sense to send us in early.

We got off two races on Sunday morning in light and variable breezes. Harry and Jimmy Carpenter won the first race, and Graham Hall and George Evans took the second. The regatta was won by Lake Norman's own Bane and Ann Shaw with 3, 2 finishes. Chris Danielek, a newcomer to the Flying Scot, traveling from Connecticut with his father-in-law took second. Harry and Graham each won a race, but found that putting two races together in the light air proved easier for a local. I followed a similar pattern.

Results

Pos.	Skipper	Crew	Sail	#1	#2	Total
1	Bane Shaw	Ann Shaw	5214	3	2	5
2	Chris Danilek	Jeff Penfield	3913	4	3	7
3	Harry Carpenter	Jimmy Carpenter	5251	1	7	8
4	Graham Hall	George Evans	4945	9	1	10
5	Larry Vitez	Ralph Mello	5085	2	8	10

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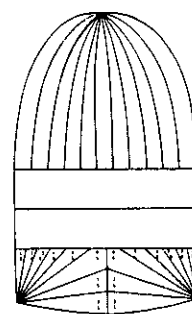
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Why Sail a Flying Scot?

by Jim Whittaker

We all have our own story about how we ended up sailing a Flying Scot or crewing with the Flying Scots. Here is mine. I had sailed a Sunfish once over twenty years ago and had never forgotten that experience. I was a sailor waiting to be called for duty. Three years ago, I received my call. We had gone on a family vacation to Ocean Isle, and I had a wonderful time which got me to thinking that all work and no play is not good. I needed some time to just get away from it all. I dreamed of sailing in a gentle breeze with Dianna and I sharing a bottle of champagne. Our children Andy and Laura told us that they enjoyed sailing on a Flying Scot when they went to summer camp at Don Lee in Oriental, NC. I didn't know of another sailboat besides a Sunfish that sounded so good. The short story is there was a used one in the newspaper and within a week it was in our yard. We sailed it at Jordan Lake the next day in very light breezes and much motor boat chop. We launched or should I say attempted to launch from Ebenezer Point. After about 5 minutes of attempting to get off the dock another sailor walked up to us and asked had we ever sailed before. Only once I stated proudly. He helped us get launched, and off we went. We sailed to the middle of the lake, and the kids went for a swim. The air was so light that we couldn't get moving again when we tried to sail. A motor boat pulled us back to shore since our 25 year old sails had no desire to sail. On shore, we then got the mast stuck in some trees and just about hit a brand new Suburban getting the mast out of the trees. This is one of the reasons that I don't like Ebenezer point. What a day - where was the champagne?

Fantasy sailing and reality sailing had come to a head. I was at the crossroads of a sailboat sitting in the backyard or one that was used whenever I could get to the lake. This is why I am glad we chose to

sail a Flying Scot - the people. I was still excited though I have to admit that first day had dampened my enthusiasm. I needed to meet other people that had a Flying Scot - maybe they could help me learn everything I needed to know about sailing. I joined the Flying Scot Sailing Association which I heartily recommend if for no other reason but to receive the *Scots'n Water* magazine. I found out from FSSA that there was a Flying Scot enthusiast in our area so I wanted a phone number. Who was it? Dave Batchelor of course. I called Dave and he invited me to come to the August sail boat club race. Sailboat racing - well, I had never dreamed of racing my sailboat. I had also called the local cruising boat club and found out there were no Flying Scots in the club. So we went to see a race. It was a typically light August day. We sailed out to the race course, and I fell in right behind the last boat and started sailing the course. Dianna was disturbed with this chain of events. What if I was messing up their race? We fell back out of the pack and immediately the race committee boat came over to us. Tensions were high since we had joined their race as a bystander. Well, Dave Batchelor was on the race committee, and he told us that we couldn't leave until he had a chance to talk to us on shore. We apologized for disturbing the race. He replied you call this light air stuff a race - we're just glad you're here. We talked on shore where Dave informed me that most everything on the boat needed to be replaced including the sails, and he would be glad to help me get the boat fixed the way it should be. We met the Kessee's and the Murdock's either in the August or September race. I asked Dave Batchelor if I could sail with him in the Mayor's Cup. Well I was hooked. Dianna and I raced in September and just tried to stay out of everybody's way. Yes, we did have the last place slot all to ourselves. We had the jib rigged

wrong so that the race committee would yell at us to tighten the jib. Well, you couldn't. Dianna told me not to sail by the race committee boat again, because she didn't know what to do with the jib. Oh by the way, I had told her not to run the jib sheets through the jib block. Those must be for that spinnaker thing I thought. We did get the spinnaker working and gave it a try at Jordan Lake. We put the spinnaker up and cleated both sheets. A strong breeze came and gave us a ride with the mast pretty close to the water. We would need to work on flying the Spinnaker. Andy, a friend, and myself sailed in the October race with 15 mph winds. I put the mast level with the water twice without putting us in the water. This was excitement sailing. Andy was now hooked.

I liked racing because there were other people around sailing with you. I had already found out that you can get in some harry situations on a sailboat if you sail enough. The challenge of sailing your boat at its optimum was exciting. But, the main reason was the Flying Scot people. Our fleet was active at Jordan Lake the next year. The Hunter's became regulars. I had now met Waldo Johnston with Curtis Johnson crewing at that time. Now Curtis has his own boat. I had found that the Flying Scot was a very good choice for me. We could take our family sailing or racing. The Scot is a fast sailboat but has more stability than most racing sailboats. Dave Batchelor had helped me get the boat rigged rather nicely. We now have been racing with the Carolina Sail Club for two years and have gone to quite a few regattas. Dianna and I were the on-shore directors of the 1999 Governor's Cup and I am the Secretary/Treasurer of the Carolina Sail Club starting this year. We managed to get a 1999 racing season trophy, which was the result of sailing in most of the races rather than greatly increased sailing skills.

The New Sailors Are Waiting

by Dave Batchelor

Fleet 27 is associated with the Carolina Sailing Club that normally sails on Kerr Lake more than an hour from Raleigh, North Carolina. As a fleet we have been trying to get the club to try activities at a lake only 30 minutes from the population center and we have had good success getting new Scot owners out to Lake Jordan. This year the club tried a learn-to-sail program at Jordan in April and had a great turnout. We had advertised on our web site, at a boat show and in a local sports paper catering to young adults in the area.

The winds were too strong to safely take people out on Saturday morning but the 20 people that came out, average age 30 years old, stayed all day watching rigging demonstrations and seminars introducing them to sailing in general, and gave boat owners an introduction to racing and the rules. We introduced the notion that, as a racing organization, we

used informal racing as a way to teach people to sail based on several reasons:

- Racing requires one to sail on all points of sail, not just the easy ones.
- Racing is a scheduled event and you are likely to sail in a wider range of conditions.
- There are experienced sailors around to offer advice, and who are eager to have you join them.
- There are other sailboats and rescue craft around contributing to safety.
- You get to associate with a great group of people interested in a wonderful sport.

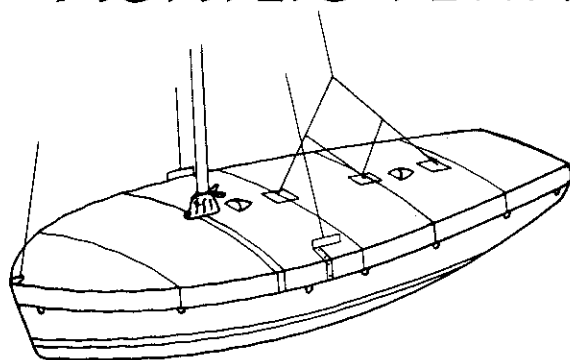
Later that Saturday the wind abated just a bit and Waldo Johnson offered to take groups out for a 15 minute sail in near planing conditions in his Scot. Almost every one of the original 20 that started at 9:00 AM waited patiently for that sail and enjoyed it. The next day 20 people showed up for the second day with only 5 repeats. Everyone got to sail in a

variety of boats and participated in short races. When was the last time you had 35 people show up to try the sport we love so much? Well 20 people came back in the fall at a similar event and 10 of them were repeats. One would have to conclude that there is a pent-up demand ready to be tapped.

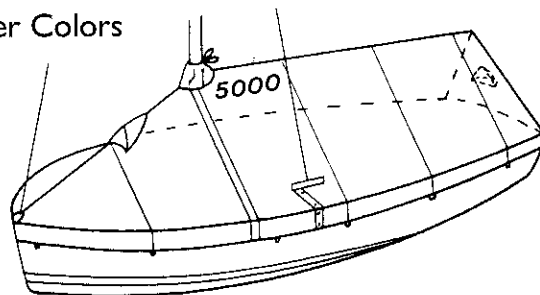
Did we convert all of these to our sport? No, but we did get half a dozen or so new members for the club and three regular Scot crews with one having just purchased a new Scot. All from only two outings open to a targeted audience.

Such an introduction requires that the experienced sailors be willing to sacrifice some of their racing time to introduce these potential sailors to our sport. Our club and fleet supported the spring event, but it was the follow-through by our fleet and some other club members that made the conversions possible. We don't have to go hunting for crew all the time now.

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Scots in the Holy Land

by Israel Almog

We are three Israelis who like to sail. None of us is that young, and although we caught the sailing bug relatively late in life, for the past three years we have been the proud owners of a boat bought from several partners who knew almost nothing about its history apart from the fact that it was called a "Flying Scot."

From the first we sensed that we possessed a noble craft, named by us *Tavlan* (literally, "Dipper," a local species of duck) that had been through many adventures and had potential that we did not yet know how to make the most of. Our only clue to its past was a small manufacturer's plate with the inscription: Gordon Douglass, Oakland, Maryland. Luckily, we live in the age of the Internet, through which, and with the amiable help of Eric Ammann, we gradually managed to put together the pieces of the puzzle: our boat is the FS 949, which left the Maryland plant in 1966 for the hands of its first owner, Mr. Donald Z. Bailey of Long Beach, Long Island. We have no idea how long Mr. Bailey sailed the *Blade* (the boat's first name) or how and when it managed to make the ocean voyage to Israel. (If Mr. Bailey should happen to read this account, we would be grateful to hear further details from him.)

We also discovered to our surprise that we were not the only Flying Scot owners in Israel. In the back yard of an ex-farmer named "Rami" Natanson we found the FS-1940 - a boat like our own that had not been sailed for years. More astonishing, its owner turned out to be none other than my old friend Yehoram Natanson, whom I had known years ago as a fellow reservist in the Israeli army. Born in Israel, Rami had lived for a long time in the United States - where, it turned out, he not only had learned to sail but had worked for a while with the Gordon Douglass shipyard and had been good friend of Eric and Sandy's. When he returned to Israel, he brought his Flying Scot with him, as well as his rich knowledge of sailing. It wasn't difficult for us to convince him to put his FS-1940 back into the

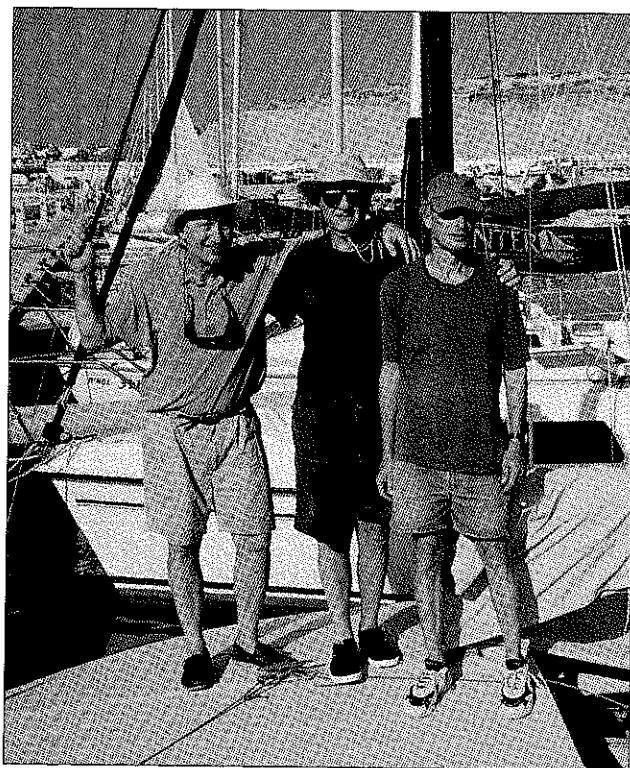
water, where it is now moored close to the *Tavlan* in the Herzliyah Marina near Tel Aviv.

To return to our own boat, however: we do know that it has been in Israel at least since 1980, since then it has changed hands several times. It even once made the passage to Cyprus, 180 miles across an open sea. We acquired it in two steps. First, one of us, Hillel Halkin, bought it with a friend from its previous owners in Tel Aviv and brought it to a little bay south of Haifa, where it was moored for a year. In November, 1995, however, it was dragged from its mooring by an early winter storm and cast up on a beach nearly a mile south in badly damaged condition. Hillel's partner, a gifted jack-of-all-trades, repaired the boat with his own hands, but soon after that he wanted out, and Ilan Dror and I took his place in what became a triumvirate. Our first voyage was sailing the *Tavlan* forty miles to the south to its present berth in Herzliyah. Fortunately, since we had little idea how to handle her, weather conditions were good and the *Tavlan* behaved in exemplary fashion all the way.

Since then three years have gone by. We've learned to handle her better and have acquired much experience at the tiller. We know, though, that we still have much to learn about our Flying Scot - knowledge that could probably best be gained through racing her, which is something that here in Israel we have had no opportunity to do.

A few facts about the *Tavlan*'s present rigging and state:

Soon after becoming a partner in her, I registered as a member of the FSSA in the hope of obtaining information on the boat. Meanwhile, I also renewed ties with Rami Natanson. We decided to try restoring the boat, as much as possible, to its original rigging, and so we replaced our halyards with original Flying Scot cables purchased from the Maryland plant and



From left to right: Izi Almog, Ilan Dror and Hillel Halkin all standing on "*Tavlan*" FS 949.

Continued on page 12

exchanged our topping lift for a crutch while retaining our red and white mainsail and jib (which we hope one day to replace with original Flying Scot sails as well.) It's our feeling, however, that working with the old halyards was easier and more bug-proof than the Flying Scot's cables. The crutch too has turned out to be problematic: either it wasn't strong enough, or else we mistreated it, but in any case it soon broke and we have no plans to get another. Rami too has discarded it and is now using a lazy jack, which seems to us a good solution, since it does the work of a topping lift in holding up the boom while lowering the mainsail. (One advantage of not racing is that we can rig the boat as we please.)

In all the Flying Scot literature that we've read, an outboard motor is treated as a marginal auxiliary that can be dispensed with if desired. Unfortunately, this is not the case with us. The marina we are moored in is not in a natural bay or cove but is rather located on a straight coastline behind a five-meter high breakwater that protects it during winter storms. The problem is that when the wind outside the marina is light, it hardly blows inside at all, which makes motoring in and out very convenient. There are two schools of thought among us. One is that we have to learn to maneuver with sails in all conditions, even practically windless ones inside the marina, and that this is best done with no motor to fall back on. The other is that, since we have a motor anyway, it belongs on the boat and not in someone's basement, and that it is good to have it as an emergency resource. (Until recently, when we bought a new Seagull outboard from England, we had reached what seemed a fair compromise; an old outboard that was perched on the stern but wouldn't start up a good part of the time, so that even with it we had to rely totally on our sails!)

As for sailing conditions in our neck of the Mediterranean, they're practically all-year-round. True, from November through February, the water is relatively cold (15-16 degrees centigrade as compared to 26-29 in the summer), and it's unpleasant to get a face full of it (we Israelis are used to being warm), but if you don't mind that prospect, the winter months have marvelous sailing days. Still, the "sailing season," if one can speak of such a thing, is generally considered to be April - October.

Our coast runs north - south and the prevailing winds for most of the year are northwesterly; often crossing much of the Mediterranean to get to us, they sometimes bring high swells that make leaving and entering the marina difficult. A few months ago such a swell swept us four meters into the air as we were close to the marina's entrance. We felt that we were riding a whale!

The strength of the wind, of course, varies with the season and hour of the day. In the rainless spring to autumn months, the sea breeze is generally weak in the early morning and gradually picks up in the late morning and afternoon before dying again in the evening and through the night. Typical strengths are 6-9 knots in the morning and 12-15 in the afternoon with gusts of up to 20-25 knots. This is the strongest the wind gets in "season." The late autumn, winter, and early spring are another story; now we get rainy weather in the form of "lows" that arrive from Europe and pass over Cyprus. These tend to occur cyclically, each storm lasting three to four days, during which there can be 30 plus knot winds and seas too rough for a small boat like ours. But as soon as the storm passes and the sun comes out again, sailing conditions are good.

That's it for now. FSSA Headquarters has my e-mail address, and I'll be happy to reply to any queries from *Scots 'n' Water* readers.

CAROLINAS DISTRICT

Helpful Hints

by Dave Batchelor

Pulling the centerboard for inspection or repair used to be a hassle until I started using my boom vang. I attach one end of my vang to the jib halyard (heavier than the main) and hoist it 5-6 feet above the top of the centerboard trunk. The other end is attached to the centerboard roller with a short piece of rope; after removing the cable I use a longer piece of line in the blocks which allows the board to be pulled completely out of the trunk with the boat at the dock. It can then be lowered safely in the bottom of the boat. I have done this by myself on several occasions.

Tired of tearing your spinnaker on a big bulky forestay extender. Try putting it under the deck. Most tuning guides specify a fixed mast rake, therefore the extender can be attached between the toggle and the short forestay wire that sticks out through the deck. Crawl underneath one time, use the extender or turnbuckle to set the rake, and attach the two small cable ends together giving a clean, non-hazardous connection for the forestay. Your spinnaker will appreciate it.

Solo Mast Rigging

by Mark Hartong

Recently, on the Flying Scot e-mail list, the question was asked:

"Would someone who single-handedly steps and unsteps the mast please describe how it's done? Do you use anything besides muscle power to help support the mast while it's on its way up or down?"

Since I sail solo most of the time, I also seem to usually end up stepping and unstepping the mast by myself. The following procedure seems to work really well and requires the minimum amount of muscle power.

The procedure assumes that you are equipped with a pivot pin for the mast. If you don't have one installed, I'd REALLY recommend getting one added. It makes the entire process really simple. In fact, I'd hate to think about trying to step a mast without one!

The usual safety rules associated with raising and lowering a mast apply. However, because you are rigging single handed, it is extremely important that you have the boat facing the direction the wind is coming so that there is no side loading on the mast from the wind.

To step the mast:

1. Insert the base of the mast onto the pivot pin at the mast step.
2. Loosen the jib halyard, pulling it so that it extends about 1/2 of the way onto the foredeck.
3. Attach a line onto the end of the jib halyard, running it through the bull nose where the forestay attaches to the deck.
4. Run the line that was just attached to the end of the jib halyard back on to the foredeck so the end is alongside of the mast at pivot pin. (You're going to need to be able to quickly grab this line single handed once the mast is vertical).

5. Attach the stays to the mast, and then connect the side stays to the chain plates.
 6. Walk the mast up into the vertical position, hand over hand, in one slow continuous motion.
 7. Holding the mast steady in the vertical position with one hand, reach down with the free hand and grab the line you laid across the foredeck in Step 4. Using this line, pull the jib/halyard line combination.
 8. Tie off the jib halyard/line combination. The mast is now vertical, being held by the side stays and the jib/halyard line combination.
 9. Take the forestay and make up the forestay to the forestay pigtail on foredeck. The mast is vertical, being held by all three stays as well as the jib/halyard line combination.
 10. Loosen the jib line/line combination, and then make up jib halyard to the jib halyard pigtail on the foredeck.
 11. Using the jib winch, tighten up any slack in jib halyard.
 12. Remove the line that's lying free and now you're done, ready to sail! (Well, except for attaching the rudder, launching, tying off to the dock, lowering the centerboard, attaching the boom, bending on sails, etc, etc, etc.)
- Unstepping the mast is a reverse of the preceding. To unstep the mast:
1. Loosen the jib halyard.
 2. Disconnect the jib halyard from the jib halyard pigtail.
 3. Attach a line onto the end of the jib halyard, running it through bull nose where the forestay attaches to the deck.
 4. Run the line that was just attached to the end of the jib halyard back onto the foredeck so the end is alongside of the mast at pivot pin. Pull the jib halyard/line combination tight and tie it off.
 5. The mast is vertical, being held by the side stays and the jib halyard/line combination.
 6. Disconnect the forestay from the forestay pigtail. The mast is now being held only by the side stays and the jib halyard/line combination.
 7. Holding the mast steady in the vertical position with one hand, reach down and cast off the jib halyard/line combination.
 8. Using both hands, walk the mast down.
 9. Disconnect the stays and stow.
 10. Remove the line from the end of the jib halyard, tighten the jib halyard, and fasten to the mast.
 11. Remove the base of the mast from the hinge pin.
 12. Install the mast crutches, place the mast into the crutches, and tie off the mast for towing.

Having another person around until you've mastered the process is ALWAYS a good idea. Mastering the process won't take long though, and once you've mastered stepping and unstepping the mast solo, the days of missing out on sailing on a nice day because you can't find a crew to help rig are gone forever!

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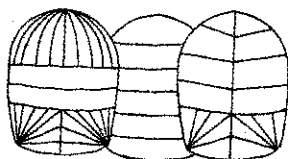
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To be clear for those of you who were with us last year, this year we will return to the traditional schedule of starting the first race at noon on Tuesday, March 28, 2000. Registration will begin Sunday afternoon, March 26.

Camping and hotel information is available - and will be included in the confirmation packets sent to pre-registrants. - other questions can be answered by calling Claude Arnold at (850) 871-5146, or emailing casail@aol.com.

If you've never been to this event, please call or ask someone who has. The racing is challenging for all levels of skill and the on-shore activities make it a real vacation. We look forward to seeing you.

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TENTATIVE SCHEDULE OF EVENTS

Sunday, March 26:	Registration, Sail measurement, Evening buffet.
Monday, March 27:	Registration, Sail measurement, Evening buffet.
Tuesday, March 28:	Registration, Sail measurement, Skippers meeting at 10 am, First race at 12 noon.
Wednesday, March 29:	Third and Fourth races, Cocktail Party.
Thursday, March 30:	Fifth and Sixth races, Awards Banquet and Entertainment.
Friday, March 31	Last race(s) if needed.

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Fleets In

FLEET OF THE YEAR

BY JIM HARRIS

The Fleet of the Year was won by Fleet 80 of Lake Arthur, Ohio. They are very active both in racing and many other activities that promote their fleet.

They have a very active local racing program and members participate in many regional and national regattas. The fleet holds many other activities such as: A Spring Fling - party and sailing? Rain Gutter Regatta - (I'll let fleet captain Bob Gilman explain this one) and Community Sailing.

The second place fleet is Fleet 37 of Hoover Yacht Club. This fleet focused on local racing and going to other regattas. Also, they revised their race program to successfully increase participation.

If you would like more information about their ideas, contact Bob Gelman of Fleet 80 or Susie Stombaugh of Fleet 37.

Although the quality of the submissions were excellent this year, we should have greater participation. The purpose is not

just winning the traveling trophy, but promoting new and different ideas for the growth of the fleets and FSSA.

If you have any questions or would like more information about the Fleet of the Year program, please contact Jim Harris.

DYC CELEBRATES 40 YEARS WITH THE FLYING SCOT

BY JOHN GALLAGHER

The Ruby Regatta commemorated the 40th (Ruby) anniversary of the Flying Scot program at the Detroit Yacht Club - probably the most successful match of club-owned sailboats and yacht club ever.

The DYC brought its first three Scots - hull numbers 97, 98 and 99 - in 1959, not long after Sandy Douglass built the Scot. Douglass was already famous as a designer of sailboats when he created the Flying Scot. Douglass wanted a fiberglass hull, simple rigging, comfortable seats, and a boat that promised high-performance for racers, yet a stable and forgiving ride for weekend boaters.



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At that same time, the DYC and other clubs along the Detroit River and Lake St. Clair were looking to replace their venerable wooden cat boats with one of the newer fiberglass models. The cats had been around for decades, but it was time to try something new. Several boats were considered. Bob Greening of Edison Boat Club first suggested the Scot to the other clubs around the Detroit River. Early trials sold the boat. The Scot was forgiving of mistakes, easy to handle, and a good boat in which to instruct novices. Scots were easy to maintain, and they stood up to a lot of hard use. In short, the boat proved so ideal in its role as a club boat that soon the DYC and its sister yacht club in this area 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 the Detroit-area yacht clubs with whom the DYC competes in races and other evens, the number of boats over the years has numbered more than 100. This makes the Detroit area one of the first and largest of all customers for the Flying Scot. No wonder our racers do so well in national competition!

Typically, the DYC will buy one new Scot each spring and sell the oldest one in its fleet. In the 1960's, when Detroit enjoyed a larger population than today and club membership was higher, the club owned about 20 Scots at any one time. Today, the DYC owns 14 Scots, ranging in age from more than a decade old to less than a year.

From the beginning, club members put the Scots to frequent and varied use. Our novice classes have introduced thousands of people to the joys of sailing. Our racing programs have nurtured the talents of men and women alike who have made us proud of their accomplishments. In short, for the varied demands placed on club-owned boats, the Scot quickly proved itself a winner.

So did the sailors who sailed it. From competitors like Bob Cowles, Hans Kuschnerus, Fred Meno, Kevin O'Reilly, Lee and Jimmy Smith and Jerry Jordan in the 1960s and '70s to Paul Lee in the '90s, DYC Scot sailors using their club-owned boats have scored well at Flying Scot North American Championships, the Flying Scot Midwinters, the Canadian National Championships, and other top regattas. Meanwhile, women

DYC Yacht Club Ruby Regatta Results October 2-3, 1999

Place	Skipper	Sail #	Total
1	Harry Carpenter	1	74
2	Paul Lee	8	72
3	Forest Rogers	5230	66
4	Ed Bayer	1-D	63
5	Tim Kerr	60	60

sailors such as Mary Schroeder, Linda Cowles, Marilyn Perry Boylan and others – some of them veterans of the old Sailorettes organization at the DYC – have carried the DYC banner to many distant regattas.

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, club members volunteering their time and skill, instruct from 50 to 100 novices in the art of sailing. For the intensity and quality of instruction, it's hard to find a better sailing program anywhere in the country.

Flying Scot membership at the DYC numbers about 200 veterans and novices, which means that about one in every six members of the DYC is an active Scot participant. Our members are among the most active of DYC members, playing important roles on the Board of Directors and in the great majority of our various committees.

In short, we're extremely proud of what the Flying Scot has meant to the DYC over these past 40 years. We're sure that the late Sandy Douglass, enjoying fair breezes in sailor heaven, is smiling down tonight to see how well his boat has fulfilled its promise

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
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04/15/00	MAY/JUN 2000	FLORIDA	Charlie Fowler	(305) 638-8885	fowisail@gate.net
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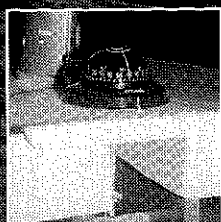
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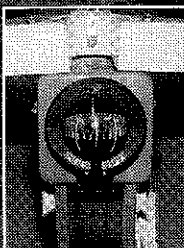


Aquameter Sailor II Compass & Mount...

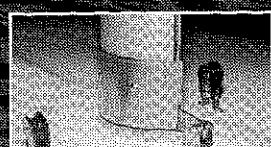
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. **\$70.00**

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 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). **\$1540.00**

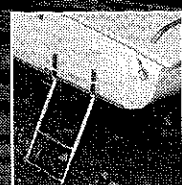


Stainless Steel Mast Sleeve...

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

Sizes: S-XXL

Colors: White with Flying Scot Insignia embroidery, or Navy with Flying Scot Sailboat embroidery. **\$28.00**

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. Loaher 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**

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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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Starting Line

Note: Please send all Regatta Notices to the Association Office

George Washington's Birthday Open Regatta

February 26 & 27, 2000
Lake Eustis, FL

Cheap Thrills - No Frills - Plenty of Racing
Open to all monohull and multihull classes: 5 or more of the same class will have their own start, all others will sail portsmouth in either monohull or multihull class. This venue is also a points even in the Florida Flying Scot series, hosted by Fleet 150, Peter C. Smith, Captain.

For more information contact Jim McIntyre, Regatta Chairman at (352) 323-8572 or email jim@sasmin.com.

2000 Sarasota One Design Midwinters

March 17-19, 2000
Sarasota, FL

Anticipated classes: Daysailer, San Juan 21, E Scow, MC Scow, Albacore, SR Max, Inland 20, Santana 23, Flying Scot, Buccaneer and Vanguard 15.

For more information contact Jim Barr at (941) 366-1972, jbarr3620@aol.com.

Midwinter WarmUp Regatta

March 25 & 26, 2000
Fort Walton Yacht Club, FL

This event is designed to help participants "tune-up" their boats (and crew) after the long winter to get ready for the Midwinter Regatta that will be held at St. Andrews Bay Yacht Club the following week.

For more information contact Cal Jones at (850) 243-0804 or visit the website at www.fwyc.org.

30th Annual Midwinter Championship

March 27 - 31, 2000
St. Andrews Bay Yacht Club
Panama City, FL

The first race will be on Tuesday, March 28, but please remember that registra-

tion will start on Sunday, March 26 and sail measuring may start as early as the day before that on Saturday. This is a preliminary schedule.

For more information, contact Claude Arnold at (850) 871-5416, CASail@aol.com or John Morrow at (850) 769-3943.

Douglas Design Regatta

April 29 and 30, 2000
Privateer Yacht Club
Chattanooga, TN

Come and join Fleet 13 for an enjoyable weekend and good competition in the Scenic City. Two races Saturday afternoon and one race Sunday morning. After Saturday's racing is a dinner followed by our party.

For more information, contact Doug Spohn at (423) 622-8389 or e-mail: dbspohn@worldnet.att.net

Great 48 Regatta

May 5 - 7, 2000
Lake Norman Yacht Club
Lake Norman, NC

Join us for one of the South's oldest, biggest, and best attended regattas. Our northern friends are encouraged to break off the ice and snow, pack shorts and a tee shirt, and start the season on beautiful Lake Norman. The three race event will begin with an on the water clinic Friday afternoon conducted by Graham Hall and for those interested an informal race management discussion led by Bill Ross at the club that evening. A traditional southern dinner will be provided at the club on Saturday night and lunches will be available. Campers welcome, but no pets. Trophies will be awarded to winners and losers.

Contact Larry Vitez 704.442.1850 or ldvitez@MSN.com

Annual Egyptian Cup Regatta

June 3 & 4, 2000
Lake Carlyle, IL

The Carlyle Sailing Association (CSA) and Flying Scot Fleet 83 will host the annual Egyptian Cup Regatta; and you are invited! We especially invite Flying Scot sailors from the Midwestern District and neighboring states to participate in this event. Sail for a trophy that dates back to the 1960's. The doors will open Friday evening, June 2, to welcome all participants with a complimentary Bratwurst and Beer party. CSA offers outstanding sailing facilities, great racing, food and partying. 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 Bill Clark, Fleet Captain for FS Fleet 83 at (314)-878-3969 (E-mail: cclark@stlnet.com) or check the CSA web site (www.csa-sailing.org).

Full Moon Regatta

June 10, 2000
Monmouth Boat Club
Red Bank, NJ

The 2000 New Jersey State Championship kicks off in Red Bank, NJ on Saturday, June 10th. The 9th Annual Full Moon Regatta and first of the new millennium is hosted by the Monmouth Boat Club and will be sailed on the beautiful Navesink river. Come test your prowess as five races are planned. 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 Bruce and Jackie Cattanach at (973) 586-0825 or email bcattanach@att.net.

Continued on page 20

Berlin YC 50th Anniversary Regatta

June 17 & 18, 2000
Berlin Yacht Club, Ohio

For this year's regatta, Berlin Yacht Club and Flying Scot fleet 19 are proudly celebrating 50 years of sailing on Berlin Lake in Northeast Ohio. Come join us for what will be a very memorable time. We always have a good competitive fleet of Scots. You can expect a nice breeze this time of year. We always have a good time before and after racing. Free camping (with electricity and showers) on the grounds. Come sail on Friday if you like. We'll have hot dogs and beer waiting. If you are traveling a distance for any reason, we will try to accommodate your other needs/wants also. We have solid Thistle, Highlander and Laser racing as well.

For more information, see our website at www.berlinyachtclub.com or email [\[drom@diebold.com\]\(mailto:drom@diebold.com\) or call Mike Lindroos at \(330\) 825-0131.](mailto:lin-</p></div><div data-bbox=)

Crystal Ball Regatta

August 12 and 13, 2000
Crystal Lake, MI

For more information see our website at www.sailcsc.org or contact Steve Last at (517) 832-5706 or email: lasts@mindnet.org.

FS Canadian Championship

August 19 and 20, 2000
Stony Lake Yacht Club
Ontario, Canada

Canada's premiere Flying Scot event is back for the new millennium. The FSCC 2000 promises to be as good or better than all the previous FSCCs. Come up and enjoy Canadian hospitality at its best.

For more information, contact Douglas T. Smith at (416) 498-9162 or e-mail: dtmsmith@interlog.com.

50th Harvest Moon Regatta

September 8 - 10, 2000
Atwood Yacht Club
Sherrodsville, OH

Come and join us for the fiftieth Harvest Moon Regatta. We are planning to make it a very special even, from the Welcoming Party on Friday to the final ceremony on Sunday.

For more information, check the March/April issue of Scots'n Water for more details or contact Joe Cline, AYC Fleet Captain at (330) 874-3687 or e-mail: jkczoar@cs.com.

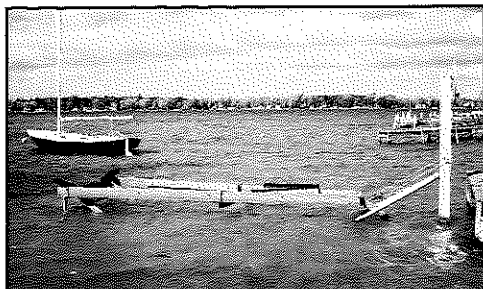
Hot to Trot Regatta

September 16 & 17, 2000
Portage Lake, Pinckney, MI

For more information contact Ed Worth at (734) 420-2313 or email eworth@engin.umich.edu. Visit the PYC website at www.ms-pyc.com.

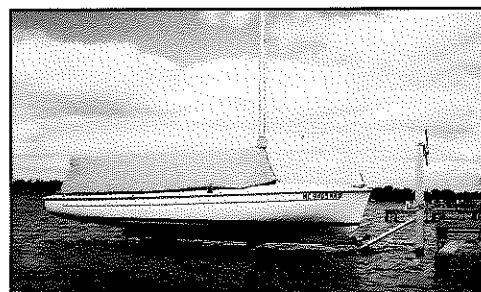
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Annual Whale of a Sail Regatta

September 16 & 17, 2000
Carlyle Sailing Association
Carlyle Lake, IL

This is Carlyle Sailing Association's (CSA) 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. This year, as in the past, the Flying Scot fleet has a separate start during the races. Excellent camping facilities exist in the State Park next to the CSA harbor.

For more information regarding this year's regatta, check the CSA web site (www.csa-sailing.org) or contact Bill Clark (314-878-3969 or E-mail: cclark@stlnet.com), Fleet Captain for the FS Fleet 83 based at Carlyle Lake.

Sadness in Our Family

Sailors are a close knit group, particularly those that travel to away regattas. We get to meet some really great people and some of those really stick in our minds. Some of these are the people who volunteer their time so that we can enjoy the sailing. We don't always acknowledge these people the way we should. But, we do remember some who's passion for the sport calls them to a life of service. One who gives so tirelessly, and with an excellence that sets a standard for those that choose to try and emulate them.

It is with great sadness to let you know that Don Sweet died unexpectedly Monday morning following complication from surgery on Friday. Don is known far and wide for the kind of service described above with a distinguished record of service from club races to many national championship events. He was a leader in the development of race management expertise throughout SAYRA and beyond. But he is also known as one who cared a great deal about the people he was serving, careful to insure a fair competition, but also that they had fun. He will be missed in a special way, as a friend to all who knew him, and to the sport of sailing.

No flowers are requested but if you wish you may make a donation to the "LANYC Capital Trust Fund". Send to the attention of Jim Curles, Treasurer PO Box 37298 Charlotte, NC 28237.

Cards and letters may be sent to his wife Edna at 174 Shoreline Loop, Mooresville, NC 28117.

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Flying Scot Prices

Main	\$ 606.00
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(sails include Royalties)	

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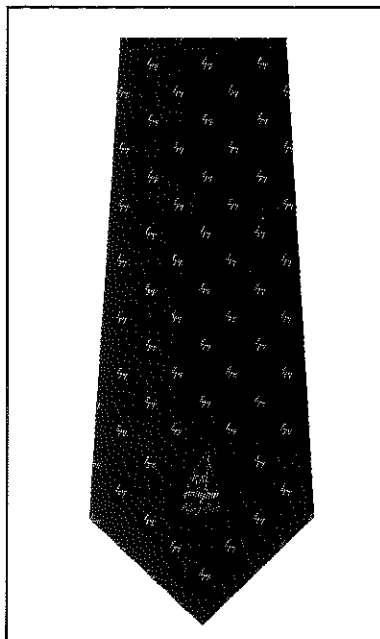
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Want to be the best-dressed sailor in your fleet? We are pleased to announce a completely redesigned Flying Scot tie, featuring an actual Flying Scot surrounded by the FS logo. It is dark navy with red features, all-silk and made in the USA. There is a minimum order requirement for us of 100, so we will not actually place an order with our tie manufacturer until we get 100 reservations for orders from you. To reserve your tie, fill out the reservation form below and send it in, or send us an e-mail with the order information (info@fssa.com). You need not send in any money with your reservation form. Don't forget to reserve one for your crew too! Also feel free to show this to your wife, girlfriend, or significant other along with a subtle hint about what great birthday gift, Christmas present, or Father's Day gift it would make!

Great for gift giving! • Reserve your order now, pay later!

Please reserve _____ ties for me.

Name: _____ Boat/ID #: _____

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Phone: _____

Mail to FSSA Headquarters at 3008 Millwood Ave., Columbia, SC. 29205 or call (800) 445-8629 and ask for Jamie.

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SOFT FLANNEL-LINED CANVAS WITH
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RUDDER COVER:

FLANNEL LINED \$47

FOAM PADDED \$61

Here are the simple facts:

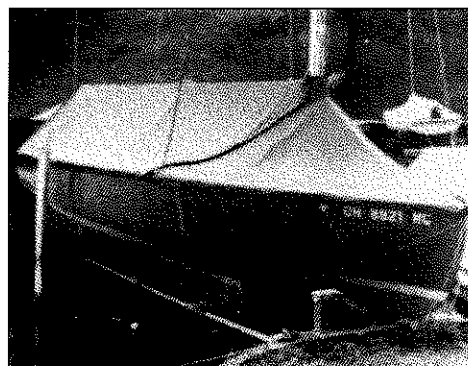
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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

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

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

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



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	3901	Peter J. Hampson	559 Schooner Road	Charleston, SC 29412
	A689	Alicia K Grady	729 Royal Ann Ln Apt. 302	Raleigh, NC 27615-7822
Florida District				
	5178	Thomas A. Goddard	1000 SW 27th Ave., #118	Vero Beach, FL 32968
Greater NY District				
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Gulf District				
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Michigan-Ontario District				
	5273	Thomas Neumeyer	23355 Beechcrest	Dearborn Heights, MI 48127
	4328	Shadid N Khan	7033 Lakemont	West Bloomfield, MI 48323
New England District				
	A700	Richard Empey	104 Musquash Road	Hudson, NH 03051
Ohio District				
6	4062	John G Hopkins	1101 Lakeside Village	Morgantown, WV 26508
New Members this report 11				

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
3008 Millwood Ave.
Columbia, SC 29205*

FS 1675 – Douglass 1970, white hull and deck with light blue stripe at waterline, reconditioned centerboard and new mahogany centerboard cap in 1999. 1992 Trailmaster trailer, new "mast-up" cockpit cover, 3 sets of average sails, 2 spinnakers. Located at Lake Saint Louis, MO. \$2750. Contact Ray Keith at (636) 625-3075, or hallierk@aol.com.

FS 3573 – Douglass built, white hull, three sets of sails, Tee-Nee trailer, lifting

bridle, anchor, dry-sailed and raced at Moriches Yacht Club, Long Island. Ready to race. \$3500. Contact John Kispert at (888) 375-7778 or jkisp@aol.com.

FS 4511 – Excellent condition, Douglass white hull and deck with green stripe. TeeNee galvanized trailer, North Sail spinnaker, Schurr main and jib, 36 lb. thrust Minnkota electric motor. Stored indoors. Located on Lake Norman, NC. \$6250. Contact Kevin Ray at H (704) 483-0162, W (704) 388-8378 or email: kcray@earthlink.net. Pictures available at <http://home.earthlink.net/~kcray>.

FS 4616 – 1989 Flying Scot, white hull with blue stripe, Schurr sails, TeeNee trailer, tent cover, fresh water only, inside winter storage, good condition. \$6000. Contact Jim Cary at (573) 221-0080 (D) or (573) 221-8033 (N).

FS 4971 – 1994 Flying Scot, excellent condition, sailed less than 20 times, white with red stripe, one new set of Schurr sails, one old set of sails, blue cover, Trailmaster custom trailer, 1994 Johnson 2hp outboard. Located in Richmond, VA. \$7500.

Contact Gary Lee at (804) 360-7750 or e-mail: maryjoandgary@hotmail.com.

FS 4972 – White hull with grey deck and blue trim, mahogany centerboard cap and "shark white" CSC Micron bottom paint. Built in 1994. North main, jib (windows in both) and spinnaker. Galvanized Trailmaster trailer, boom canvas tent cover, outboard motor bracket and lifting bridle. Garaged during winter months. Located in Yarmouth, ME. \$6500. Contact Kevin or Alison Paradise at (207) 846-0404.

FS 5026 – Built in 1995. White deck and hull; red waterline and trim stripes, class hull royalty, mahogany centerboard cap, red bottom paint. Schurr jib and main, outboard motor bracket, mooring cover and monogram, mast hinge, galvanized trailer and tie down rig. Located in Salem, SC. \$7200. Contact Charles Smith at (864) 944-8141, tennispro@compuserve.com.

FS 5084 – Blue deck with white trim. Located in Pewaukee, WI. \$9000. Contact William Dehnel at (262) 691-2885.

Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt (Red, White, Blue) Sizes: S, M, L, XL, XXL with Boat # or with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	FSSA Necktie (Red/Navy)	\$38.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$60.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	

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\$1.50 orders up to \$5.00
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*Add Shipping & Handling (S&H)

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