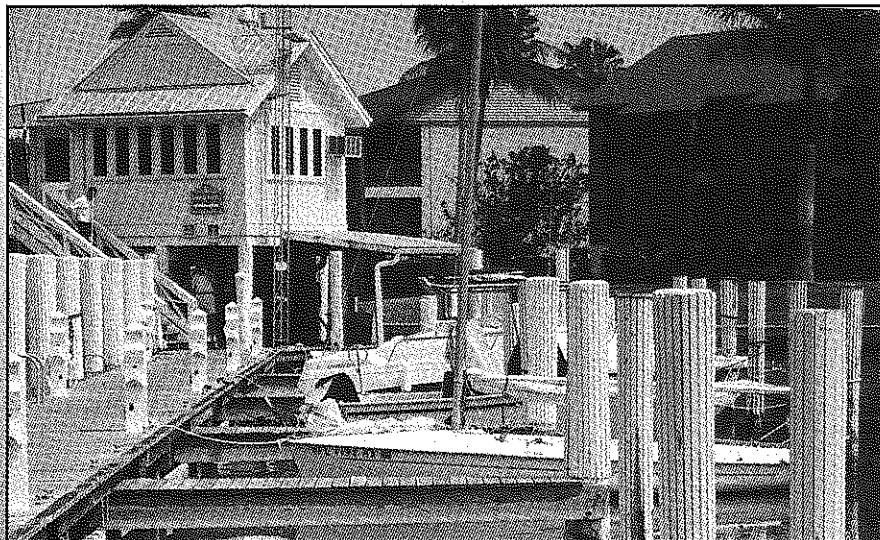


• Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 44 NUMBER 4 JUL/AUG 00



*"McCorkle" in her slip at South Seas Plantation Marina
on Captiva Island*

- Florida
Highlight
Issue
- NAC Results



*Charlie Fowler,
Florida District Governor*

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Photo by Bill Hillman



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The FSSA Flying Scot Website is online.

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

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

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

Scots 'n Water

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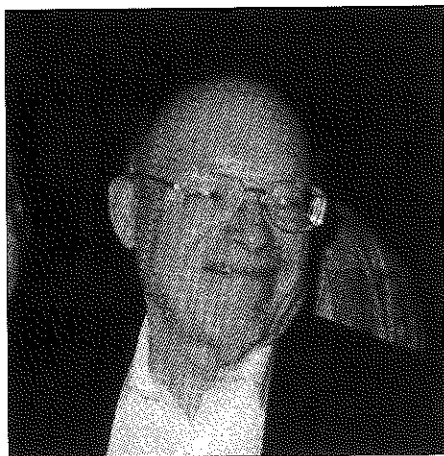
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On the Cover: Florida Highlight Issue, NAC Results



From the President

by Jim Harris, FS 4296

Dan Goldberg cannot be replaced as FSSA President – only followed. His leadership, his ability to keep a finger on all facets of FSSA operations, and his progressive management made for an exceptional 2-year tenure.

The members of the Executive Committee and the Board of Governors know about his decision-making ability and desire to improve the organization – and at a fast pace! When Dan would announce "We need an action item," the

group knew an arrow was about to be launched in someone's direction. No one escaped, and things got done.

Here are a few of Dan's accomplishments:

- Brought FSSA into the electronic age. He put the FSSA Handbook in an electronic format and on our web site.
- Improved communication by using email and by enhancing our web site with list-serves, FAQ's and a bulletin board. This has helped facilitate communication among the association's officers, between the FSSA office and the membership, and among members themselves.
- Wrote many informative articles for *Scots 'n Water*.

- Challenged some old ways, like the Junior and Women's regatta formats, and the NAC fleet split.
- Created a new trophy recognizing first-time participants in the NAC's.
- Helped design the new "weathered look" Flying Scot merchandise.
- Participated in the training of new office personnel at the FSSA office

Dan will continue to serve FSSA as a member of the Executive Committee, Commodore and Chairman of the Electronic Media committee. Moreover, we will see him frequently at regattas sailing FS 4991.

Thanks for a job well done!

Become a Life Member

The Flying Scot Sailing Association Board of Governors approved a LIFE classification of membership to be offered as a tax-deductible alternative to the regular membership dues. The membership of the FSSA receives first dues notices each August, then second notices in December. This year consider becoming a LIFE member!

LIFE members have the same privileges and qualifying criteria as an ACTIVE member. Requirement for dues, in lieu of annual payment, is a one-time donation of \$1,000. This voluntary donation will enable the association to continue to grow

and operate with the financial independence necessary to chart a successful future.

As a token of appreciation for your LIFE member status donation you will receive an impressive red on gold LIFE member boat sticker. In addition, your name will be acknowledged in *Scots 'n Water* unless you request otherwise.

Thank you for considering to become a life member!

FSSA LIFE MEMBERS:

Armand Angulo
Mrs. Gordon Douglass
Theodore Glass
Albert C. Rees
E. Paul Moore, Jr.

The Flying Scot Sailing Association was saddened to hear of the passing of Dick Russell. Dick helped start the Florida District.

Our thoughts and prayers are with his family and friends.

Letter to the Editor

DEAR EDITOR:

After my letter in the May/June issue asked how to reef the mainsail, a veteran racer told me this little-known fact:

The aluminum boom of a Flying Scot contains a spring release. Just pull back on the boom and it becomes rollable. You can reef the sail by rolling up the bottom, rather like a window blind. Then let the boom return forward to lock in place again. To perform this reefing, you must first detach the vang and the center mainsheet pulley.

Best regards,
Jim Haight, FS 134

Florida District

by Charlie Fowler, FS 5126

The Florida District looks healthy at this time. Miami Fleet 90 has grown from three boats on the strip at Coconut Grove Sailing Club three and a half years ago to fourteen boats today. A third of these boats are in the 5000's. There are another twenty-five boats in the area.

The Jacksonville, Clearwater, and Lake Eustis (Orlando area) fleets are all growing with like results. Key Largo and Melbourne seem to be holding their own, and with a little nudge, we should have new fleets in Sarasota and Stuart soon.

The point of this is that when you come down for the winter, you should bring your boat. It really isn't a problem to tow - the boat will follow behind you as fast as you go. Wherever you come to visit in the state, there is a fleet near you with some fun racing. There are generally one or two race dates a month, which is not too much, and you are cordially invited and welcome to participate. Besides, you are probably wearing out your golf clubs. Give them a break.

This years District winners are First - Charlie Fowler, Second - Mike Roberts, and Third - David Naylor.



*Charlie and
Nancy Fowler
with past
president Dave
Jacobsen and
wife, Margaret
Photo by Jamie
Cannon*

Race dates presently scheduled for the Florida District Series:
 Jacksonville -Rudder Club - Labor DaySept. 2 & 3
 Miami - CGSC Annual RegattaOct. 14 & 15
 Jacksonville - Rudder Club - Gator ChallengeDec. 2 & 3
 Lake Eustis Sailing Club - Washington's Birthday Feb. 25 & 26
 Mount Dora Yacht ClubApril 14 & 15

Other Regattas:

Coral Reef Yacht Club (Miami) - Annual Regatta....Nov. 4, 2000
 Key Biscayne Yacht Club Annual RegattaJune 4, 2001

Gator Challenge

by Barry Felps, FS 3471

CONDITIONS

The second annual Gator Challenge was sailed May 29 and 30, 2000 with wonderful winds from the ENE blowing 8 to 12 knots, slightly stronger on Sunday. The winds did not change directions after the first race on Saturday, therefore, the Race Committee only had to move marks for course adjustment once. That is always nice since directly after finishing one race, the next one began and thus we were able to get in four races the first day and three the next with one race as a throw out.

The St. Johns River is probably the best kept secret in the state of Florida. Few in the state realize its size, length and the advantages it bestows. The spring winds usually supply the best sailing during the year, and the Gator Challenge was surely the beneficiary, as the conditions were ideal. After racing Saturday, Barry and Janet Felps invited all to their home for dinner and feasting.

On Sunday, racing concluded by noon with a presentation of the Gator Trophies. Charlie Fowler made the trophy for the race. It consisted of a mounted alligator's head. There was also team

racing during the two days, the "out-of-townners" vs. the "home team". The "out-of-townners" did very well. Their prize were key rings made from alligator claws.

RESULTS

Charlie and Nancy Fowler took the top honors, taking five firsts and only one second place. Next was Gus Chennells sailing with his twin daughters, Jennifer and Lindsey. Third was the team of Joe Oliver and Joe Byles. The heartiest congratulations go to all the skippers and crew who participated.

Thanks to Robert and Rile Lyman for Saturday's race committee and Gene Keegan for Sunday.

Note: The Gator Challenge is moving back to December 2 & 3, 2000. This is a fun regatta to participate in, and it seems that the first of December is the preferred racing date.

New Flying Scot Fleet in Sarasota

by Dick and Carol Frankland, FS 4135

The One Design Mid-winters at Sarasota Sailing Squadron on March 18, 2000 found Flying Scots competing here for the first time. Entries from Illinois, Connecticut, and all of Florida enjoyed the hospitality of the Sarasota Sailing Squadron on beautiful Sarasota Bay.

Two Saturday races were held in light and variable winds, 4-8 knots, with eleven Flying Scots registered. Local sailor Al Hersey won both races, with sail-maker and District Governor, Charlie Fowler coming in second in both races. Bill Vogler from Illinois finished third with a third and a fourth. After the races, everyone enjoyed shrimp cocktails, free beer and soft drinks, and a delicious barbeque supper.

On Sunday morning, a front moved in and races were cancelled because of winds gusting to 28 knots. Sarasota Sailing Squadron is forming a Flying Scot fleet with eight boats comprised of locals and sailors wintering in Florida. We are already racing and are in the process of obtaining a Flying Scot Charter. The Squadron schedules at least one regatta and two

Results

Finish	Skipper	Hometown	Sail	#1	#2
1	Al Hersey	Sarasota, FL	2068	1	1
2	Charlie Fowler	Miami, FL	5126	2	2
3	Bill Vogler	Bloomington, IL	5182	3	4
4	Dick Frankland	Bradenton, FL	4135	4	5
5	Michael Roberts	Largo, FL	5040	8	3
6	Chris Sylvester	Gainesville, FL	4738	6	6
7	Peter Stein	Palm Harbor, FL	1295	5	9
8	Bill Naylor	Gainesville, FL	4334	7	7
9	Arnold Zakin	Sarasota, FL	3917	9	8
10	David Osler	Riverside, CT	5217	10	10

Sunday races a month all year round. This is a perfect area for Scots on Sarasota Bay, close to many vacation and retirement communities.

We wish to invite any Flying Scot sailors who wish to continue their sailing and racing in Florida, to contact Al Hersey in Sarasota, (941) 955-1345.

How We Spend Our Summer Vacation

by Tom Kidd, FS 600

Now, our family of five, wife Kim and children Emily 8, Jonathan 8, and Christopher 9, enjoy racing and sailing our Flying Scot on Lake Eustis with the rest of Fleet 150. But after an hour or so in the comfy seats, the kids get bored and head under the deck to hoot and holler and sing and listen to their echo while the waves slap the hull as we beat across the lake. And we do this all winter long. But summers bring fluky and unreliable winds to the inland areas of north central Florida. So, when summer comes, we strip off the mast, boom and sails, pop on the quick disconnect outboard motor mount, drop a quiet 2 hp Honda outboard on the bracket and off we go to cruise the crystal clear rivers and springs of central Florida.

The Flying Scot makes a wonderful platform to spot water birds, shore animals, fish, turtles, and the occasional alligator sunning himself along the banks of the many waterways that we explore. The boat also makes a good swim platform for a cool dip or to stop and swing from the many ropes overhanging the river. Lots of room for the picnic basket in a Scot, and you'll need it after working up an appetite from swimming and tree climbing. But the comments you get from fellow boaters cruising the river is worth it all. "What kind of boat is that?", "I've never seen a boat like that before." "She looks so comfortable and stable." "She's a beauty."

I'm letting you in on the secrets of a Florida cracker, but that's OK, you're family, you sail a Scot. So here are a few of our favorites:

Rainbow River, Dunelleon, FL: Four miles up the river to the head spring. Take your snorkeling or scuba gear and inner tubes (you can rent them) to float back down the crystal waters.

Silver River, Ocala, FL: Nine miles up river to Silver Springs. Lots of swimming spots and rope swings along the way. Many movies filmed here, Tarzan, Creature from the Black Lagoon, Sea Hunt and early James Bond. Take a camera for all the animals that you'll see, including monkeys that were released after Tarzan filming.

Crystal River, FL: A short cruise across the bay. November - February, the manatees come into the head spring. Excellent snorkeling and scuba in the 50' grotto and surrounding spring area with 10' - 20' clear water.

Silver Glen Springs, FL: A short two-mile jaunt up river from Lake George to the head waters. Excellent swimming along the way, picnic in the County Park.

There are probably dozens more to list and we'll explore them all in our Flying Scot - every one.

(Note: We have asked Tom to organize a cruise for the Florida District this summer. It sounds like fun.)

Solo Scotting

by Karen Young, FS 5092

Even before I was the owner of a Flying Scot, I dreamed of sailing it solo - single-handed. I had owned a pram and an AMC Puffer, and had enjoyed communing with Nature - not very far from shore. I had some anxiety about taking a "big boat" out to sea alone, but after reading Sally Russell's article about camping on her Scot with just her dog, I built up my courage and took "Wings" out alone.

It was important to have moderate to light air (10 knots is perfect!) and stable weather. I have become quite a weather watcher, and really pick my days to sail so I have a good time and don't get scared to death.

I find it's important to have the boat completely rigged so that it can be adjusted - outhaul, cunningham, jib, even spinnaker rigged just in case I need it. I bring a hand held radio, and have a horn, anchor, and tools on board to make repairs; I bring pliers, a screwdriver, and a sailing knife. I also bring a snack, drinks, and a foul weather jacket. Most important - before I leave the dock, I don my life vest.

The first time I soloed, my hands shook as I untied the dock line. People were watching me - could I do it? Would I lose

control of the boat and hit something or capsize? I remembered to push the main and tiller the direction I wanted to go as I left the dock, and the boat fell off to the right. I leaned forward and trimmed the jib, then the main, and off she went. What a thrill as I tacked out the channel into Biscayne Bay - free of land, independent, in charge of my fate! It was great. I started playing with sail trim, noting the effect of various sail shapes on speed and pointing. I wasn't distracted by small talk or giving commands to the crew. I could sail the boat whatever way I liked. I sang some sea shanties and could feel the boat gallop through the waves. I was one with "Wings" and Nature. What a spiritual feeling!

Returning to the dock after the sun set was somewhat intimidating. How would I be able to leave the tiller to tie up at the dock? It was challenging, but I found that I could turn the boat into the wind, glide to the dock, and carefully walk forward and step onto the dock with the dock line. Success!

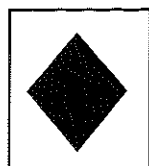
Since then I've had many pleasurable single-handed sails and learned something every trip: Patience. When the wind died after sailing out with the spinnaker on a light land breeze. I had my

coffee, the Sunday paper, and a radio with me - I was so cool! What a shock when I sat becalmed out in the Bay with one paddle driving me in circles. I was able to catch a tow from a passing boat with motor, and not long into the tow, the sea breeze came up and I put the spinnaker up and ghosted in. Prudence. The wind was blowing 15 knots and I was determined to go out alone anyway. I raised my main and jib and took off from the dock out of control, overpowered, and scared out of my wits. I returned shortly to the dock. How I didn't slam into it, I don't know. Then I thought, "Why don't I just use the mainsail?" So I tried going out with the main. I couldn't point as well, but I was under control, and though I didn't venture too far from shore, I had a wonderful sail.

My goal is to camp on the boat, but I haven't reached it yet. I need to have reef points put in the sail before I can go out when it's stormy - but why would I do that anyway?

It's fun to sail with friends and family, but it's nice to know that when the sail-bug bites, you can scratch it even if you can't find crew. I hope other Flying Scot owners will share their single-handed experience with the class members.

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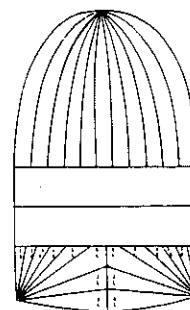
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Winter Sailing in Florida and Disney Too!

by Tom Kidd, FS 600

Flying Scot Fleet 150 is home based at the Lake Eustis Sailing Club (LESC), located 40 miles north of Disney World in central Florida. The fleet sails every first and third weekend from September (Labor Day) through May (Memorial Day), with two races on Saturday and two on Sunday; a total of 72 races divided into 4 trophy series of 18 races each.

Starting time is 11:00 am. Racing is done on Lake Eustis, an oval shaped freshwater lake measuring three miles by five miles with an average depth of 20 feet. The lake is connected to the Harris Chain of Lakes draining northward into the Ocklawaha River and, finally, the St. Johns River before spilling into the Atlantic some 75 miles north at Jacksonville, Florida. The club facility consists of 3.5 acres on Lake Eustis with over 1,000 feet of shoreline, double launching ramps, a 244 foot "T" dock and storage for 100 boats. Campers and RVs are welcome, as is storing your boat for few days while you enjoy other vacation activities.

LESC welcomes any and all Flying Scots to join the fleet for some warm weather sailing in winter. Racing is a

winter sport in this locale because summer brings light winds in morning, followed by thunderstorms in the afternoon with heat and humidity, unbearable conditions if you are drifting in the doldrums. Plus quite a number of our members spend summers up north. Winter sailing is usually a short sleeve affair, sunny with temperatures in the 70's. Wind is predominantly from the NW, but warm Caribbean winds from the SE are just as common, and 6-12 knots is the typical wind range.

In addition to active weekend winter racing, the club hosts four major regattas annually, aimed at supporting other one-designs at the club: a catamaran regional event in November, the Wayfarer Midwinters in early February, the MC Scow Midwinter National Championship in March, and the George Washington's Birthday One-Design Regatta, which is

also a stop on the Flying Scot Florida Points Series in late February. This Flying Scot regatta is always the last weekend in February and this year (February 26 & 27, 2000) drew fifteen Flying Scots, by far the largest fleet in the regatta. Mark your calendars for next year, February 24 & 25, 2001.

And for couples and families of any age, the Orlando area is unsurpassed for entertainment choices. Disney World, Epcot Center, Pleasure Island, Universal Studios, MGM Studios, Splendid China, Disney's Wild Kingdom, Orlando Science Center, Daytona International Speedway, and the Kennedy Space Center, just to mention a few.

So, if you are planning to be in the area, or need a sailing fix to get you through the winter months, plan a stop and sail with Fleet 150 and dip your keel again into some liquid H₂O.

VACATION PLANNING WEBSITES

Lake Eustis Sailing Club: <http://hometown.aol.com/tomkidd/LESCindex.html>

Orlando Area: <http://goorlando.miningco.com>

Disney: <http://www.disney.com>

Daytona Intl. Speedway: <http://www.daytonausa.com>

Trailer Tips

by Charlie Fowler, FS 5126

My idea for this article came to me as all of the Flying Scot owners were breaking their boats down (masts, etc.) and moving because of Hurricane Georges. For a couple of others, and for me, it was simple:

1. You need a mast raising hinge pin. It makes putting the mast up and down easy.
2. You need a front and rear mast fork to put the mast on when you get it down. I have traveled many miles with the mast in this rig. It is a safe and quick way to stow the rig, and you can tie the mast down with bungee straps. Bob Neff, the

FSSA Measurer, put me onto backing up the bungee with a tie down line as bungees sometimes fail.

3. Tie downs - Straps just hook on and snug up. Also, the bow trailer winch line needs to be backed up with some sort of extra line. The new factory trailers come with a chain, but I used to use my bow line as a safety backup because the sun has a way of rotting the top part of the line or webbing on the winch.

Remember to allow extra room at turns. It can be hard to remember that you have your Scot behind you, and the gas pumps always have starboard privileges.

Why a Flying Scot?

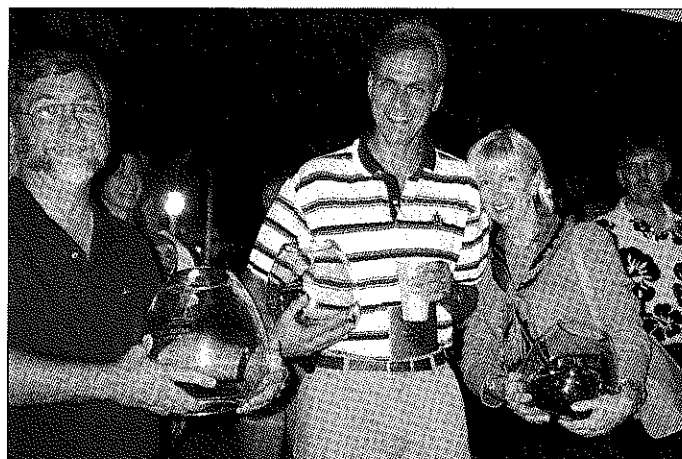
by Charlie Fowler, FS 5126

Why a Flying Scot? Because it's fun! Of course there are other reasons also, but mainly, it's fun to sail the Flying Scot. It is also fun to travel and meet the great people in the Flying Scot Class, in addition to the Scot folks at home.

We have six fleets in the Florida District, and each hosts a District points race each year for the District Championship. Six regattas with two throw outs - that's not too hard. This arrangement means one must do four regattas and one of them can be your home fleet. If you have one or two bad regattas, you are still in the hunt for the Florida District Championship.

There are several reasons to travel with a Flying Scot. First, the camaraderie of the Flying Scot Group is great. Staying with an out of town host (or being one), building good friendships across the district, and eating new foods (there are some good cooks in the Scot class) are all a worthwhile part of any trip. Secondly, traveling allows you to see parts of the country you might not otherwise expect to see. Some of the regatta locations Nancy and I have gone to include: Oswego, NY, Lake Norman, NC, Lake Carlisle, IL, White Rock (Dallas), TX, and Pensacola, FL. We normally take a couple of days to do sight seeing on the way home, or to stop and visit family we wouldn't normally get to see.

Our Miami race this year will be the Coconut Grove Sailing Club Annual Regatta on October 14 & 15, 2000. However, we sail in Jacksonville once or twice a year, and that trip is not as long and arduous as you might think. It is only a five and a half hour drive (Daytona is only four hours - same as Orlando). We leave at 4 am and arrive at the Rudder Club a little after 9 am.



*Biscayne Bay Yacht Racing Association Winners for 1999
l to r: Bud Price, #2052, Vladimir Stroleny, #4595,
Jean Anne Davis for Ross Young, #3360.*

Of course, going through Miami, Ft. Lauderdale and West Palm Beach before people are up helps, too.

We don't speed, but we do cruise at 70 mph, and guess what! Pulling the Flying Scot only drops the mileage on our van by one mile per gallon.

Have you noticed that the good sailors in your local fleets (all classes, not just Scots) are the ones who travel? They get good because they sail against all kinds of competition. The fact is that they get good because they travel, not that they travel because they're good. You can't win an out of town regatta if you don't go.

Why the Flying Scot? Because the boat retains its value. The boat does not change. The rules prohibit gold plating a Scot. If for some reason you could not sail for five years, you could park your boat in a garage, bring it out five years later and you would find it would not be obsolete. Also, assuming you personally were not rusty, the boat would be just as fast as it was before. In addition, the value of your boat would not have diminished significantly.

The family friendly Scot is easy to rig and de-rig. It takes Nancy and me twenty minutes from the time we arrive at a regatta site to have the boat ready to go into the water. The mast swings right up, one pin goes into the head stay, boom on, rudder on, tie downs off, lift rings in place, and we're ready. The launching ramp is a snap, too, and many prefer to launch this way rather than use the hoist.



*The Flying Scot contingent at the BBYRA Annual Awards Party
l to r: Bud Price, Vladimir Stroleny, Flt. Capt. Karen Young, Nancy
Fowler, Charlie Fowler, Andrea Stringos and Ray Russell.*

Continued on page 10

Continued from page 9

The boats are tough. Two years ago, we were rear-ended by a Toyota Tercel on I-95 forty blocks from home after a 3200 mile trip. I got out of our van fearing the worst, but no worries. The boat was knocked askew on the trailer and some trailer bolts were broken, and best of all, the boat had only two minor gouges in the gel coat under the rudder pin and that was it. The Toyota was totaled. Two Bears' Boat: 1 - Toyota:0! Parts are interchangeable and easy to obtain. Harry and Karen Carpenter at Flying Scot, Inc. are great to work with and do a super job of getting parts, even large ones like booms and masts delivered to you rapidly and with minimal expense. I keep a number of new parts on hand locally, too.

The Scot has a big payload. At the last CGSC sand bar party, we had aboard seven adults and two children, and our dog Muffy (aka: Killer) and two big coolers and other paraphernalia. For racing, we carry a normal crew of two, but the boat can be raced with three, or on occasion four.

The Flying Scot is family friendly. Half of the racers in the Class are Wife-Husband or Boy-Girl combinations. We have a National Wife-Husband Championship somewhere in the country every year. Any married couple is eligible to enter, and if the regatta is reasonably close, Nancy is ready to go, but she lets me

steer the boat. A good portion of the rest of the fleet in any given regatta will consist of father/son, mother/daughter, father/daughter combinations, etc.

It's hard to turn over a Scot. It really has to be blowing hard (20+ knots) to turn the sucker over, and then you have to let your spinnaker get out of control to do it. It can be done, have no doubt. We have planted a couple of mast heads in the bottom of the Indian River. I wonder how they are growing? There is a picture in the Sailing Club bar taken by Cherie Branning in Melbourne when we were drying the sails right after we had capsized. Incidentally, the Flying Scot Class permits the purchase of only one new suit of sails per year.

The boat is simple, but deceptive. There are not a whole lot of strings to pull - no traveler - no back stay - no jib cloth adjustment - no hiking straps (hiking rope, yes - one per crew). But there are many subtle nuances with the controls that you do have to do to make it interesting.

Take a cruise in a Flying Scot. Sally Russell has been doing it for years with her cocker spaniel, and every two years there is an organized cruise after the North Americans, which sounds like fun.

Watch us grow! 1998 began with three Flying Scots on the strip at CGSC. Two years ago we weren't in the Biscayne Bay Yacht Racing Association, now we are. Come join the Flying Scot family. We're having fun!!

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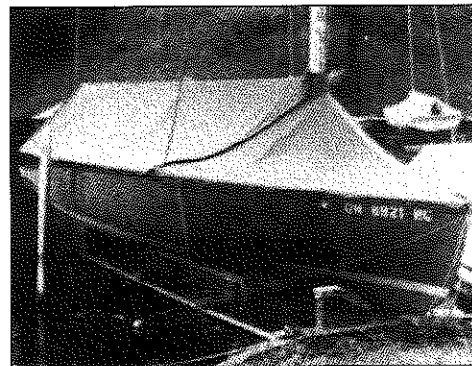
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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Cruising and Other Adventures on a Flying Scot

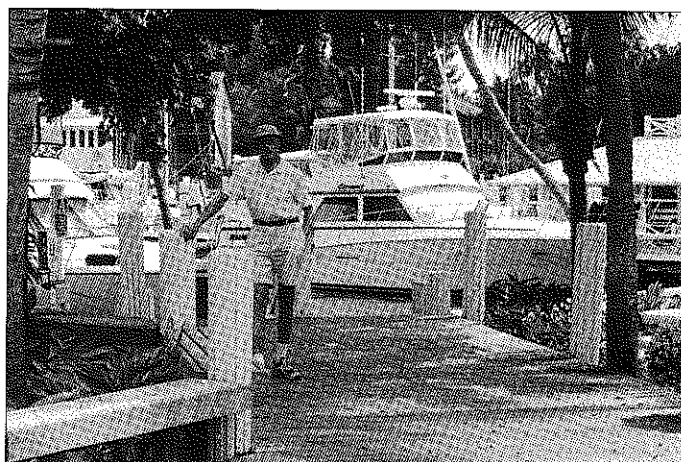
by Jeff Penfield

Every April since 1992 my wife Katharine and I have sailed from Longboat Key near Sarasota up and down the Gulf Coast and Intracoastal Waterway on a one week cruise. Our furthest distance travelled was to Naples and back in 1999.

Our choice to sail north or south, off-shore or on the ICW, is dictated by weather forecasts and wind direction on Day One.

April is the ideal month in Florida for cruising because it is mostly sunny, not too hot, doesn't get dark until 8 pm and the snow-birds have thinned out.

My first article on this subject appeared in a previous issue of *Scots'n Water*. I described my home-made floor boards which double at night as sleeping platforms resting on cockpit seat and centerboard cap. I also wrote about our surprise encounter with a squall as we crossed Charlotte Harbor. We were forced to drop the main and boom and stow them forward on the cockpit floor, while we continued reaching under jib alone into the waterway and channel to Uncle Henry's Marina south of the Boca Grande Bridge. Even with the wind continuing at 25+ knots, Katharine had no difficulty controlling the boat as we sped through spray and two foot waves while I scooped water out of the leeward "bilge". Had I been alone with an approaching storm, I would probably have dropped both sails along with the boom, lashed the jib under the foredeck shock cord and thrown out the anchor over the stern to ride out the squall. (From previous experience in a Lightning and a J-24, we have found that it is far easier to steer and prevent rocking and yawing if the boat is pointed dead downwind.) Recommendations concerning dropping main and boom were originally made by Sandy Douglass and have been published in *Highlights*, page 34. Obviously the main can only

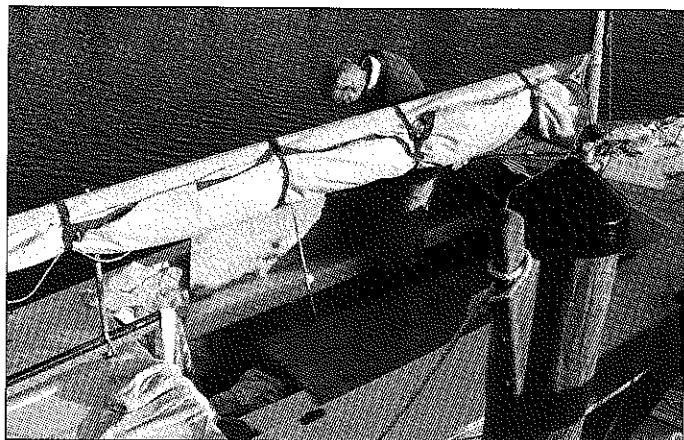


The skipper out front while his Flying Scot is totally hidden behind massive powerboats at South Seas Plantations.

slide down easily after the boat is brought head to wind. If sailing alone, one has only a few seconds to apply Harry Carpenter's tiller-tender (an elastic shock cord fastened behind the transom coaming) and dart forward to release and pull down the main. Before cruising solo, I tie the end of my extra-long topping lift to a shackle on the aft end of the boom, so that when the main is dropped in any wind condition, the end of the boom will remain suspended and not slam down onto the transom deck. The boom crutch can be inserted later when time permits.

Three times during the past several years I have cruised alone in January or February, either to attend a medical meeting at the Don Cesar Hotel in St. Petersburg Beach, or to visit marinas in the Tampa Bay area. When solo-cruising, I always wear a life-jacket, and I never raise the board more than half way up. It is reassuring to know that in case of imminent capsize I can drop everything, climb over the windward rail onto the board, grab the rail and lean out until the boat gradually rights itself or help arrives. "Turtling" should never occur unless there is little or no board to stand on. Twice in ten years, I have righted my boat in this manner, climbed back in and found that little or no water had come in over the side.

Neither of the above capsizes occurred while cruising. On the first occasion, I was alone. I had raised the main and left the dock for my very first outing. She was "dead in the water" while I was adjusting the lines. A sudden puff hit her broadside and over she went as I climbed onto the board. She righted immedi-



Converting sleep platform to floorboard at Uncle Henry's dockside berth.

Continued on page 12

Continued from page 11

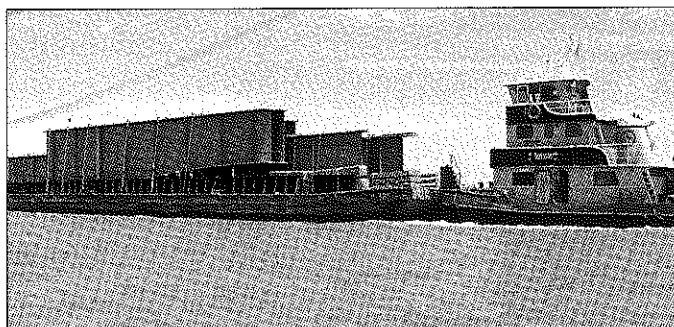
ately without taking on a drop of water. On the second occasion, I was training a crew who was attempting to fill the spinnaker. A tight hourglass developed in the sail. I should have immediately lowered the chute, freed up the twist and raised it a second time. Instead, I unwisely turned over the tiller to my relatively inexperienced crew, and ran forward to get rid of the hourglass. A puff of wind approached and I shouted to my crew to "bear off", but in the confusion of the moment he headed up, the boat started to capsize and I climbed out onto the centerboard. Righting the boat took a little longer because of the spinnaker drag, but no one was hurt and no gear was lost.

For the most part, our cruising during the past eight years has been a happy experience. We normally sail into a marina late in the afternoon, find a slip and set up our sleeping platform under the boom cover. We then shower, change into clean clothes and join other sailors or fisherman in the marina bar or restaurant for dinner.

Our boom tent gives us privacy and will protect us from rain, but not, we have discovered, from a cloudburst combined with high winds which drive in rainwater from all sides. In the future, if the forecast calls for overnight thunderstorms, we will secure the boat in a slip or alongside a dock, and check into a motel, even if the nearest one is a couple of miles away.

If you are interested in cruising, I offer a few tips:

1. Build your own sleeping platform, and bring along egg-crate or air mattresses as well as sleeping bags and travel pillows.
2. Pack the minimum of clothing and equipment. Storage space under the foredeck is limited. If possible, use waterproof bags or heavy duty garbage bags.
3. Plan your course carefully and be prepared to sail in the opposite direction. It is not fun tacking into a 15 knot wind for eight hours, particularly off-shore or in open water.
4. Install reef grommets in your main, and take in a reef at the dock before leaving if the forecast is for winds 15 knots and higher. A jiffy-reef system is essential if you wish to shorten sail under way. For an additional safeguard to prevent "turtling", Harry Carpenter can supply a flotation "jacket" for the peak of the main.
5. Always carry a portable VHF radio to request bridge openings or to call for help; and include spare batteries.



Tugboat pushing barge on the Intracoastal Waterway

6. Do not forget foul-weather gear, flashlights and insect repellants.
7. For an onboard head, a plastic bucket or pitcher will serve well.
8. A small cooler for water or soft drinks can be replenished daily.
9. For lunch and snacks, bread will stay fresh for several days, and peanut butter and jam will keep without refrigeration. Add to this, crackers, cookies, cheese (in small amount) and fruit. Note that Ingrid Schildroth, in her excellent article about cruising on Lake Norman (see *Highlights of Scots'n Water*, p. 52) suggests various menus and the use of a Coleman stove. These would be essential in the absence of marinas and land-based facilities.
10. If your boat is equipped with a transom port, make sure that it opens and closes easily. The gasket should be lubricated so that the port will never be "frozen" shut in case your boat should be swamped and you need a tow.
11. If you are sailing for several hours in choppy waters or heavy seas, it is important to periodically tighten the outboard motor wing-clamps onto the motor mount. We almost lost an outboard once by failing to do so.
12. Finally, at the risk of offending the racing purists among us, extensive cruising and maneuvering in and out of harbors on the Gulf or Intracoastal Waterway is, in my opinion, unthinkable without a "kicker" on the transom. After disappointing experiences with Johnson and Mercury outboards, we have been most satisfied with our 3 hp Yamaha which appears to be unusually resistant to salt water corrosion.

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
10/15/00	NOV/DEC 2000	CAPITAL PRAIRIE	Chris Swensen Tylor Hall	(401) 721-2505 (913) 422-8869	cswensen@aol.com tylorh@sound.net
12/15/00	JAN/FEB 2001	NY LAKES NEW ENGLAND	Ann Seidman Gary Werden	(518) 877-8731 (781) 440-9675	pseidma1@nycap.rr.com

Harry Carpenter Wins North Americans Charlie Fowler Tops Challenger Division

By Josh Goldman, FS 4991

Sixty-one boats from as far away as Miami, Florida sailed in the 41st Annual Flying Scot Championship Regatta which was hosted by Indian Harbor Yacht Club from July 14 - 21, 2000. Sailors got a taste of a variety of wind conditions and some now have a new found respect for the force of an outgoing tide.

The fleet sailed three qualifying races on Monday and Tuesday morning. John Dane won two out of three races and looked like he was going to be tough to beat in the final series. Dane won the first race of the series on Tuesday afternoon in a shifty northwester (15 - 18 knots). Unfortunately, Dane was taken ill on the way to the race course on Wednesday morning and was forced to retire from the series.

The fleet waited on the water for several hours on Wednesday hoping for the wind to fill. Finally around 3:00 pm, the Race Committee started a sequence in a light south westerly. Tide was a major factor and the racers had to concentrate in staying in the breeze. Harry Carpenter pulled out the win with Larry Taggart second and Patrick Glazier third. So after the second day, Harry had a small lead over Gary Powell who was in second.

Thursday proved to be the most diverse day of sailing in the event. The strong easterly that had persisted all morning still had some punch as the 1300 start went off without a hitch. Local sailor Josh Goldman played the left hand side of the

course and wound up first at the top mark. The rest of the fleet could not match Goldman's speed as he and crew, Mattia D'Errico pulled away from the

pack. Ira Cohen (who had stumbled in race 2) finished second with Gary Powell, third.

Continued on page 14

Championship Division

Pos.	Sail #	Name	Crew	1st	2nd	3rd	4th	Total
1	5248	Harry Carpenter	Jimmy Carpenter	3	1	4	6	14
2	4216	Mark Beaton	Mike DeLorme	2	9	5	4	20
3	5171	Josh Goldman	Mattia D'Errico	8	7	1	5	21
4	4429	Gary Powell	Mike McCarthy	5	4	3	17	29
5	5252	Ira Cohen	Brian Hayes	6	19	2	3	30
6	4510	Larry Taggart	Carrie Berger	16	2	14	1	33
7	2929	Dan Neff	Christine Hinkley	7	13	6	8	34
8	3524	Allan Terhune	Bill Warner & Katie Lohr	4	8	11	18	41
9	4240	John Luard	Toni Gahn	17	10	7	7	41
10	5322	Patrick Glazier	Sean Glazier	18	3	15	12	48
11	12	Paul Lee	Denise Lee	20	14	9	9	52
12	6	Jim Cavanaugh	Will Nye	21	6	25	2	54
13	4104	Joseph Thorpe	Peter & Kevin Thorpe	11	16	16	11	54
14	213	Joe Donovan	Ann Hillman	27	11	8	10	56
15	5230	Forest Rogers	Barbara Johnson	10	21	13	21	65
16	5210	Bill Ross	Missy Hart	9	22	20	15	66
17	5222	Jim Worth	Brent Longo	19	12	19	16	66
18	2601	Melanie Dunham	Bill Dunham	32/DNC	5	12	19	68
19	3913	Chris Danilek	Linda Danilek, Unk	22	15	18	13	68
20	4377	David Jones	Chris Allred	14	17	23	14	68
21	4224	"Allan Terhune, Sr."	Chris Smith	12	27	10	23/TLE	72
22	4398	Steve Berglund	Dan Ioli	13	25	17	23/TLE	78
23	2847	Geoff Spenser	George Spenser, Jr. & III	23	20	22	23/TLE	88
24	5182	Bill Vogler	Susie Stombaugh & Carol Aljets	24	18	28	20	90
25	1518	Jim Laggette	Mike Funk	15	28	29	23/TLE	95
26	39	John Dane	Schaeffer Dane	1	32/DNC	32/DNC	32/DNC	97
27	4654	Randy Rubenstein	Scott Rubenstein	25	26	24	23/TLE	98
28	3991	Christopher Rotunno	Jeanni Rotunno	26	24	26	23/TLE	99
29	4937	David Jacobsen	John Cooke	28	23	21	32/DNS	104
30	4296	Jim Harris	Scott Alulets	32/DNC	29	27	22	110
31	4895	David Ryan	Dorothy Bowman	32/DNC	32/DNC	32/DNC	32/DNC	128

Challenger Division

Pos.	Sail #	Name	Crew	1st	2nd	3rd	4th	Total
1	5126	Charles Fowler	Nancy Fowler	1	12	6	3	22
2	4619	Gary Werden	Rubin Gavagna	12	6	4	6	28
3	4722	Frank Gibson	Debbie Gibson	6	11	1	11	29
4	5255	Rich Kerdock	Michael Brown	3	1	9	17	30
5	5050	Richard Newell, Jr.	Susan E. Hauser	11	3	10	9	33
6	4999	Robin Collins	Colin Kinnear	2	7	18	8	35
7	4991	Dan Goldberg	Joni Reis	22	8	5	1	36
8	5157	Greg Kampf	Diane Kampf	8	22	2	5	37
9	5015	Frank Gerry	Marianne Gerry	5	13	7	13	38
10	3806	Dennis Dubuc	Marty Newman	4	17	8	12	41
11	3817	Bruce Cattanaach	Jackie Cattanaach	21	5	13	7	46
12	5102	Dave Robison	Adriane Robison	7	20	19	2	48
13	2068	Al Hersey	Jeff Penfield	20	10	3	16	49
14	5139	Bob Rich	Michael Rich	13	4	15	18/TLE	50
15	2516	Mark Riefenhauser	Andy Fox	10	9	16	18/TLE	53
16	3114	Joe VanDenburg	Hailey Boyle	15	14	12	14	55
17	11	Paul Toro	Jim Phillips	16	21	17	4	58
18	4088	Jery Lane	Gene Lane	26	2	20	15	63
19	1775	Mario Bonaparte	Michael Bonaparte	24	32/DNF	11	10	77
20	2258	Warren Schutt	Greg Schutt	25	15	22	18/TLE	80
21	4950	Florence Forman	Jason Pelline, Judy Bernstein & Carol Meyers	17	25	21	18/TLE	81
22	2707	Roger Schermerhorn	Pat Schermerhorn	19	26	23	18/TLE	86
23	3029	Donald Hott	Charlotte L. Hott	32/DNC	24	14	18/TLE	88
24	5026	Michael Ashburn	Ryan & Diane Ashburn	9	16	32/DNC	32/DNC	89
25	4448	Tom Young	Pat Young	27	23	32/DNC	18/TLE	92
26	4254	Peter Seidman	Ann K. Seidman	14	18	32/DNC	32/DNC	96
27	5217	David Osler	Ed Harding & W. Brentlockridge	23	19	32/DNC	32/DNC	106
28	4947	David Gillingham	Beth A. Gillingham	18	32/DNC	32/DNC	32/DNC	114
29	5257	Harris Marx	Rose Marie Marx & Brad Marx	28/RDG	32/DNC	32/DNC	32/DNC	119
30	1007	Phil Alexandre	Romano Vanderbes	32/DNC	32/DNC	32/DNC	32/DNC	128T
31	5000	Paul Moore	Tom Pinkel	32/DNC	32/DNC	32/DNC	32/DNC	128T

The afternoon race was the most trying of the series. The easterly was now weakening as the high built in. The wind started to clock to the south and as the race went on, the boats that went further right made the biggest gains. The lead changed hands several times but in the end, Larry Taggart pulled off the victory. Jim Cavanagh was second with Ira Cohen a close third.

At the end of Thursday's racing Harry Carpenter had 14 points, followed by Mark Beaton with 20 points, and Josh Goldman with 21. The sailors were met by a glassy morning on Friday. Everyone waited for the wind to fill, but the southerly just didn't fill in time to have a race. Harry won the event for his second time. The first time he won it in 1988, he sailed with his wife, Karen. This time he sailed with his son, Jimmy.

Many thanks to the members of the Yacht Club, John McConnell (PRO) and the four judges, Burt and Judy Howell, Penny Hare and Jim Tichenor.

Other notes:

Local sailor Kitty Lovelace topped all the competitors in the Women's Championship with four bullets. Kitty won the regatta but conceded the championships to Florence Forman on an organizational technicality.

Women's Division

Place	Sail #	Skipper	Crew	1st	2nd	3rd	4th	Total
1	5171	Kitty Lovelace	Caroline Keogh & Jessica Baker	1	1	1	4	7
2	4950	Florence Forman,	Judy Bernstein & Carol Meyers	3	3	3	2	11
3	4767	Vicky Stump	Nancy Haley & Dorothy Billings	2	2	4	4	12
4	4254	Ann Seidman	Jackie Cattanaach	6/DNS	6/DNS	2	3	17
5	5217	Kat Giarla	Ann Riley & Rosemary Loudon	4	6/DNS	6/DNC	6/DNC	22

How To Stay Dry on a Flying Scot

by Dan Goldberg and Joni Reis, FS 4991

You've sailed out to the starting line for the first race of the North American Championships, but the races are delayed and it's started to rain. Most sailors stay dry by putting on foul weather gear. But you forgot to bring yours, so how do you stay dry?

The photos below show how some of the expert sailors at the 2000 North Americans attempted to solve the problem.

Photo 1 shows the traditional approach: huddle under the mainsheet. But this is kind of crowded.

Photo 2 shows a clever way to create more room - used the paddle to form a mainsheet "tent".

But for the ultimate in creativity and ingenuity, we like the techniques shown in Photo 3 - make a roof held up by the mainsheet and spinnaker pole.



Photo 1



Photo 2



Photo 3

We cannot divulge the names of the people in these photos. They suffered enough on that cold and rainy day!

.....

The Victor

by C.W. Longenecker in *Scow Slants*
Reprinted from *SNAX*

If you think you are beaten, you are.
If you think you dare not, you don't.

If you like to win but think you can't
It's almost a cinch you won't.

If you think you'll lose, you're lost.

For out in the world we find
Success begins with a fellow's will.

It's all a state of mind.

If you think you're outclassed, you are.

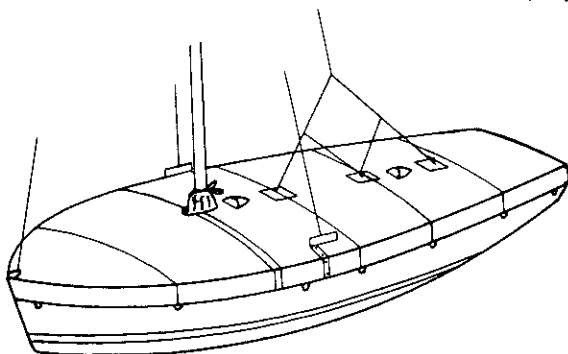
You've got to think high to rise.

You have to be sure of yourself before
You can ever win a prize.

Life's battles don't always go
To the stronger or faster man..

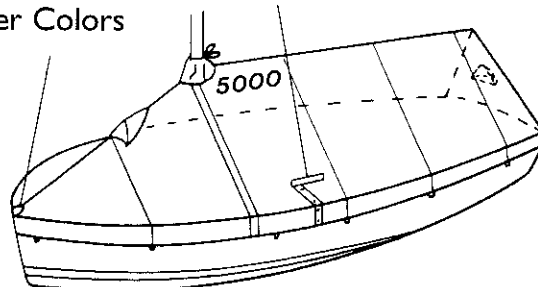
But sooner or later, the man who wins
Is the man who thinks he can.

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Fleets In

9TH FULL MOON REGATTA MONMOUTH BOAT CLUB JUNE 10, 2000

by Bruce Cattanach, #3817

Twenty-three Flying Scots and crews arrived June 10th for the 9th running of Monmouth Boat Club's Full Moon Regatta. The weather channel forecast temperatures in the 80's and wind from the west at 10 - 20 mph. This time the weather channel was accurate.

With five races to be attempted the race committee gave instructions at 9:30 AM and the races were started within minutes of the scheduled 10:00 start. Those expecting to be given reprieve for leaving the dock late were greeted by a large fleet sailing upwind to the mark after the 6 minute sequence. Senior Race Officer Sandy Huntsman and committee will start on time if it's possible.

After three windward leeward twice around courses the fleet came in for lunch and rehydration. Some of the crews looked a bit tired and in need of shade, water and food. After lunch and plenty of liquids the fleet returned to do battle on the Navisink river.

Two more races were completed. Each of the 5 races took approximately 30 minutes for the first boat to finish.

Using the clubs' three hoists the Scots were quickly out and demasted for trailering. The competitors gathered in the club house for door prizes and beer. This year 26 door prizes were



given out. The following groups participated: North Sails, Quantum San Diego, Shurr Sails, Sobstad, and Omega Sails.

Awards were given to the top Five places in A fleet and the top two places in B fleet

Points are after one throwout

FIRST ANNUAL FOUNDERS' MEMORIAL REGATTA MANSFIELD SAILING CLUB CLEARFORK RESERVOIR, MANSFIELD, OHIO AUGUST 5 & 6, 2000

by Ben Oswald

For our first regatta in 41 years I think we did OK. We had eight boats - four of ours, four visitors - on the line for all four races. Air (lack of) was a factor on Saturday, but we got three races in by mid afternoon. The Sunday AM race was shortened by a severe thunderstorm which drenched us but failed to dampen our spirits. Our visitors were very complimentary of our accommodations and the way the regatta was run. Two of our founders, Bob Meese and Bill McGraw, were with us Saturday for the races and lunch. It was a real pleasure to host them. The four top places are as follows:

Results

Skipper	Sail #	#1	#2	#3	#4	#5	Total	Place
---------	--------	----	----	----	----	----	-------	-------

A Fleet

Mark Beaton	4216	2	1	5	2	3	8	1
Peter Sayia	4000	7	OCS	2	1	1	11	2
Dan Neff	2929	4	3	3	11	6	16	3
Glenn Shaffer	5213	10	5	6	5	2	18	4
Bill Ewing	5246	3	4	4	8	7	18	5

B Fleet

Larry Nociolo	3868	1	2	2	3	1	6	1
Eric Bornebusch	4479	2	1	1	2	3	6	2

Complete results are available at:

http://www.fssa.com/HTML/fullmoon_scores_2000.html

These standings will be used in conjunction with scores from 2 other New Jersey Regattas (Island Heights, Toms River) in determining the New Jersey Flying Scot Championship.

Results

Susie Stombaugh	FS 2162	Fleet 165	First Place
Jack F. Stewart	FS 1342	Fleet 65	Second Place
Debbie Stipkovich	FS 4301	Fleet 65	Third Place
Donald Beddard	FS 2979	Fleet 4	Fourth Place

Thanks again for your encouragement and support. We plan to run the Second Annual Founders' Memorial next year.

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Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

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Fabrication

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.

Service

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 # _____

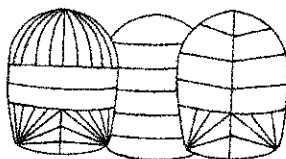
☐ 4.4 oz. Racing Cloth ☐ 5.3 oz. Cruising Cloth Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White

<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

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Mark Colors On Diagrams



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Red	



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Starting Line

Annual Regatta

September 1 - 3, 2000
West River Sailing Club
Galesville, MD

Contact Gabor Karafiath, Fleet Captain at (301) 681-6340 or email: skarafia@erols.com. For directions, see WRSC homepage at <http://paw.com/sail/wrsc>.

50th Harvest Moon Regatta

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

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

51st Annual Regatta

September 9 & 10, 2000
Massapoag Yacht Club
Sharon, MA

Contact Jim Cavanagh at (781) 784-5088 or Diane Kampf at (508) 234-8047, or visit our webpage at <http://members.aol.com/MWaltuck/myc.html>.

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.

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, greblach@cris.com

Ohio Districts

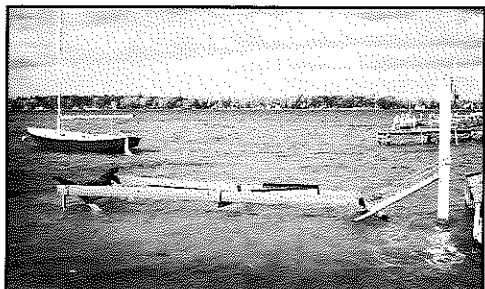
September 23 & 24, 2000
Moraine Sailing Club
Lake Arthen, PA

On-the-lake housing available!
Contact Wolf Goethart at (412) 731-1640 or wbg@sei.cmu.edu.

Continued on page 21

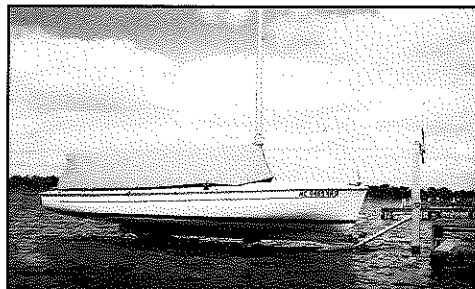
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Ronstan Fixed X-10 Tiller Extension...

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. Loaner hole saw available.

\$9.65

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

\$45.00

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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\$9.00

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

\$11.00

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\$9.00

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Motor Bracket...

Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

\$122.00

Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included. Price complete.

\$54.10

Replacement bag only.

\$39.70

Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

\$68.00

Jiffy Reefing Kit...

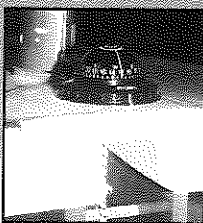
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

\$47.70

Trailax 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).

\$1675.00



Aquameter Sailor II Compass & Mount...

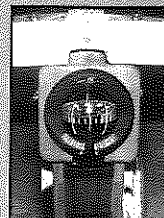
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$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.

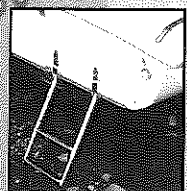
\$81.00

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

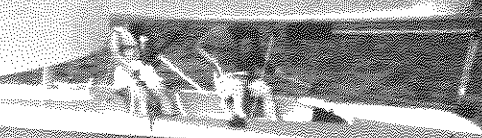
Grab Rail



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



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Continued from page 19

Konigsberg Regatta

September 23 & 24, 2000

West River Sailing Club
Galesville, MD

Contact Gabor Karafiath, Fleet Captain at (301) 681-6340 or email: skarafia@erols.com. For directions, see WRSC homepage at <http://paw.com/sail/wrsc>.

Founders Cup Regatta

October 7 & 8, 2000

Riverside Yacht Club
Stamford, CT

Contact David Osler at (203) 637-4146.

Great Scot Regatta Gulf District Championship

October 7 & 8, 2000

Birmingham Sailing Club
Lake Logan Martin, AL

Contact David Hardwick at (205) 967-7546.

Indian Summer Regatta

October 14 & 15, 2000

Lake Waccamaw Sailing Club
Near Wilmington, NC

Contact Bill Dupere at (919) 881-8420 or wmdupere@aol.com.

Pumpkin Patch Regatta

October 14 & 15, 2000

West River Sailing Club
Galesville, MD

Contact Gabor Karafiath, Fleet Captain at (301) 681-6340 or email: skarafia@erols.com. For directions, see WRSC homepage at <http://paw.com/sail/wrsc>.

Open House Regatta

October 21 & 22, 2000

Corinthian Sailing Club
White Rock Lake, Dallas, TX

Contact Kai Kunnapas at (214) 324-4593, kaik@flash.net or Chris Dukeminier at (214) 553-0523, ChrisDukeminier@aol.com

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 or Jerry & Sunshine Hartman at (734) 604-0778, gwlynn@aol.com.

George Washington's Birthday Regatta

February 17 & 18, 2001

Lake Eustis Sailing Club
Eustis, FL

Contact Jim McIntyre at jimmccintyre@prodigy.net or visit the LESC Website at <http://hometown.aol.com/tomkidd/LESC/index.html>.

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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	2303	Richard A Bauer Jr	6050 Dorrell Rd	Aylett, VA 23009
	3710	Stuard Detmer	10856 Weisiger Lane	Oakton, VA 22124
	4189	Jeffrey H Frank	3 Oak Rd.	Elkton, MD 21921
	4082	Christopher P Gorton	810 Zermatt Dr	Hummelstown, PA 17036-9706
	5334	Hobart Harvey	4510 Uppingham Rd	Richmond, VA 23235
	1742	Howard Lins	1750 Mountainview Dr.	Oakland, MD 21550
	5287	Jim Overturf	7009 Springdale Lane	Middletown, MD 21769
Carolinas District				
78	4354	George McNiff	246 Ida Bell Lane	Beaufort, NC 28516
	5306	W.H. Cantees	10453 Council	Chapel Hill, NC 27514
	3814	Robert C Field	PO Box 400	Columbus, NC 28722
	4862	James Hartmeyer	350 Headwaters Drive	Oriental, NC 28571
	A802	Rob Yeager	145 Harrison Avenue	Westfield, NJ 0090
Florida District				
	5316	Neil Jones	8261 SW 162nd Street	Miami, FL 33157
	3759	James Nunneley	2417 Oak Landing Dr.	Brandon, FL 33511
Greater NY District				
142	5251	James A Cummings	7 Blue Mountain Rd	Norwalk, CT 06851
7	C213	Joe Donovan	1 Hillside Ave	Ridgefield, CT 06877
7	C5171	Kitty Lovelace	85 Zaccheus Mead Lane	Greenwich, CT 06831
	A811	Kat Giarla	91 Valley Rd	Cos Cob, CT 06807
	3034	Joy Hudecz	372 Central Park West	New York, NY 10025
	4045	Alfred Manso	219 Fourth Avenue	Ortley Beach, NJ 08751
Gulf District				
168	1204	Daniel and Thea Johnson	3232 Bluff Blvd	Holiday, FL 34691
	C494	John E Bryant Jr.	13500 Chenal Pkwy. #1311	Little Rock, AR 7221
	3722	Matthew & Esther Marie Lawrence	2405 Fieldcrest Dr	Valdosta, GA 31602
	3550	Jack Slade	263 Lakeshore Dr.	Americus, GA 31709
Michigan-Ontario District				
41	330	Paul L Cheney	7609 Streamwood #2A	Lansing, MI 48917
	A789	Gary Bigwood	254 Ridgemont Rd	Grosse Point Farms, MI 48236
	A790	Joe Brase	5568 Fieldton Ct.	Bloomfield, MI 48301
	A797	Scott Sinkwitt	976 W. Drayton	Ferndale, MI 48220
	4351	Dan Stuart	515 Eagle Way	South Lyon, MI 48178
Midwestern District				
	952	Palmer Cameron	3263 S Shore Drive	Delavan, WI 53115
	5317	Ronald D Hart	6960 N Barnett Lane	Milwaukee, WI 53217
	796	Kirk Jabara	03220 Boyne City Rd.	Boyne City, MI 49712
New England District				
18	A799	Peter M Durant	PO Box 222	North Falmouth, MA 02556-0222
New York Lakes District				
	5338	Peter Colman	4921 Palmer Rd	Manlius, NY 13104
	431	John Fort	198 East Avenue	Saratoga Springs, NY 12866
	5327	John P Hassett	5892 Mercedes Lane	Jamesville, NY 13078
	2129	Robert Papworth	228 Hampton Rd	Syracuse, NY 13203
Ohio District				
	2373	Greg Behan	1419 NW Blvd	Columbus, OH 43212
	0013	Timothy Brandes	4445 State Rd	Cleveland, OH 44109
	0038	Bill McLoughlin	811 Warthling Ct	Reynoldsburg, OH 43068
	3652	Don Mills	322 Harvard Ave.	Terrace Park, OH 45174
Pacific District				
	0539	Rusty Harper	3707 Woodlawn Ave., North	Seattle, WA 98103
Prairie District				
83	3520	Dan Claggett	16 Hillard Road	Glendale, MO 63122
	5320	Michael M Miller	1736 Bryant Circle	Norman, OK 73026
Texas District				
	1389	Winston Kenworthy	4350 Springbrook Drive	Odessa, TX 79762
	3331	Keith Thompson	8335 San Fernando Way	Dallas, TX 75218
	5331	John Tiholiz	6019 Lakehurst Ave.	Dallas, TX 75230
	2688	William D Wallace	8714 Saddlehorn Drive	Irving, TX 75063
New Members this report 48				

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 473 – Douglass built, white hull, never paintd, new hardware and sails - used 20 times. Excellent condition - stored for nine years. Includes: Gator trailer, anchor, lifting bridle, motor mount and Seagull motor, covers. Located near Philadelphia, PA. \$2500. Contact Mel Lewis at (610) 520-9088.

FS 942 – Douglass, aqua-green hull, light green deck, Pamco trailer with winch. Main, jib, orange spinnaker, storm sails, two extra sailsets. Original blocks and Harken blocks for spinnaker. New stern pad. Cover. Garaged winter storage. Located in Glencoe, IL. \$2500. Contact Clark Dean at (847) 835-1443 or hclarkd@ameritech.net.

FS 3551 – Douglass built, yellow hull with green stripe, white deck, two sets

sails, one spinnaker. Mast hinge, blue mooring cover, Sterling galvanized trailer, motor mount. Fresh water only. Located Hoover Yacht Club, Columbus, OH. \$3300. Contact Kim or Marianne at (w)(614) 365-2804, (h)(614) 933-0426, or e-mail: krieckhck@aol.com.

FS 3747 – Douglass, white hull and deck. Completely race equipped. One set North sails, one set Fisher sails, two spinnakers. Seven year old 4 hp Evinrude engine with mount and bracket, TeeNee trailer. \$4350 obo. Contact Howard at (day)(516) 872-3434 or (eve)(516) 431-2139.

FS 4351 – Like new! White hull, blue stripe, main, jib, spinnaker, sails by Fisher. Spinnaker rig has not been used. Galvanized trailer, factory bottom paint, cover, motor mount, spare tire. This boat is immaculate! Located in Ohio. \$7500. Contact George Rootring at (330) 874-4541.

FS 4478 – Gray/white hull, equipped for racing, three suits of sails, boat cover, spinnaker, trailer and many extras. Located in Chroon Lake in Adirondacks of New York State. \$5300. Contact Bill Foley at (weekends)(518) 532-7952, (weekdays)(908) 654-6291 or email: bnbfoley@home.com.

FS 4489 – Douglass built, excellent condition, always dry sailed, MBC and TRYC, never had bottom paint. Trailer,

new spare tire, nosewheel/jack, full mast up cover, spinnaker rigged, hoist from helm, spinnaker pole, lifting bridle, and anchor. Located in Westfield, NJ. \$6500. Contact Rob Yeager at (908) 654-0138, cyeager@ibm.net

FS 4575 – 1989 Lofland. Well maintained! White hull, blue stripe, main, jib and spinnaker with spinnaker pole. Trailer with new tires, swim ladder and hand rail, motor mount, anchor, two covers (blue full mooring and small cockpit), new lines 1999 and multiseason bottom paint in 2000. Located in Maine. \$6000. Contact Art Falk at (908) 782-6124 or falka_d@injersey.infi.net.

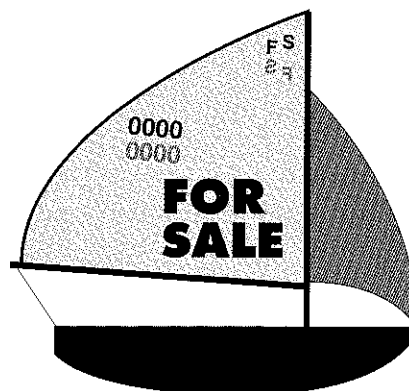
FS 4588 – Complete with Schurr main and jib sails, galvanized trailer, tie-down rig and class registration. Mint condition, garaged and unused last four years. Best offer. Call Sheila Kern at (440) 526-0668 or email: hkern@stratos.net.

FS 4931 – Douglass, white deck and hull with red stripe. Schurr sails, factory galvanized TrailMaster custom trailer, trailer jack, spinnaker pole, blue Sailor Tailor full cover plus one extra set of sails. Very good condition. Located in Panama City, FL. \$7500. Contact Larry Kalata at (850) 785-8346 (weekdays).

WANTED – Used sails - main and jib. Contact Joy Hudecz at (212) 866-5778 or e-mail: jhudecz@aol.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 Bugees	\$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	

Merchandise Total

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\$4.00 orders up to \$10.00
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Total Amount of Sale

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Expiration Date

Signature

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Change: ☐ Temporary ☐ Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

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