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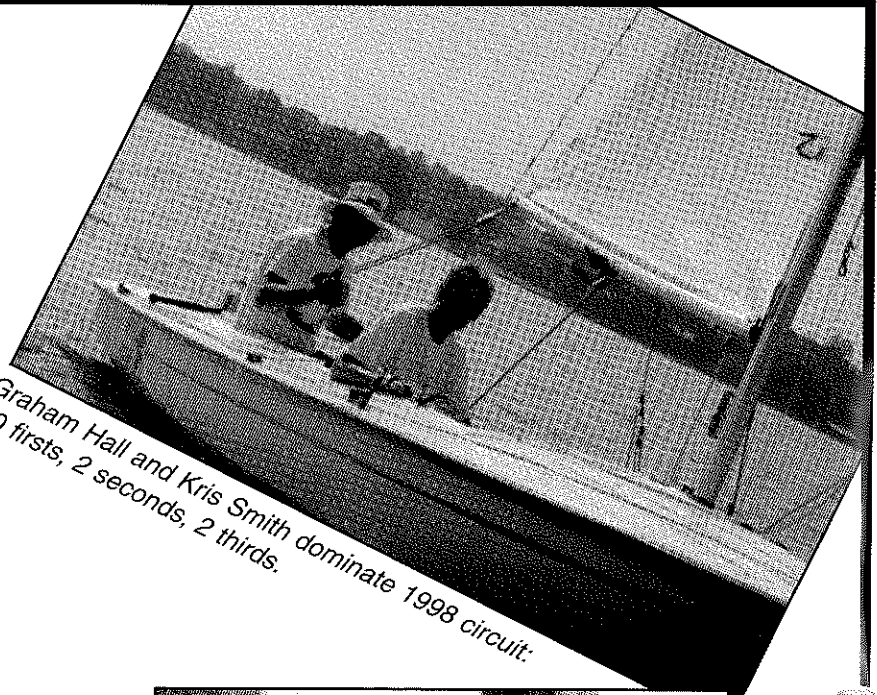


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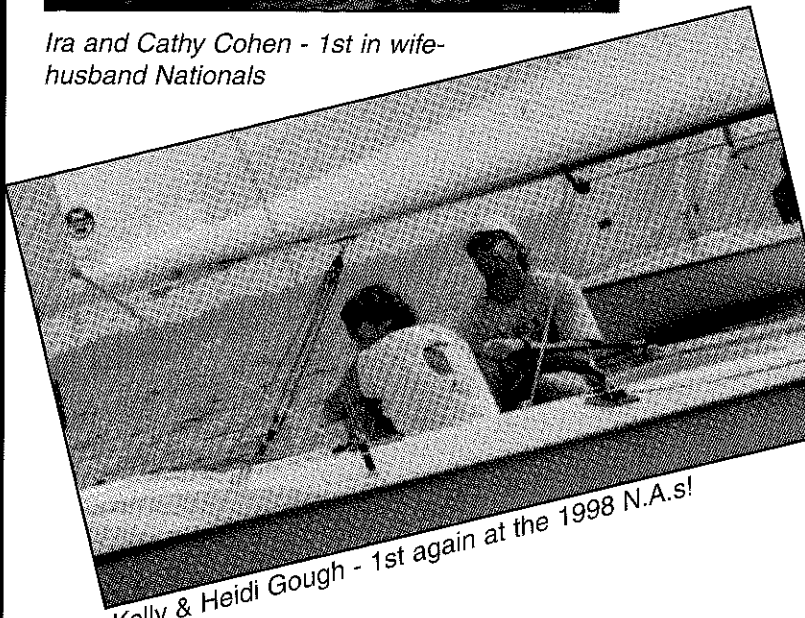
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CONTENTS

May/June 2000

Volume 44 Number 3

- 4 From the President
- 5 Letters to the Editor
- 6 Donald J. Sweet, 1927-2000
- 7 Bill Ross Recognized for Service and Sportsmanship
- 9 Personality Profile - Bill Ewing
- 11 Limeys on Tour - Thanks Yanks!
- 13 Three Boats - Three Generations
- 13 New Caps, New Shirts, New Red Tie
- 15 FSSA Board of Governors' Minutes
- 17 Fleets In

In Every Issue

- 19 Starting Line
- 22 Flying Scot New Members
- 23 Caveat Emptor

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- | | |
|----------------------|--------------------|
| 2 North Sails | 16 Midwest Sailing |
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| 10 Fowler Sails | 20 Sobstad |
| 12 Rooke Sails | 21 Midwest Sailing |
| 14 Flying Scot, Inc. | |

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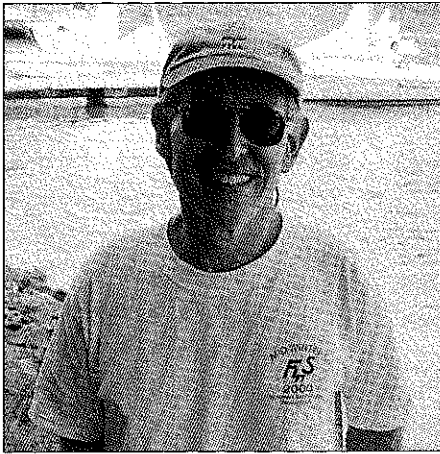
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On the Cover: Brits Cross Atlantic to Challenge USA Flying Scots



From the President

by Dan Goldberg, FS 4991

FSSA Treasurer Bill Ross of Fleet 48 (Lake Norman, NC) won the US Sailing Sportsmanship trophy for 1999. More details are in an article by Dave Batchelor that appears in this issue. This is a very prestigious national award and Bill is certainly very deserving. I think it is a great tribute to the Flying Scot class that two other Flying Scot sailors have also won it in the past (Dick Besse and Harry Carpenter). Bill also won the St. Petersburg trophy for regatta management, for his work (along with other Lake Norman people) as Principal Race Officer at the Thistle Nationals last year. I believe this is a unique double. Congratulations, Bill!

My term as President expires in July, so this is my last "From the President." I

have greatly enjoyed my two years as President, and I hope everyone has enjoyed reading these articles. My main goal when I was elected was to give something back to the Class that has given so much to me, and I hope that my efforts have met this goal. Another goal was to find something to write about each issue. Luckily I am departing at exactly the moment I cannot think of anything else to write about!

I would like to acknowledge all of those who help make the organization work so well behind the scenes. At FSSA Headquarters, Jamie Cannon deals with FSSA affairs, Courtney Cantrell handles the website, and MaryAnn Crews oversees all. I have had the pleasure of working closely with them and I don't think the average Scot sailor realizes what a great job they do. Sunshine Hartman does a thankless job of getting *Scots'n Water* out six times a year. (Please send her articles!) Gary Schubert, from Deep Creek

Lake, has greatly helped on website matters and has initiated our ListServe and FS Discussions (Bulletin Board) up and running. The Executive Committee and Board of Governors are constantly seeking to improve the Class. Finally, our builder, Harry Carpenter, has also given unselfishly on all matters concerning the class. Thank you all!

Our incoming President, Jim Harris, is highly qualified to take over, having years of FS experience and management experience at the Carlyle Lake Sailing Association. Please support Jim the same way you have supported me.

I believe that the Flying Scot Class is in great shape. We have a great boat, great people, great sportsmanship, great Association, and a great builder.

Fair winds, everyone!



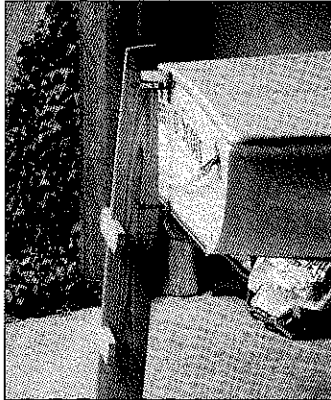
President Dan Goldberg with wife Pam, dancing out of office.



New President Jim Harris with wife, Betty.

Letters to the Editor

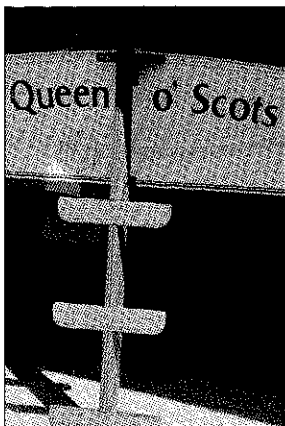
DEAR EDITOR:



Enclosed are photos of a ladder that I made for my Flying Scot (4978). It attaches to the gudgens already on the boat for the rudder. I don't like to drill any more holes in the boat other than "necessary". I also don't like to take away from the "clean" appearance of the transom. This will do the trick at a total cost of \$40.00. The biggest part of the expense is for the stainless steel pintals. One piece of pressure treated 5/4 x 6, eight feet long is enough wood.

Thought I would share this with you. Perhaps it could be used by others. I have always had a hard time getting back into the boat after swimming around and under the boat when cleaning the bottom (at my mooring). Being retired, I have the time to invest in carpentry, and like to keep costs low.

Best regards,
Richard E. Gigenworth



DEAR EDITOR:

Mark Hargtong's article on solo mast-raising was excellent - but I have a different way.

Get a couple of double pulleys and make a block-and-tackle. Fasten one pulley set to the end of the forestay. Attach the other to a forward object (the back of my station wagon, in my case). Put the mast into its pivot pin. Stand in the boat with the mast on your shoulder. Pull the block-and-tackle line as you walk forward, hoisting the mast upright.

I'm 68, and this lets me raise the mast without giving myself a heart attack, ruptured disk or other calamity.

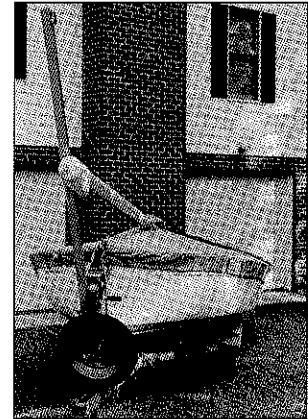
Meanwhile, I have a different problem: My mainsail has no reefing grommets or ties. How can I reef the sail when white-caps start?

Jim Haugh, FS 134
haught@wvinter.net

DEAR EDITOR:

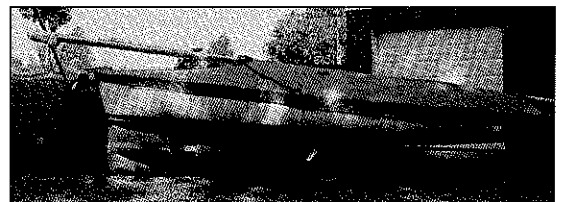
I am now starting my second season with a Flying Scot. Since I normally trailer 45 minutes to either of two lakes or an hour and a half to the Chesapeake Bay, I wind up raising and lowering the mast each time I go sailing. A crew is not always available and an experienced crew is so rare that I have added an assist to help me with raising and lowering the mast with a physically small and/or non sailing person. While it is possible to handle the mast single-handed, small skippers may not be able to do so and there is the high likelihood of damage to boat, mast, self or some combination thereof, if one should slip while in the process of rigging single-handed. I figure that it is worth asking a few minutes of help from anyone at the dock to be safe.

I have attached a six foot length of 2 inch square thick wall aluminum tube to the winch stand on the front of my trailer. A pair of U-bolts hold the tube rigid



on the side of the winch stand. A cheek or swivel block is permanently attached to the top of the square tube (square tube is stronger than the same diameter round tube) and a 3/8" low stretch line is threaded through the block. Attach the jib halyard to this line and ask your assistant to belay the free end around the trailer tongue. With the block well above head height and on the centerline of the boat, there is both leverage in the early stage of lifting or last few feet of lowering and the pull is along the boat axis even if your helper pulls the line to one side. The only downside to this rig is that since the tube leans forward on the trailer, I cannot fully open the hatch on a station wagon type tow vehicle. It would be easy to add a jamb cleat but I haven't felt the need yet. A bonus to this system is that it gives me someplace to secure the end of the mast when trailering. With the mast tied to the tube (I pad the winch by covering the mast end with an old fender with the end cut off) there is no danger of damage should the wood mast support fork work loose or break while on the road.

Dave Childress
FS 3841



Donald J. Sweet 1927-2000

by Bill Ross

On February 14, 2000 Donald J. Sweet of the Lake Norman Yacht Club passed away due to complications following surgery in Mooresville, NC. Don was a dear friend to all who knew and sailed with him throughout his twenty-eight years as a member of the Lake Norman Yacht Club, FSSA, US SAILING, and Fleet 48.

Don was an active sailor on Lake Norman. He moved here in 1971, and soon after joined the Lake Norman Yacht Club where he became its Commodore in 1976, and a few years later became the Commodore of the South Atlantic Yacht Racing Association. He received numerous awards for service and excellence in the sport of sailing at the local, regional, and national levels, and was awarded the "Willard Davis Service Award" by the South Atlantic Yacht Racing Association, and was a two-time recipient of the Lake Norman Yacht Club Livingstone Award for excellence in service to the Yacht Club. He was also Certified as a Judge and Senior Race Officer of the United States Sailing Association.

Don was a special person in the Flying Scot Class. He was a competitor for many years sailing F/S 2070 "Karott", named for his daughter Karen and son Scott, and dominated many of the races and regattas



held regionally in the Carolinas. However, his contribution to the sport not only begins with his sailing. His Judging and Race Management skills, equally important to him as his sailing, afforded many of us the pleasure of sailing in the best-managed races possible.

Don had been PRO for all but one of the Flying Scot NACs held at Lake Norman. He had run most if not all of the Great 48 Regattas in the last 12-15 years, and had served the Class as a Judge for the NAC at many venues, the most recent being at Lake Carlyle in 1998. He was to have

been on the Jury for the 2000 NAC to be held this summer.

In addition, Don had served as the PRO for the last 24 continuous years at the Highlander Pipers Regatta on Lake Norman. He had traveled all over the southeast giving time and personal expense to the sport conducting Rules and Race Management Training Seminars. He had averaged 30 weekends a year since retirement contributing to the sport so that we all might enjoy the highest quality racing possible.

Don officiated at numerous National and International sailing events like the Star North Americans, and the Miami Olympic Classes Regatta just prior to the Savannah Olympics of 1996. He officiated at several Mallory and Adams competitions, and was a member of the Race Committee and played a key role in the Lake Norman Yacht Club receiving the United States Sailing Association's most coveted award for race management, the St. Petersburg Yacht Club Trophy 1999.

Don's passion for the sport and his desire to provide superior racing and judging for all of us will long be remembered. He had become an icon of excellence at Lake Norman, and he had created a standard that will be remembered for many years.

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Bill Ross Recognized for Service and Sportsmanship

by Dave Batchelor, FS 2324

A friend of mine who competes regularly in another sport once asked why sailors work so hard for trophies of such relatively modest value. He was accustomed to receiving prizes sufficient to offset some of his expenses, and said he usually did pretty well with side bets. I tried to explain the Corinthian spirit to him, at least as I understand it, where the recognition of a competitor's accomplishments and the respect of one's peers are the most important prizes. It was a tough if not impossible sale, and I came to appreciate our sport even more, and particularly the people involved in maintaining that ideal.

It takes a lot to keep the Corinthian spirit and tradition alive. Fortunately there are people who are very committed to doing so who work hard to make the competition fair and fun, and promote the sport and values they cherish. Their passion for the sport drives them to go way beyond the usual volunteer efforts that many people provide. They are the visionaries who constantly ask what can be done to make the sport better for those involved, and more attractive and accessible to others. They are the first to volunteer to see the vision through and go the extra mile to do it right.

Dan Goldberg asked me to write an article about an individual in the Scot class who exemplifies these ideals and has been recognized regionally and nationally for his efforts. He's not from my fleet, but I have known him and sailed against him for a long time, and I recently worked with him on a project, which received one of the awards. Bill's a good friend and I was happy to oblige.

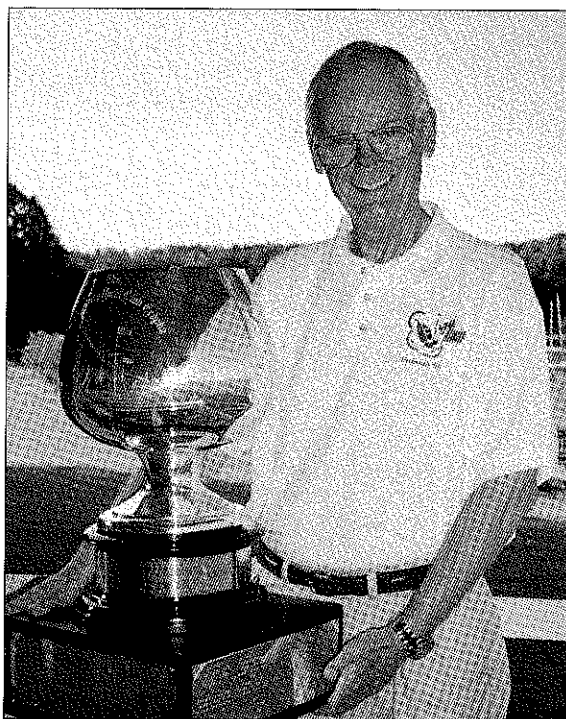
Bill Ross, currently serving as Treasurer of FSSA, is the man of the hour and he has had a very good year. As a competitor he won the season long Helmold/Singletary series in the Carolinas district. But Bill works even harder at supporting and promoting our sport and it's organizations, approaching

his cheerful demeanor makes him easy to be around in either situation.

Bill recently received a major recognition for his efforts as PRO of the race committee for the Thistle Nationals at Edenton last summer. Faced with the daunting task of organizing a major championship in a remote location with no yacht club facility to work from, he put together a team of volunteers from several clubs in North Carolina (Lake Norman providing the core group) to conduct seven days of racing for 78 Thistle teams. His abilities as a salesperson and as an organizer served him well in pulling together the resources required. Bill knew that the class has a reputation for being aggressive, particularly on the starting line and that general recalls would be numerous. But Bill contended, along with his mentor, the late Don Sweet, that with courses and lines set properly and procedures performed crisply and on time, there should not be a problem with recalls. He waited when necessary for the wind and gave them square lines with plenty of room. It was "set and reset marks" every race, but it paid off with only one general recall and very few individual recalls in a week of racing. Bill and

the whole team took pride in giving the appreciative Thistle sailors a first class regatta, and proudly enjoyed a standing ovation from them at the awards ceremony.

While receiving a standing ovation from the competitors at the awards ceremony was reward enough for Bill, he beamed even more when he accepted the St. Petersburg trophy for Race Committee



Bill with St. Petersburg trophy

these efforts with the same zeal as his racing. He sets goals, plans and organizes carefully, recruits and encourages people to work with him, and then works harder than anyone to meet the goals he set. We have all heard the idea that "If it's worth doing, it's worth doing right". That's the way it is when Bill's in charge, but he makes his colleagues feel really good about the effort. He likes to work hard, but he also likes to play hard. Fortunately

Continued on page 8

Continued from page 7

Excellence on behalf of his team at US Sailing's fall meeting. The physical trophy is large (insured for big bucks I'm told) but the recognition and appreciation of the competitors is, I believe, more important to Bill and to the team.

Bill received two other major awards this year. As a lifelong ambassador for our sport he received the South Atlantic Yacht Racing Association Sportsmanship trophy at their annual meeting in January. While noting that Bill had earned the award for his many accomplishments and contribution over the years at club, class, regional and national association levels, Mason Christman added, "Bill was given the award for his cheerful attitude both on and off the water (showing) all of us the way to lighten up and enjoy this wonderful sport. Being competitive without being combative is what Bill Ross is all about."

At the US Sailing Spring Meeting in March, Bill received the W. Van Alan Clark, Jr. Sportsmanship trophy. Bill's many contributions are spelled out on US Sailing website. However, the section that caught my eye was this: "Sportsmanship is difficult to define but easily recognizable. The high standards exemplified by the true sportsman are vital to the health of sailing, which is why each year US SAILING honors nominees for the prestigious W. Van Alan Clark, Jr. Trophy. This award honors those people who are outstanding examples of dedication and graciousness in the sport of sailing, and for sharing these talents with others. Nominees include sailors who have performed a single exemplary act or who have consistently exemplified the finest tradition of the sport both on and off the water, through instruction and encouragement of others".

People like Bill don't work as hard as they do in search of trophies and awards,

or even the recognition and admiration that goes with them. They are "givers" not "takers", and without such special people our sport would not be what it is today. Stop on the dock your next time out and ask "Who makes it all possible"? "Who works to make it better"? And most importantly, "What can I do to make a difference"?

Thank you, Bill, for setting such a great example and CONGRATULATIONS!

PS: My daughter reminded me of something very important. That is that Bill could not have given so much without the support of his family. The family has always been very active in club activities at Lake Norman Yacht Club and at earlier in New England. His children grew up sailing with him as well as his wife Diane. Diane doesn't sail these days, but is a gracious hostess at the club and at the Ross Hilton where she and Bill entertain visiting sailors.

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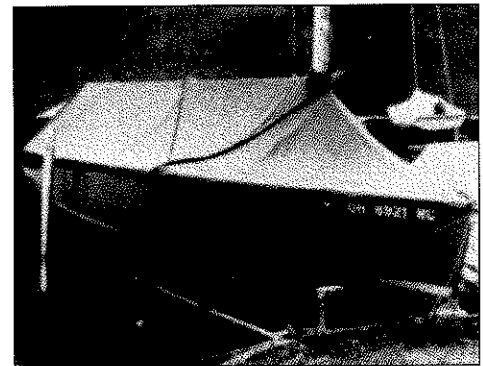
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Personality Profile - Bill Ewing

by Dan Goldberg, FS 4991

Bill Ewing from Red Bank, New Jersey, sailing with his wife Eileen and Kris Smith, won the 2000 Midwinter Championship beating several professional sail makers. He and Eileen have also won a number of other major Scot regattas including the most recent Canadians and the Wife-Husband Championship which they won four times. I recently talked to Bill to find out more about how an amateur like Bill has been so successful.

Q: You are not a professional in the sailing industry. What do you do in the real world?

A: I was a Human Resources executive but I retired a few years ago.

Q: You are obviously a very talented sailor. Did you start at a young age?

A: Not at all. I never set foot in a sailboat until I was 30. A guy I worked with talked me into crewing for him on a 15' Albacore. I had thought it would be pretty boring, because I was used to fast motorboats, car racing, and dirt biking. But I ended up really liking it when I began to realize how complex and competitive it is. The next spring, Eileen and I got married and moved from New Jersey to southern Illinois. We bought a brand new Scot from Customflex (#1961) and sailed at Crab Orchard Lake. Four weeks after buying the boat, we went to our first North Americans in Detroit and made the cut for the Championship Division!



*Bill Ewing, Eileen Ewing and Kris Smith
at the 2000 Midwinters*



Bill and Eileen Ewing

Q: So you've been sailing Scots ever since?

A: No. We moved back to New Jersey and sailed in a number of other classes since there were very few Flying Scots in NJ at that time. I bought my friend's Albacore and were successful in that class for about 15 years. We also did some sailing in the 470 and campaigned a Lightning and a J-24 fairly successfully. But about 10 years ago, we returned to the Scot class and bought AUDACITER (FS 4246).

Q: Many of us wondered what that boat name means.

A: It is a name that is on our family crest and means "one who is boldly forward."

Q: What led you to return to the Scot class?

A: The Scot was becoming very popular in our local area. In addition to its superb quality, it is probably the best truly one-design crewed sailboat in North America (illustrated by the many times it has been selected for U S Sailing championship events). I have made it to the finals of the U S Men's Championship twice and the Championship of Champions twice, sailing Scots in half of these events. The Scot retains its value and is very versatile. I am 60 years old and remain competitive on the national level. Even people with physical handicaps have sailed them through the years. I remember Fred Crapo, who was paraplegic, skippering a Scot in many regattas. And probably the main reason we returned is the great people you get to

Continued on page 10

Continued from page 9

know. Ted and Florence Glass have been an inspiration for us since that first day we sailed our Scot at Crab Orchard Lake.

Q: To what do you attribute your racing success?

A: I have always been very competitive. When I started racing, I did a lot of reading about tactics and strategy. I remember reading Stuart Walker's book on tactics; I read it three times before I really understood it! I also rely heavily on compass readings to determine how the wind direction changes during a race. I seem to be a pretty good at starting, which is a tremendous advantage. I also believe in having a well-prepared boat. Since Eileen and I are lightweights, it is important to have the rigging set up to make the crew's life as easy as possible (cascading boom vang and seat cleating for the jib). [Author's note - Bill's boat is always clean and immaculate!]

Q: What else?

A: We spend a lot of time sailing. In our 30 years of marriage, I think we have only taken two non-sailing vacations. We also race a lot in our local club races. During the summer, we probably average six races a week not counting any regattas

Q: What is your number one racing accomplishment?

A: In the Albacore class, we've won two Nationals (Eileen skippered one of them), two North Americans and several Midwinters. Our first Flying Scot Wife-Husband Championship at Berlin, OH was also a high point since 69 boats competed. We do feel that winning this Midwinters is one of our best achievements. We never expected to win it because the competition is always very tough and excelling in the heavier winds is not our strength, especially with only 410 lbs. of crew weight. In a way this worked to our advantage. Since we didn't think we had a chance to win, there was no pressure on us and we were very

relaxed. I think we sail better when we can just relax and have fun! I've been known to be a little hyper, and now I'm trying to relax more.

Q: You used a tight rig in the Midwinters. Did that help your boatspeed?

A: While we felt fast almost all of the time, we haven't used the tight rig in lighter winds yet - this rig should favor light conditions. On the flip side, Doc Bellows and Benz Faget also had good speed with a loose rig, while Dan Neff was fast with a snug setup (not tight, but no slop). While I would have thought the tight rig would be slower on a run because the main can't rotate forward and the boom will not go out as far, our experience has been just the opposite. Also the rig did not bounce around as much in the chop.

Q: What is your number one racing disappointment?

A: We sailed one of our best Scot regattas at the '98 Nationals at Lake Norman. We had just bought our new boat (FS 5246) and had great finishes in the qualifiers and the first half of the championship series. At the final leeward mark in the next to last race we went from fourth to 28th after fouling President Goldberg, of all people, and erased a second in the final race with a OCS. Although we felt that we sailed extremely well, we ended up with our worst finishing position since re-entering the class.

I also lost an Albacore Nationals, capsizing on the last tack to the finish, with 1/4 mile lead!

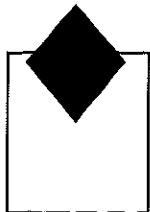
Q: Do you and Eileen talk a lot on the boat?

A: Not really. We have great teamwork, and she can anticipate most of my moves. I definitely sail better with her as crew. Also, if we do well, I can give her a hug!

Q: Thanks, Bill, for taking the time to talk to us and good luck in the future.

A: My pleasure!

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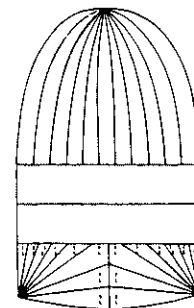
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Limeys on Tour - Thanks Yanks

by Keith Seddon

Once again this year the Brits were back at the Mid-Winter Championships, six strong and entered two boats, both in the Warm-Ups at Fort Walton Y.C. and the championships at St. Andrews Bay Y.C. We arrived a little earlier than last year in the belief that an acclimatization period might help our prowess on the water. A strict training program began on arrival whereby swimming in the Hartman's pool was high on the schedule of many disciplines. Life saving aids were dished out in the shape of sealed aluminum tubes which floated better once the strange amber liquid was removed. Jogging to and fro the wash-room from our billet was also a must for all team members who were already suffering the combined effects of the low altitude and high spirits.

A round of golf (flog) at Tiger Pointe was considered important for a subtle blend of light exercise and relaxation accompanied by those ever present life saving aids - there is a lot of water at Tiger Pointe after all - and we kept finding it! Debriefing for each day took place at well known fitness centers such as Flounders and Hooters where it seemed many of the local athletes met in the evening. A final night at Gerry and Sunshine's savoring such local delicacies as "Kamikazes" saw us departing at first light for St. Andrews Bay in order to establish our campsite consisting of two canvas condos on the beach and then back to Fort Walton Y.C. to register for the Warm-Ups Regatta. It soon became apparent that perhaps there had been something lacking from our training schedule, as although we had trained hard and conscientiously, others had been training considerably harder, or maybe they were just better sailors - surely not! By the end of this preliminary regatta, however, the distance by which we were being beaten had reduced encouragingly and the British contingency was feeling pretty good and in high hopes of better things to come. (Optimism is a virtue, isn't it?).

Incidentally, two of the Brits had never sailed before. "Budgie" had come as shore crew and after convincing him that he should at least give it a try, became an instant convert and insisted on sailing in the Midwinters. Bill, who joined the campaign late, was to be thrown in the deep end. He was down to crew for Paul Lee. Paul's wife and regular crew, Denise, was heavily pregnant and looking after their other two kids. Bill soon experienced the sweet smell of success as Paul sailed an excellent first race to come first and eventually fourth overall.

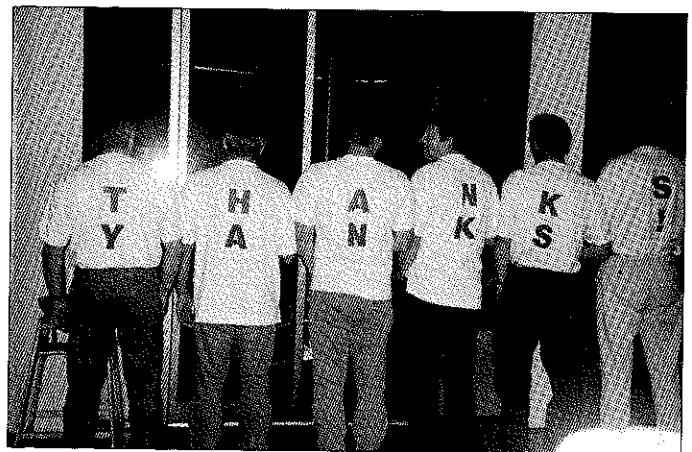
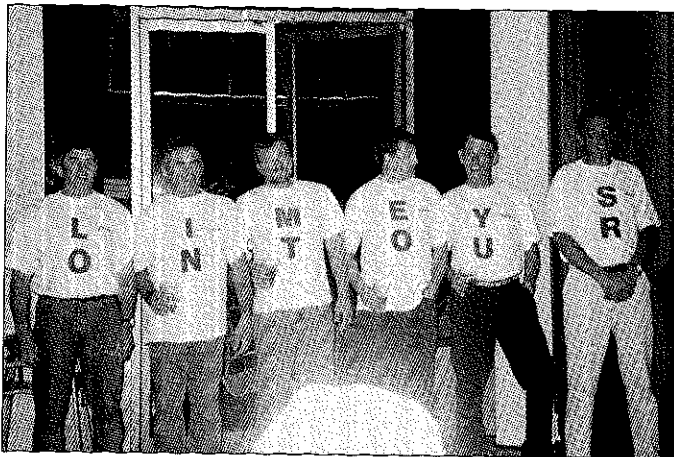
On our arrival at St. Andrews Bay Y.C., we were given a very warm welcome from old and new acquaintances and for me being my fifth year, it was another reminder of the camaraderie experienced, sometimes only, when you sail Flying Scots at such an event.

It was obvious from the outset that the Regatta Chairman, Claude Arnold, and his team had put in endless effort to ensure the smooth running and eventual unprecedented success of the event.

On the water, all six races were completed in idyllic conditions and in the time allotted. What an absolute pleasure it is to compete in a sailing event with warm winds of 12-15 mph under clear, blue skies coupled with a standard of race organization and a level of sportsmanship that witnessed only one general recall.

This years Midwinters saw the introduction of a new challenge trophy - the Victory Cup - donated by "Budgie", who is the owner of a "training" establishment in Hamble, UK called The Victory Inn. After correspondence and discussions with both the Regatta Chairman and Principal Race Officer, it was agreed that it would be competed for amongst the entries in the Challenger

Continued on page 12





Brits in training

division, but on a USA v. UK basis. A secret draw took place from all USA entries and twelve boats were selected to sail for their country, two boats in each of the six races against the two British entries. The identity of these boats was kept secret to prevent any unsportsmanlike behavior such as "camping" on the "other side" to take place. All boats were indeed trying to do their best to achieve a reasonable standing in the Challenger division. The combined standings of all twelve USA boats were to be compared with the combined standings of the two UK boats to decide the winning nation. UK came in second. Although I believe that after two races we had the edge. After four races we were some twenty points adrift and the last two races didn't constitute a comeback!

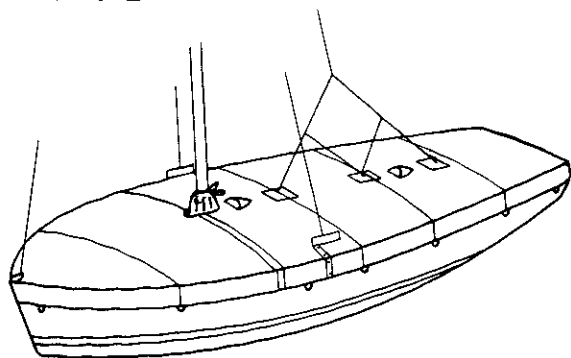
Nonetheless, it was a lighthearted addition to the regatta and although some folk may have been a little in dismay as to what was actually going on at the prize giving ceremony, the general feeling was YEAH! Next year it is our intention to submit three boats in the Challenger Division, which could require, under the present rules, up to eighteen Flying Scots to represent the USA. The Victory Cup has been presented to the Flying Scots Midwinters and regardless of which nation proudly wins, this highly desirable and prestigious trophy will remain in the safe custody of St. Andrews Bay Y.C.

Jim and George Webb, Steve Fawcett, Bill Bailey, John "Budgie" Stratton and myself would like to extend our grateful thanks to everyone who made our recent visit to Florida so enjoyable. Any Flying Scot owner who has not yet experienced for themselves the Midwinters should get on down - you're missing something rather special!

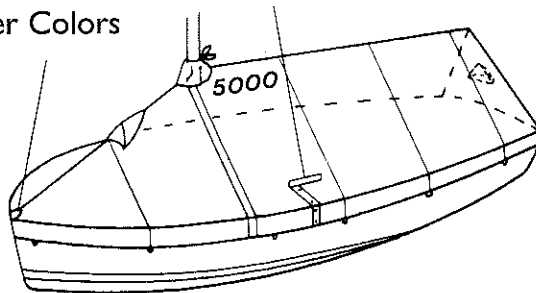


"Budgie" presenting Victory Cup trophy to St. Andrews Bay Yacht Club

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

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Three Boats – Three Generations

By Dan Goldberg, FS 4991

At the 2000 Mid-Winter Regatta, there were three boats each sailed by three generations of Scot sailors: the Fishers (George, Greg, and Martha), the Dees (Granny, Terry, and Daniel), and the Sylvesters (Pete, Chris, and Erin). Sandy Douglass designed the boat to be a "family racer" but I

doubt even he would have expected such a large family representation at a major regatta. I don't know if records are kept of such things, but I guess that no other one-design class has had three, three-generation boats in a major regatta! How about a four-generation boat next?



The Fishers



The Dees



The Sylvesters

New Caps, New Shirts, New Red Tie

We are pleased to announce the arrival of our great looking new FSSA apparel. These items were introduced at Midwinters and were a sell-out!

First, we now have weathered-look low-rise caps in three colors: nautical red, denim blue and khaki with a navy



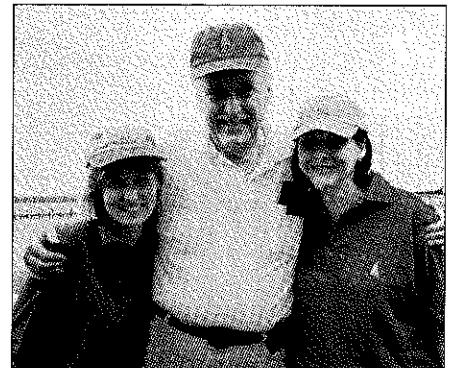
blue visor. Jamie Cannon, our FSSA staff associate, is shown wearing the red cap and holding the others in the photo. The caps are also shown in the photo featuring that well-known hunk Paul Moore, along with Jamie and Pam Goldberg.

Second, we have weathered-look knit shirts with the FSSA logo. They are available in dark navy and in denim. Jamie and Pam are shown wearing these cool looking shirts.

Third, in response to popular demand, we can now offer the new-look FSSA ties in red as well as in blue. These ties are all silk and have a Flying Scot sketch surrounded by the FS insignia. You can find a photo of the blue version on the FSSA website. As before, we need to get 100 orders for ties before we can place an order with our supplier.

All of these items will look great on you and make great gifts for your crew, family or significant other!

You can purchase the shirts and caps, and place a reservation for a tie using the order form on the back cover of *Scots'n Water* or call FSSA Headquarters at (800) 445-8629 and order with a credit card.



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Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/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 w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

\$58.35

Clip to hold extension to tiller.

\$2.40

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

\$189.00

Transom Port 4"...

Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Looser hole saw available.

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Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Sailboat. Sizes: S-XL

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Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL

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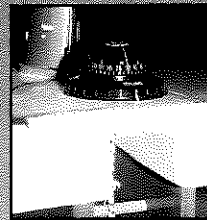
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Traillex Aluminum Trailer...

Lightweight extruded aluminum designed to keep 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).

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Aquameter Sailor II Compass & Mount...

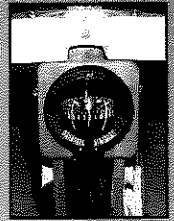
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$70.00

Plastimo Contest Tactical Compass & 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



Tacktick Class Compass & Mount...

Enjoy the competitive advantage of having a digital heading display and essential start timer.

\$380.00

Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/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 w/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 w/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.

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Flying Scot Sailing Association Board of Governors Meeting

Monday March 27, 2000
St. Andrews Bay Yacht Club, Florida

Dan Goldberg, president, called the meeting to order and welcomed Jamie Cannon to the staff and FSSA family. Everyone was asked to introduce themselves.

MINUTES

The minutes from the 1999 NAC meeting were approved as written.

NEW MERCHANDISE

Goldberg announced the availability of weathered-look caps and shirts, and encouraged each officer and governor to take one home to show their district sailors and fleets. Ties will also be purchased if we get at least 100 ordered. Jamie will determine whether ties with a red background are also available.

BLAZER PATCHES

The executive committee approved giving each district governor a blazer patch. They have had to buy them in the past @ \$20 each.

TIGHT RIG JIB

Goldberg stated that questions have been raised as whether the new tight rig jib was consistent with the one-design philosophy of the FS class. Greg Fisher gave his perspective. In his opinion, the tight rig concept is beneficial to the class because it reduces wear and tear on the rigging, especially in chop, and makes it easier to steer. However he will do what is best for the class. Goldberg passed out a message from Dave Batchelor, which Goldberg feels provides the right perspective. It notes that choosing a tight rig jib is simply another choice, like choosing which sailmaker to buy sails from. Greg also noted that the tight rig was popular when the FS was first sailed. Neff noted that there are no restrictions on rig tension in the specifications, and that the current tight rig jibs measure in to

current measurement rules. Based upon this discussion, all agreed that the tight rig jib is consistent with the one design class philosophy and its use should not be challenged. Another concern raised is whether the tight rig would damage the hull or spars. Carpenter stated that he did not think so, but there were no data yet to really answer to the question. He did state that holes should not be drilled into the chainplate, which is an integral part of the hull, in order to take the slack out of the shrouds. (See Measurement report below.)

MEASUREMENT

Neff proposed three CMRs, two of which are related to the use of the tight rig jib. The first adds an upper girth measurement. The second, in response to a concern from Carpenter, prohibits adding holes in the chainplate. The third adds a cloth weight minimum. All three passed. The third will require voting by the membership at the NAC. Neff will make the required proposal, and also provide the exact wording for the chainplate holes prohibition. The new CMRs will then be added to the handbook source document and to the handbook on the Web Site.

TREASURER

Crews provided a financial report. Dues income is up from the same month last year. Ross questioned if the Burnside fund should be expanded to support other purposes than its stated intent. Harris stated that this was not possible because the fund is closely managed. Hayes questioned if FSSA funds should be invested in more aggressive markets. Moore stated this was considered but rejected in the past to ensure we manage our funds conservatively. Moore gave some historical background on FSSA finances. He

pointed out that there was a time when we were in such poor financial shape that the management firm could not be paid and Eubanks and Associates gave their services for several months. It has only been in the last few years the financial condition has improved and we need to be very conservative with the reserve.

EXECUTIVE COMMITTEE

Goldberg reported the following items:

- The EC overturned its previous ruling on whether a local fleet membership criterion was in conflict with the FSSA Constitution, because the Constitution allows local fleet jurisdiction in such matters.
- The EC advised the head of the IRC to allow a change in the Notice of Race for the NAC to allow a 3-1-2-2-1 format, because of weather concerns in Long Island Sound and to possibly allow people to drive home Friday.
- The 2001 Wife-Husband was awarded to Berlin, Ohio. Crews will formally advise Ian Denholm of Berlin.
- The 2001 NAC was awarded to Tom's River, NJ, subject to three conditions: (1) no other events going on at the same time; (2) on the water assistance as needed, and (3) attempt to negotiate a block of rooms at a local motel at a reduced price. Tom's River will be asked to confirm agreement with these conditions. Crews will draft a letter for Goldberg review.
- The North Carolina and Capitol Districts are holding a regatta in Edenton, NC as a dry run for a potential future NAC there. Also Delavan WI has expressed an interest in hosting both a Wife-Husband and a NAC. Harris is sailing there later this year and will evaluate their size capacity with regard to a NAC.

Continued on page 16

- Ken Nelson was appointed Pacific District Governor, pending an election to replace Chuck Benck.
- International Race Committee: Harris stated that the 2-day experimental format will be used for the Women's and Junior's, and he will solicit feedback. He will also recommend whether the PRO for Mid-Winters and NACs should be subject to the approval of the IRC. This would avoid the need to use a line checker, which is currently used on a case basis.

SCOTS'N WATER

Hartman noted the need for an increase in funding for the 2002 color issue. Goldberg noted that Greg Fisher had agreed to review an article by Graham Hall on the tight rig, which will then be submitted for the next issue.

HANDBOOK

It is now on the Web Site. Taggart will

discuss with Courtney how to install a Word version that prints out like the hardcopy. He also suggested that the background boats be lightened so that the text is easier to read. Harris has an open action to revise the part of the handbook that is still outdated.

ELECTRONIC MEDIA

Jacobsen reported that the revamping performed by Hank Sykes in early 1999 appear successful. Gary Schubert has replaced Hank as Technical Advisor.

Jacobsen will continue as monthly reviewer. Gary set up the ListServe and is working on a Bulletin Board. He is also working with Courtney on changing to a new ISP. Crews will determine if there is a charge to make the change. Jack Stewart and Susie Stombaugh are working on a FAQ page. In response to a Taggart suggestion, Jacobsen will ask Courtney to add a brief description of the Scot to the Home Page. Staff will add the disclaimer that formerly appeared in Caveat Emptor for the Web site and also send it to Hartman for the hardcopy of *Scots'n Water*.

NEW BUSINESS

The Board approved a proposal to change the Championship/Challenger split to 50 - 50, based upon feedback at the last NAC at Gulfport. The Standard Sailing Instructions will be revised accordingly.

The Board approved a policy for the sale and distribution of address labels, as proposed by McClurkin, with one change. Fleet Captains will also be allowed to obtain labels.

The Board disapproved a proposal to allow sail measurement at Mid-Winters to exempt measurement at NAC. It was noted that NAC measurement exempts Mid-Winters measurement.

Fowler suggested a survey be taken to find out why more people do not attend national events. Several suggestions regarding this issue were offered. Goldberg referred this to the Development Committee. Carpenter stated that photos were now available for inclusion in Highlights, and will forward them to Staff.

There being no further business, the meeting adjourned.



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Fleets In

1999 JUBILEE REGATTA

by Bernie Knight

On Saturday we were treated to a fly over by the U.S. Navy Blue Angels. In addition the weather was perfect with light air on both days. Only two races were sailed on Saturday. Further treats included free beer on the lawn compliments of Schurr Sails. Larry Taggart and his crew won the "Sunshine Trophy" for the best finisher with male/female two person boat. Bernie Knight and Adam Brewer won the "Cock of the Walk" GYA Flying Scot Trophy being the best finisher from a GYA Yacht Club, meeting minimum GYA weight.

Since the last Glow In the Dark has been sailed, we hope to build this regatta into a gang buster of a season finale for people in the future. Watch for further announcements and registration form. Many exciting details for the next Jubilee include, Steve Hartman, master chef cooking and GW (Gerry) Hartman PRO. Make plans now to attend the Jubilee 2000 on November 11 & 12

Results

Pos.	Skipper	Hometown	Sail	#1	#2	#3	#4	Total
1	Micki Gramm	Ft. Walton Beach	5107	1	2	2	1	6
2	Larry Taggart	New Orleans, LA	4510	3	1	1	2	7
3	Bernie Knight	Milton, FL	4115	2	3	3	4	12
4	Peter Christia	Gulfport, MI	5166	4	4	4	3	15
5	John Knoll	Pensacola, FL	GYA 18	5	5	5	5	20

ANNOUNCING A NEW FLEET

Fleet number 14 has been established in Pittsfield, Massachusetts and is in the New England District.

The Charter members are:

John Lubrand, Captain

Nigel Peacock, Charter Secretary

Paul Coates

BUCKEYE REGATTA HOOVER YACHT CLUB WESTERVILLE, OHIO MAY 20 & 21, 2000

Championship Results

Pos.	Skipper	Club	Sail	#1	#2	#3	Total
1	Pat Glazier	Cowan	5322	2	1	1	4
2	Mike Cullen	Hoover	4620	3	2	2	7
3	Susie Stormbaugh	Cave Run	2162	1	3	5	9
4	Jay Huling	Hoover	70	6	5	3	14
5	John Lewis	BYC	4177	5	6	7	18
6	Bruce Courts	Hoover	3148	7	9	4	20
7	Victor Jochem	Hoover	3397	4	8	9	21
8	Jonathan DuBois	Hoover	469	9	7	6	22
9	Bob Summerfeldt	Cave Run	264	8	4	DNS	24
10	Gecik	Berlin	4032	10	10	10	30

Challenger Results

Pos.	Skipper	Club	Sail	#1	#2	#3	Total
1	Ray Trask	Hoover	2297	1	1	4	6
2	Tom Lease	Hoover	2445	2	3	2	7
3	Fields Gunsett	Indy, SC	4770	3	4	1	8
4	Everette Mills	Lafayette	2396	4	2	3	9



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

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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 # _____

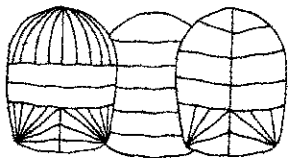
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; White

<input type="checkbox"/> Mainsail	\$629	<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Radials	\$80	<input type="checkbox"/> Jib Window	\$20	<input type="checkbox"/> Spinnaker Turtle	\$15
<input type="checkbox"/> Mainsail Reef	\$55	<input type="checkbox"/> Telltale Window	\$15	<input type="checkbox"/> Mainsail Cover	\$120
<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

Price includes bag, battens and royalty.

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

Mark Colors On Diagrams



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



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Starting Line

Note: Please send all Regatta Notices to the Association Office

NY Lakes District Regatta

July 8 & 9, 2000

Skaneateles Sailing Club
Skaneateles, NY

Contact Bill Elkins at (315) 449-1627.

Oriental Sailing Social

July 8 & 9, 2000

Neuse River
Oriental, NC

Contact Dave Batchelor, 919-467-3512, sailordave@mindspring.com

Sam Myers Regatta

July 8 & 9, 2000

Pymatuning Lake
Canfield, OH

Contact Mark Braman at (330) 549-0628, or email bramanmark@msn.com.

North American Championships

July 15 - 21, 2000

Indian Harbor Yacht Club
Greenwich, CT

Contact Josh Goldman at jaglpr@aol.com.

Ft. Worden Regatta

July 21 - 23, 2000

Port Townsend, WA

Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, greblach@cris.com

Sandy Douglass Invitational Regatta

July 29 & 30, 2000

Deep Creek Lake

Come join us at Deep Creek Lake, home of the Flying Scot. Contact Tom Scannell at tscannell@aimlp.com.

Edenton Challenge Regatta

July 29 & 30, 2000

Albemarle Sound
Edenton, NC

This year the Carolina districts has challenged the Capital to sail with us as a way to test this site as a possible future NAC site. Sailors from other districts are welcome to join us for a 5 race series in seabreezes and no tide conditions. Contact Dave Batchelor, 919-467-3512, sailordave@mindspring.com

95th Annual Ephraim Regatta

August 5 and 6, 2000

Ephraim Yacht Club
Ephraim, WI

Fleet 44 invites you to the oldest continuous regatta in the USA. Three races beginning at 8:00 am Saturday, Saturday evening Bratfest, two races and trophy presentation on Sunday. Contact George Carey at (920) 854-9253, or email gcsail@dcwis.com after May 7, 2000.

First Annual Founders' Memorial Regatta

August 5 & 6, 2000

Mansfield Sailing Club
Mansfield, OH

Fleet #4 sails Clearfork Reservoir on State Route 97 SW of Mansfield. Contact Ben Oswald at (419)524-4357 or email: cinben@worldnet.att.net

Higgins Lake Invitational Regatta

August 5 & 6, 2000

Higgins Lake Boat Club
Higgins Lake, MI

Contact Chuck Alday at (734) 475-8476 or email: calday@umich.edu

Capitol District Championships

August 12 and 13, 2000

Fishing Bay Yacht Club

This will be held in conjunction with the FBYC Annual Centerboard Regatta.

Contact John Beery at (804) 559-1899 or email: SloopJonB3@aol.com

Crystal Ball Regatta

August 12 and 13, 2000

Crystal Lake, MI

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

Saratoga Lake Flying Scot Inviational

August 12 & 13, 2000

Saratoga, NY

Contact Peter and Ann Seidman at (518) 877-8731.

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. Contact Douglas T. Smith at (416) 498-9162 or e-mail: dtmsmith@interlog.com.

New England District Championships

August 26 & 27, 2000

Cohasset, MA

Contact Gary Werden at (781) 440-9675.

Continued on page 20

Continued from page 19

50th Harvest Moon Regatta

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

Contact Joe Cline, AYC Fleet Captain at (330) 874-3687 or e-mail: jckczoar@cs.com.

Massapoag Regatta

September 9 & 10, 2000
Sharon, MA

Contact Jim Cavanagh at (781) 784-5088.

Glimmerglass Regatta

September 11 & 12, 2000
Cooperstown, NY

Contact Dick Staley at (607) 432-6815.

Horricks-Palmer Invitational

September 11 & 12, 2000
Bluepoint, NY

Contact Rob Kaiser at (516) 589-2167.

Hot to Trot Regatta

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

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

Annual Whale of a Sail Regatta

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

Excellent camping facilities exist in the State Park next to the CSA harbor. Check the CSA web site (www.csa-sailing.org) or contact Bill Clark (314-878-3969 or E-mail: cclark@stlnet.com).

Fleet 24 Invitational

September 23, 2000
Candlewood Lake
New Fairfield, CT

Contact Mark Riefenhauser at fs2516@snet.net.

Desert Olympic Regatta Charbonneau (DORC)

September 23 & 24, 2000
Charbonneau Park

Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, geblach@cris.com

Ohio Districts

September 23 & 24, 2000
Moraine Sailing Club
Lake Arthen, PA

On-the-lake housing available!

Contact Wolf Goethart at (412) 731-1640 or wbg@sei.cmu.edu.

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**Fleet 7
Founders Cup Regatta**

October 7 & 8, 2000
Riverside Yacht Club
Stamford, CT

Contact David Osler at (203) 637-4146.

Fall 48

November 4 & 5, 2000
Lake Norman Yacht Club, NC

Jubilee Regatta

November 11 & 12, 2000
Pensacola Yacht Club
Pensacola, FL

You may leave your Flying Scot at the PYC in a secure yard over the winter and pick it up again in the Spring of 2001 on your way to the MidWinters for \$20.

Contact Bernie Knight at (850) 983-7247, baknight@msn.com.

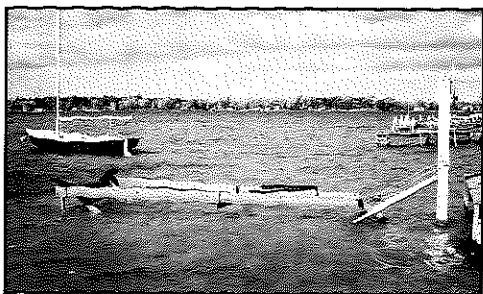
What is Wrong With This Picture?



Answer: This is the judges boat at the MidWinters, Cal Jones aboard. The boat's name...illegal.
Check out fabulous photos of the regatta taken by Cal Jones at www.fwy.org

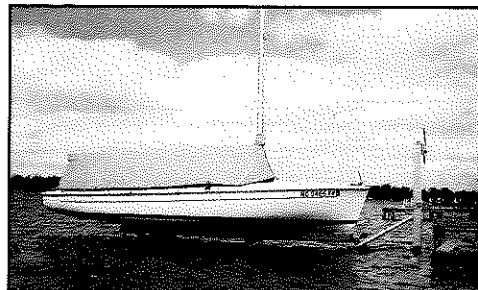
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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	A750	Gregory Barsh	24 Devonwood Rd	Wayne, PA 19087
	A779	Betsy Beckwith	2202 Wakefield Street	Alexandria, VA 22308
	3925	John J Conroy	9602 Dublin Drive	Manassas, VA 20109
	3541	Paul D Green	426 Lankford Rd	Harwood, MD 20776
	4657	David Morton	806 Steward Lane	West Chester, PA 19382
160	2635	Samuel Wilson	HC72 Box 229 117 Greenspring	Locust Grove, VA 22508
Carolinas District				
	3313	Hal W. Plonk	1436 Barton Place	Raleigh, NC 27608
	A784	James Brittain	7997 Holly Court	Denver, NC 28207
	3969	Michael Caruso	9650 Strickland Rd. Ste. 103-143	Raleigh, NC 27615
	3845	Mike Eudy	558 Union St., South	Concord, NC 28025
	C4748	Tom Hissam	2601 Park Ave	Wilmington, NC 28403
Florida District				
	1686	Mike Worley	PO Box 6583	Panama City, FL 32404
164	A780	Nicholas Scull	105 Coral Fish Lane	Jupiter, FL 33477
Greater NY District				
	762	Dave Applegate	118 Laurel Avenue	Toms River, NJ 08753
	1260	Joe Storage	33 Beverly Pky	Valley Stream, NY 11580
Gulf District				
	5166	Jay Harrell	2792 Overlook Dr	Atlanta, GA 30345
Michigan-Ontario District				
	3481	Richard Merchant	8771 Trenton	White Lake, MI 48386
13	A745	Bill Brusilow	1411 Iroquois	Detroit, MI 48214
20	1757	John & Martha Hubbel	140 Meadow Ln	Howell, MI 48843
Midwestern District				
	0041	Bob Barron	PO Box 75	Marine on St. Croix, MN 5504
	A732	Henry Berstein	16293 Co Rd 48	Kimball, MN 55353
114	0559	Roland Popken	2412 N Shore Dr	Delavan, WI 53115
41	5326	Craig Speck	3200 Hall St., SE	Grand Rapids, MI 49506
New England District				
	0381	Bey Hamilton	120 South Main Street #139	Stowe, VT 05672
	A753	Penny Hare	PO Box 306	West Falmouth, MA 02574
	4311	Ken Kern	225 Main St	N Easton, MA 02356
New York Lakes District				
	2943	Frederick E Emrich	700 Rt 22	Pawling, NY 12564
	2434	Peter Whiting	7 Hazelhurst Ave	Auburn, NY 13021
Ohio District				
	2696	Steve Barker	3906 Pocahoutas Ave	Mariemont, OH 45227
	5302	Brooks Bolton	4515 Young Avenue	Indianapolis, IN 46201
	1735	Jan Pendergast	1030 Bridge St.	Ashtabula, OH 44004
190	3810	David Caldwell	1271 Windward Lane	Kent, OH 44240
Prairie District				
	1675	Jim Bodmer	1033 East Longs Peak Ave	Longmont, CO 80501

New Members this report 33

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 264 - Winner of '94 NAC Challenger Fleet at North Coast YC, Lake Erie. Capable of top-10 boatspeed as of '98 NACs. 1961 owned by me since '84. 95% Harken. 10:1 vang, 6:1 outhaul. No outboard or bracket. Hull solid everywhere. Bottom very smooth and well cared for. CB carefully faired, finished and fitted. '88 Schurr main, jib and spinnaker. '94 North main, jib and spinnaker. 1972 Pamco iron trailer with new tires and bearings. Very fast lake boat needs a new home with a caring owner. \$3750. Contact Bob Summerfeldt at (304) 529-4795.

FS 1136 - Customflex built, white deck with yellow hull, mostly Harken equipped. Two year old Nissan outboard, trailer included. Freshwater sailed only.

Located in Cleveland, OH. \$4250. Contact Tom Powell at (216) 261-0850 eves, (216) 261-0658 days.

FS 1241 - Customflex, in excellent condition, white deck & hull with light blue stripe, two suits of sails (one like new) and spinnaker. New bottom paint, full deck and cockpit cover, trailer with spare. Includes anchor, lifting bridle, motor mount, plus misc. Always dry sailed and stored indoors in winter. \$3500. Contact Jim Iaffaldano at (440) 285-3910 or iaffaldano@hotmail.com.

FS 1260 - Douglass built, light yellow hull and deck, good condition, dry sailed. New main, jib and spinnaker sails. New racing rigging and hardware. Includes lifting bridle, motor mount, cockpit tent cover, extra sets of sails, anchor and galvanized trailer. Located in Oceanside, NY. \$2600. Contact Joe Storale at (212) 720-1208, mainsheet1@juno.com.

FS 2129 - Douglass 1972, cream hull, white deck. Main and jib are "Shore" sails and "crisp"; blue and white spinnaker, second set of sails. Lifting bridle, motor mount, "Minnkota" electric motor, marine battery, "Sterling" trailer, and anchor. Dry sailed. Located in Fayetteville, NY. \$3500. Contact Bruce at (315) 446-9211 or email: bwsampsell@webtv.net.

FS 2463 - 1979 Douglass, white hull and deck with red and navy accent stripes, Cox galvanized trailer, two sets of sails. 1992 Yamaha 3hp outboard,

lines, paddles, etc., included. Located in Westport, CT. \$4500. Contact Charles Thompson at (212) 916-4335 (o), (203) 259-5677 (h), or kippyte@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.

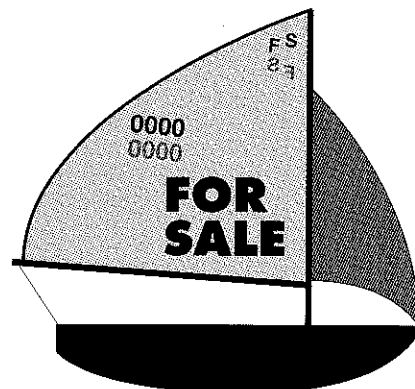
FS 3777 - Douglass, white with blue stripe. Set of old sails and set of Schurr sails in good condition, spinnaker and pole. Boat has not been used in last five years. Galvanized trailer, blue cover, paddle. Located in N.E. Ohio. \$4500 firm. Contact George Rootring at (330) 874-4541.

FS 4995 - White hull and deck, Trailex Aluminum trailer, only dry sailed, race equipped to win. Plastimo compass, four covers, bottom, skirted mooring, trailering and boom. Replacement value over \$13K, asking \$9500 obo. Contact Kipp at (410) 757-4719 or 74363.701@compuserve.com.

BOTTOM COVER FOR SALE - Sailors' Tailor Bottom Cover in like new condition. This cover was only used a few times. \$225 plus UPS to your neck of the woods. Please call Rob Spring at (330) 492-3727 (home) or email: rspring@neo.rr.com.

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.



Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt (Dark Blue, Denim) Sizes: M, L, XL, XXL with Boat # or with any one name	M - XL: \$28.00 XXL: \$30.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, Denim, Khaki)	\$10.00	
	FSSA Necktie (Red, Navy)	\$38.00	
	Roster Pages	\$5.00	
	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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*Add Shipping & Handling (S&H)

Total Amount of Sale

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sailordave@mindspring.com

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fowlsail@gate.net

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