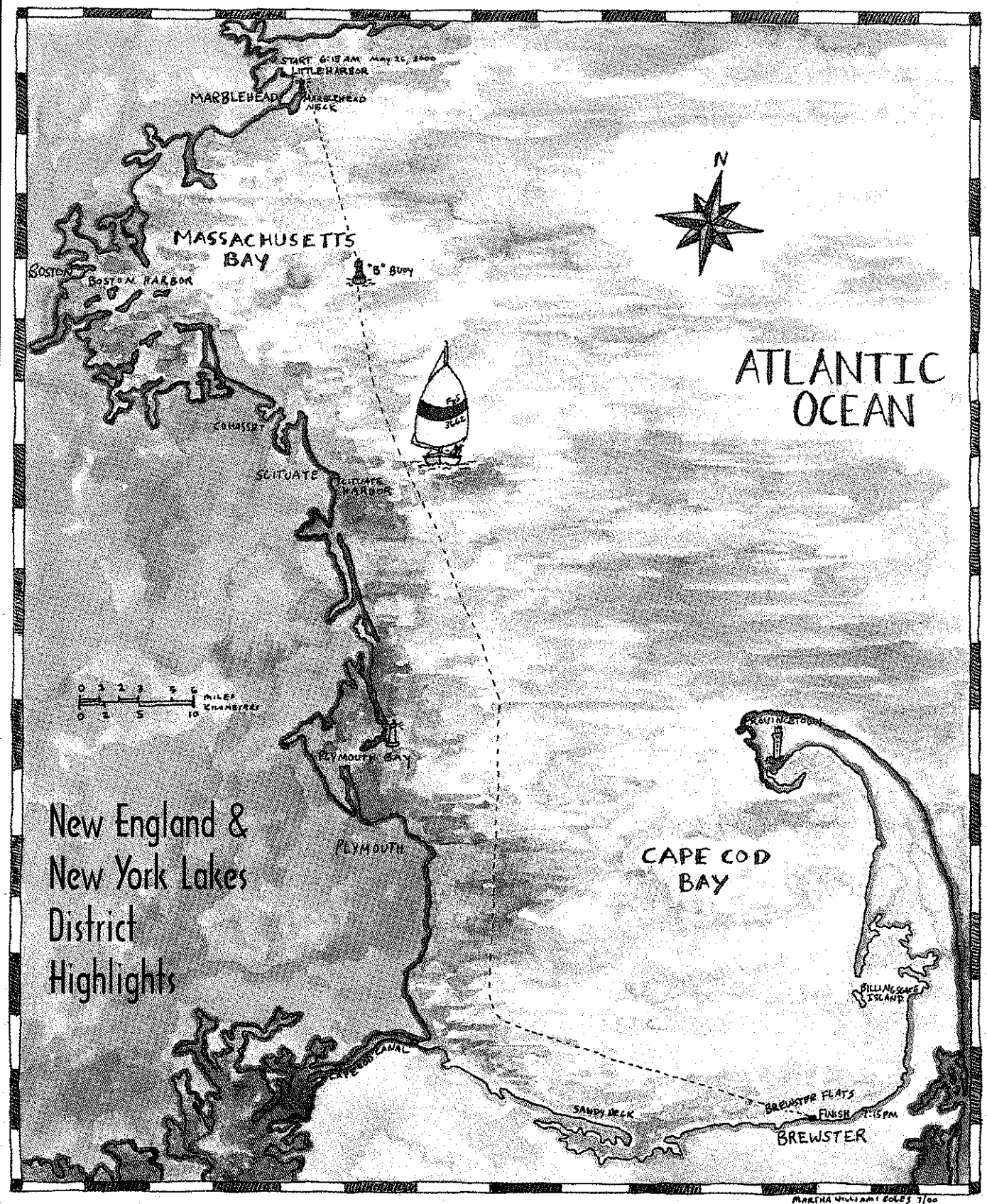


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 45 NUMBER 1 JAN/FEB 01



North Customers Celebrate The New Millenium With A Sweep!



Photo by Bill Hillman



**CALL ABOUT OUR
FALL DISCOUNTS
FOR 2000!
NOW THROUGH
NOVEMBER 15**

North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (*left*). Harry and Jimmy Carpenter (*right*) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making *us* look good!

No. 1 in One Design



North Sails One-Design Central
North Sails One-Design East
North Sails New Orleans

Greg Fisher 484 E. Johnstown Rd. • Gahanna, OH 43230 PH: (614) 418-9410 FAX: (614) 418-9411
Brian Hayes 189 Pepe's Farm Rd. • Milford, CT 06460 PH: (203) 877-7627 FAX: (203) 877-6942
Benz Faget 1716 Lake Ave. • Metairie, LA 70005 PH: (504) 831-1775 FAX: (504) 831-1776

www.northsailsod.com

Flying Scot® Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860
Email: info@fssa.com

PRESIDENT

James B. Harris*
775 Haw-Thicket Lane
Des Peres, MO 63131
(314) 966-8404
jamesbharris@worldnet.att.net

FIRST VICE-PRESIDENT

Jack McClurkin*
1620 Chesapeake Drive
Hoffman Estates, IL 60195
(847) 991-8092
jmclurkin@aol.com

SECOND VICE-PRESIDENT

William B. Ross
178 Woodstream Road
Mooresville, NC 28117
(704) 664-9567
wwross2@cs.com

COMMODORE

Daniel Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
(412) 831-1042
Samoyed@cobweb.net

SECRETARY

Susie Stombaugh
2341 Wilmore Road
Nicholasville, KY 40356
(859) 885-3302
fs2162@netzero.net

TREASURER

Anthony J. DiResta
11 Harbor View Place
Center Moriches, NY 11934
(631) 878-8710
ajd4938@aol.com

IMMEDIATE PAST COMMODORE

Terry Dees-Kolenich*
4 Navy Lane
Spanish Fort, AL 36527
(334) 626-7175

FSSA MEASURER

Robert J. Neff
1032 Old Turkey Point Rd.
Edgewater, MD 21037
(410) 798-4146
neffs@aol.com

EDITOR, SCOTS 'n' WATER

Lynne 'Sunshine' Hartman
P.O. Box 1066
Champaign, IL 61824-1066
(217) 355-1220
gw7lynn@aol.com

DESIGNER (deceased)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Jamie Cannon
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646
(800) 445-8629
info@fssa.com

*Denotes Executive Committee Members

CONTENTS

January/February 2001

Volume 45 Number 1

4 From the President

4 A Word from Headquarters

NEW ENGLAND DISTRICT HIGHLIGHTS

5 Coastal Cruising on Narragansett Bay

9 Sailing to Cape Cod

11 Sailing the Puddle: A Profile of Fleet 76

12 Pumpkin Patch Regatta

NEW YORK LAKES DISTRICT HIGHLIGHTS

13 Flying Scot History at Saratoga Lake

14 Wednesdays

15 Why Is It Brown?

16 Travelers Experience

17 Why We Keep Coming Back

Joining of our Favorite Hobbies

18 2000 Lakes District Regatta

19 2000 Midwinter Championship Registration

In Every Issue

21 Flying Scot New Members

22 Starting Line

23 Caveat Emptor

ADVERTISERS

2 North Sails

6 Fowler Sails

8 Flying Scot, Inc.

14 Rooke Sails

16 Sailors' Tailor

18 Midwest Sailing

20 Schurr Sails

22 Quantum

Attention Web Surfers and E-mail Users

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

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 6 Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, **October 15;** March/April issue **December 15;** May/June issue, **February 15;** July/August issue, **April 15;** September/October issue, **June 15;** November/ December issue, **August 15.** **Ad Rates:** Call Cara Turner at (800) 445-8629.

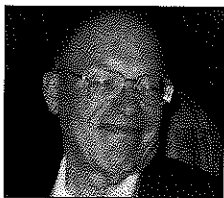
Postmaster: Please send change of address to Scots 'n Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynn@aol.com.

LAYOUT DESIGN: Nancy H. Cooper. **ADVERTISING:** Cara Turner (800) 445-8629.

Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.

On the Cover: Chart of Randy Williams Trip; drawn by Martha Williams.



From the President

by Jim Harris, FS 4296

Please see Jamie Cannon's article below about a new FSSA member I met in Italy. This encounter reminded me of the Flying Scot I saw in a Shanghai, China department store two years ago; also the Scot sailor from New York state that I met a year ago in New Zealand. Our people and boats do get around.

We can be proud of our members who work to keep FSSA one of the best one-design organizations in the country. In fact, I took a few moments to list some of those people:

- Fleet Captains – They are most important as they work to maintain a balance of recreational, racing and social activities for their fleet members.

- District Governors – They represent their districts on FSSA issues.

- Sunshine Hartman and the *Scots'n Water* contributors – They keep our magazine at the top of one-design publications, the envy of many classes. The Capital District did an excellent job in the last issue.

- Bill Warner, NAC regatta chairman, and his crew – They are hard at work to provide a first rate NAC at Tom's River, NJ.

- Jim Robinson – He and his supporters are doing the same for the Mid-Winters in Panama City, FL.

- Dave Caldwell – Ditto, for the Wife-Husband regatta at Berlin Lake, OH.

- Maryann Crews and Jamie Cannon of FSSA headquarters – They always go beyond what is expected and their southern charm is priceless.

- Harry and Karen Carpenter – We always think of them as friends first and boat-builders second. We are very fortunate to be supported by their fine organization.

- Bob Neff, FSSA Measurer – Bob fills a difficult position and always resolves issues in a calm and analytical method. In spite of him telling me that I could "break an anvil", I still like him.

- Dan Goldberg, Commodore – My predecessor and chairman of the

Electronics committee, Dan works tirelessly to improve FSSA on all fronts.

- The officers –

- ~ Jack McClurkin, 1st Vice President, is devoting a lot of energy in support of national regattas

- ~ Bill Ross, 2nd Vice President, is our USSA "consultant" and is studying the new race rules as they apply to our regattas. In addition, Bill heads the important Publicity and Development committees.

- ~ Susie Stombaugh, Treasurer, moved from Secretary because of Tony DiResta's resignation. She is managing a new baby, a new household, and seeing that we stay solvent.

- ~ Past officers – There are more than I can name here, but they have been primarily responsible for making FSSA the great organization it is today.

The more people I list, the more I can think of that contribute, but I should stop here. Obviously, we have a great organization, a reflection of the quality of our membership.



A Word From Headquarters

by Jamie Cannon

Should you want first hand information about what a small world we share, just ask FSSA president Jim Harris and his wife, Betty. These two were on holiday late last year in Italy and after what was I'm sure, (I've had the privilege of sightseeing with Betty!) an abundant day of tours, the two of them settled in at a restaurant for dinner. Conversation soon began with another couple at a nearby table and in no time at all Jim and Betty discovered that their new friends were sailboat enthusiasts as well. Jim was even more surprised to learn that this gentleman, Bob Gerkin, was once, years ago, a member of Flying Scot Sailing Association and still owned his Scot! Bob lamented to Jim and Betty that this was surely a coincidence

because since his boat had sat docked for some time, he had considered the idea of selling it. That contemplation turned into, rather than selling his boat, rejoining the association. I spoke with Bob shortly thereafter on the telephone and he was excited to get his boat back in the water and with a new zeal!

Becoming a member of our organization has many benefits, some of which are listed on the potential membership application – they are: a subscription to *Scots n' Water*, the FSSA handbook and roster, it means that you are eligible to compete in Flying Scot sanctioned events and regattas and, of course, your membership protects the value of your Flying Scot.

Being a layperson, per se, or one who is not as knowledgeable in the joys of sailing, (but thanks to your patience I am learning!) I have become aware of a few more benefits of knowing Flying Scot boat people! From experiences that I have had with you just this far i.e., board meetings, regattas, conversations on the phone, and other FSSA functions – I have learned a deeper meaning of good sportmanship, camaraderie, and the fact that healthy competition is actually an honor, not to be taken lightly.

Just like a boat – docked too long, you are in part, helping me to change my life of contemplation into a firm decision to get back in the water – and with a new zeal. For this I am grateful.

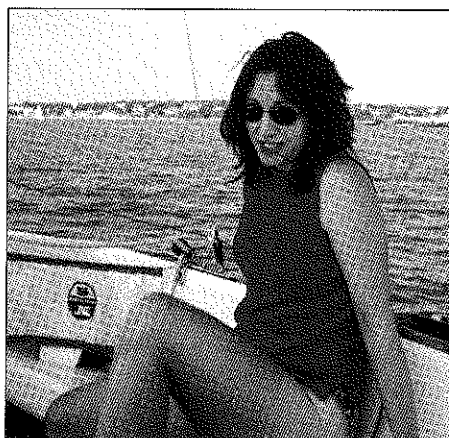
Coastal Cruising on Narragansett Bay

by Gary Werden, FS 4619, New England District Governor

Over the last few years I must confess that sailing on the smallest lake in the Flying Scot class (Lake Massapoag in Sharon MA) has given me the itch for bigger boats and bigger water. Having been lucky enough to charter a couple of times in the Caribbean, it seemed like a local summer charter in New England would be a great idea. When my girlfriend, Pam (the greatest girlfriend in the world), said she had a week free in August, I daringly suggested combining these two wonderful passions, and ask her if she would like to spend some time in a sailboat. At this point in time Pam's sailing experience consisted of two times aboard my Flying Scot on tiny Lake Massapoag. When she heard about the standard three page questionnaire used by owners of charter boats to make sure their boats are in good hands, she felt a little panicked about being responsible for someone else's 35 foot boat. She suggested we just use my boat.

Coastal cruising for three or four days in a Flying Scot? Not what I was thinking, but why not? The change of boat brought up two new issues: where to sleep; and safety on large open water. On the first issue - this relationship is too new to subject Pam to sleeping on the boat. Camping was a possibility, but campgrounds and anchorages do not generally match up on New England coastlines. Bed and Breakfasts seemed like an obvious and enjoyable way to go. The second issue of safety generated a lot of thinking on my part. Most of my time is spent racing, where rescue boats are always around, and dry shores are not far away. Safety is very manageable with help nearby, but a capsize and turtle in open water without dependable help is a whole other matter. Caution with weather conditions is a given, but it seems imper-

ative that every effort be made to make the boat turtle-proof. The air bag I have for the bow is a good idea, but the mast flotation device sold by Flying Scot Inc. seems far better. Confidence that the boat can be righted by only two people,



was crucial to a decision to sail for ten plus miles a day on open water.

I do not know to what extent big boat cruisers plan their trips, but when eating and sleeping on the boat are not part of the program, advanced planning is mandatory. Matching up a reasonable sailing range, interesting scenery, and available accommodations is vital for a successful, hassle-free trip. I started with the scenery. Rhode Island is so close to me geographically, and so rich in sailing history and opportunity, that it's call was irresistible. Block Island is only ten miles from the nearest land point, but the open ocean would have put the entire trip at the mercy of the weather. (We ran into a Catalina 30 sailor who had turned back after encountering eight-foot seas.) Narragansett Bay would be more manageable and offered plenty of water and numerous interesting coastal towns to explore.

It was just an educated guess as to what would make a comfortable cruising range. Upwind, downwind, current, and wind variation of 2-20 knots, are the usual variables, and I have no motor to make them any less variable. I just looked at the map and let the 5-1/2 to 14 nautical miles between towns decide the range, while the conditions decided the sailing time. As it turned out we averaged just under three knots on the slower days and seven knots on the fastest.

For accommodations I used the Internet and the travel guides at the local bookstore to find places to stay. In a stroke of good luck, I found a centralized agency that did most of work for me, booking all but one place, with one stop shopping for me. Using mapquest.com, I was able to print out maps of the various towns, at different scales, that showed the exact addresses of the bed and breakfasts. All were within a mile of the water, and the simplicity of using feet as transportation was a refreshing change from so called "normal life."

What to bring was the next important part of the pre-trip process. Unlike bigger boats, no communications come with the boat, and no place is dry enough to neglect waterproof packaging of electronics and at least some of the clothing. I found an inexpensive (\$15) dry bag at a local marine supply store (wish I had bought two), and the large zip lock bags at the grocery store were worth every penny of their price of four dollars for a dozen. I felt I should carry virtually all the safety, navigation, and breakdown repair gear that a larger boat would carry, except I hoped to make it all compact and lightweight. Even with all that: weather radio, marine radio, cell phone, extra lines, first aid kit, flashlight, extras halyards/stays/pins, handheld GPS.

Continued on page 6

Continued from page 5

cruising guide, town maps, and tide chart; and with four days of clothes for warm or cool weather, we were no heavier than a three person crew with no gear.

Being prepared is necessary and comforting, but the real joy of this trip was that we didn't know what was going to happen from day to day, and we were ready for almost anything. The first day started with a threatening weather forecast - rain, winds at 20 knots with possible afternoon thundershowers. Plan B was being discussed as we drove in the rain from Massachusetts to Rhode Island. The trip was to start in Newport and sail to Bristol, 14 nautical miles to the North. I was fully convinced that the first day was going to be washed out, and that we would be driving to Bristol. But I needed to talk to people at Sail Newport about regatta business, so we made the drive to Newport, and kept an open mind. Since the rain had stopped I thought I would ask the locals what they thought would happen with the weather. They not only shared local knowledge that the wind would build a little, but amazingly pulled up a Doppler radar site on the internet that showed storm activity far enough

away to ensure there would be no thunder showers. The sailing time to Bristol was even accurately predicted. Assured that we would be sailing for only two hours, we were willing to get whatever rain or spray came our way, and proceeded with plan A.

With a 20-knot wind at our back, and headed down current, we enjoyed a brisk and dry ride to Bristol. Planing was easy if we headed a shade closer to the wind. Spinnaker planing was possible, but sailing with a much-valued girlfriend who had limited experience, the spinnaker stayed in the bag. Upon arrival in Bristol harbor we watched a class of kids sailing 420's. At no time did we see all the boats upright, but we did see some terrific boat handling in difficult conditions. You have to give them credit, and can bet there will be some great sailors coming out of that class. Docking in Bristol was not planned at all, as I felt I needed to see the place before deciding where to dock. In imitation of big boat cruisers we tried to radio the harbor master for suggestions and instructions. The radio did not work. The cell phone did not work. The cruising guide identified a town dock, so we went there seeking out the harbor master. We found his boat, and his office. But according to one local fisherman we talked with,

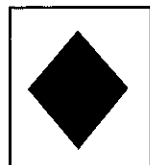
he does not work everyday. Left to our own devices, and observing plenty of available space at the town dock, we secured the boat there for the night.

After carefully deliberating what to take ashore, and painstakingly packing just enough, Pam needed just one more thing from the bags so precariously repacked in the boat for the night. In getting that one thing I disturbed everything else to the point where I said, "the heck with it, take it all." The lessons in packing to go ashore began there. Don't take everything - it's heavy!

Bristol is a quiet little coastal town that provided exactly what we needed. The B&B was the oldest three story wooden house in the country, complete with wide pine floorboards, sagging beams, and ghosts. Lafayette and George Washington slept there. A comfortable four poster bed and a terrific dinner were a welcome contrast to the gloomy day of 20-knot winds and waves.

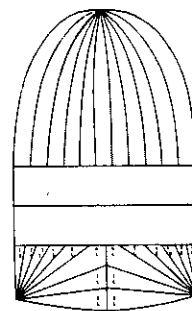
The morning brought a totally different day, as the bay was as flat as a millpond. Being a small lake sailor I am predisposed to see the lack of wind as only a minor inconvenience; and we took off for a sail around Prudence Island (the five mile long island that divides the bay into the East and West Passages) and onto

Brighten your sailing -- choose our
Flying Colors triradial spinnaker.
Improve your speed with your
color customized chute.



Fowler Sails, Inc.

3803 N.W. 25th Ave.
Miami, Florida 33142
Phone (305) 638-8885
Fax (305) 636-2620
fowlsail@gate.net
www.fowler-sails.qpg.com



Making Flying Scot sails since 1974

Flying Colors JCF/3

Mainsail model JC-2

Jib model NWF-1

Contact us for prices and spinnaker color options

Wickford on the western side of the bay. The wind remained light for a couple of hours, but it was a pleasant sunny day to look at nice houses and the long isolated beach at the end of Prudence Island. As the wind picked up around noon we sailed through a fleet of scuba divers harvesting shellfish, and overtook a larger sailboat, apparently embarrassing him to the point of turning on the motor to match our speed. Although this part of the trip was largely up wind, the angles were such that sailing across the bay required a minimum of tacking back and forth.

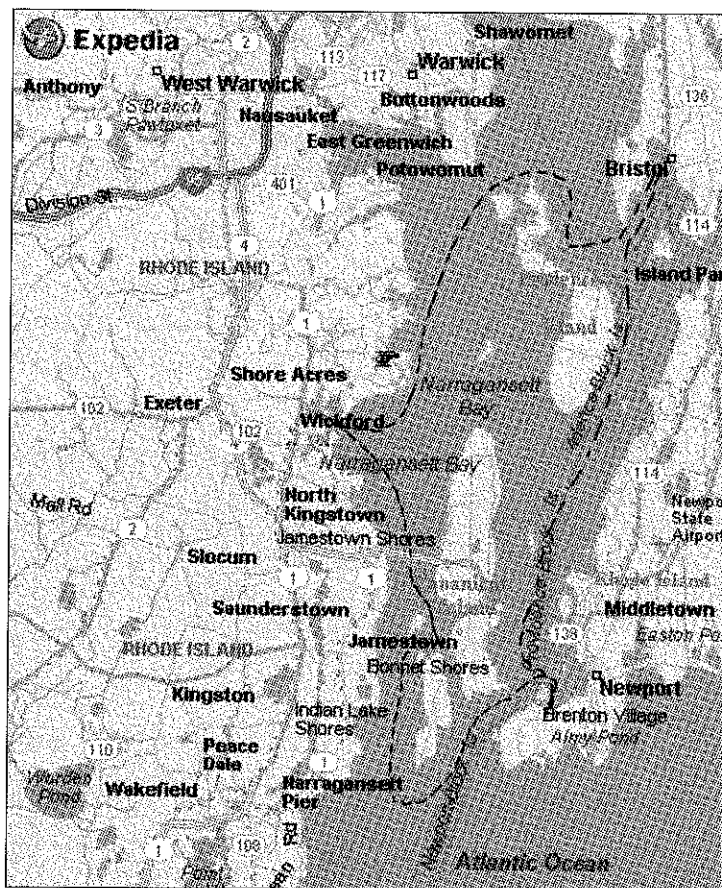
Wickford is well hidden from the open water with a small opening to a forked harbor with well over a hundred sailboats. This time my lack of planning started to make us nervous as we went from marina to marina hearing "no room at the inn." Fortunately the last marina had a slip, and docking was simple, protected, and comfortable. As some of the big boat sailors watched our little boat get situated, a sailor of a thirty something foot Sabre admired our Flying Scot, telling us he had owned two of them in the past, and that the Scot was the best boat he ever owned.

The B&B in Wickford was quite a hike from our side of the harbor, but the well preserved mid 1800s early Victorian country house was worth it. The house was full of great antiques and our room and bathroom were palatial by B&B standards. Much of the pleasure of staying at B&Bs is the conversation with other guests and hosts, and everyone generously insisted on driving us back to our boat in the morning.

The next sail was a short one across the West Passage to Jamestown. The day was cloudy with predictions of building wind. Although only a couple of hours into the sail, the wind had built to 20 knots by the time we neared Dutch Harbor. Land scenery was more appealing than sailing up wind for more water scenery, so we

made it a short day, got a mooring in Dutch Harbor, and relaxed in Jamestown for the afternoon.

The "inn" turned out to be a real hotel with a water view and swimming pool. The town of Jamestown is situated on open water, with great views across the East Passage side of the bay. Walking through town or around the marina creates the atmosphere that makes week-end sailors want to become full time sailors. At night the town is alive with people, music and terrific restaurants.



For the third night in a row Pam managed to magically extract "night on the town" clothes out of a small backpack, as we enjoyed a wonderful dinner and evening walk around town.

Our last day of sailing began with meeting a new launch operator at Dutch Harbor. But when we started to tell him which boat we were on, he said he already knew we were the people who sailed the Flying Scot from Wickford the day before. Who would have thought a Flying Scot would be so memorable in this world of big boats? The west southwest wind was 5-7 knots, and would allow

some nice easy spinnaker sailing, as we went around the end of Conanicut Island and headed east northeast back to Newport. The first half-hour was great, but as we neared the end of the West Passage, where the bay meets the ocean, we had the wind behind us and three-foot rollers coming at us. There wasn't enough wind to keep the spinnaker full through the wave bounce, and the waves just kept building to as much as five feet as we headed into the ocean. This was the only unpleasant sailing encountered on the

trip, and it lasted for about two hours, until we got around the corner and back into the bay near Newport. Sadly, just when the sailing got better we were back in Newport and the trip was over. The facilities at Sail Newport made car and trailer retrieval straightforward, and we were out of the water and on the road as easily as if we were at my home yacht club.

We had completed a trip of 43 nautical miles almost as effortlessly as an afternoon sail at the local club. Some of this success was due to adequate planning, some due to good luck with weather, but most of it was due to sailing a great boat that is simple, familiar, and able to handle a wide variety of conditions. Pam and I agree that we could not have had a better time on any other boat. We feel we enjoyed

equal or better sailing, better accommodations, better food, and more variety of activities than the bigger boat cruisers. All at much lower cost. The only improvement I will make for the next time is to use a mainsail with reef points, so that 20-knots is comfortable and 30-knots is possible. The only caveat I offer is that large waves can be uncomfortable (especially with little wind). But, we thoroughly enjoyed our small boat cruise and equally enjoyed the reactions from all the people we met, who were surprised and delighted by our unusual cruise.

FLYING SCOT®

Free Ways to Order... Phone: 800-864-7208
Fax: 888-442-4943 or E-mail: info@flyingscot.com

Free UPS Ground Shipping... on orders over \$100 net and under 20 lbs. and under 50" in length.

Competitive Low Prices... on many items from Harken, Ronstan, and others that sailors like most. Support your builder by ordering what you need for your Scot from the people who know it best, and feel good about the price you are paying.

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

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment - trade it for a new one!

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

Flying Scot® Embroidered Shirts & Caps...

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.

\$28.00

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All.

\$9.00

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

\$11.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All.

\$9.00

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...

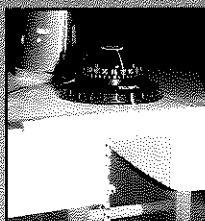
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom battens. (Modification to mainsail for reef grommets not incl.)

\$47.70

Trailex 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...

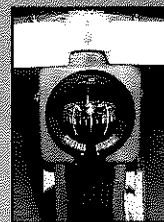
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$70.00

Plastimo Contest Tactical Compass & Mount...

3 1/2" 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

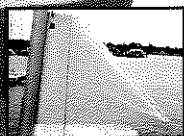
Grab Rail **\$21.00**



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.

\$145.00



Flying Scot® Inc.

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

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

Monday-Friday, 8am-4pm and Saturday, 9am-11am

**Visit Our New Web Site
at www.flyingscot.com
For a Complete Parts List!!!**

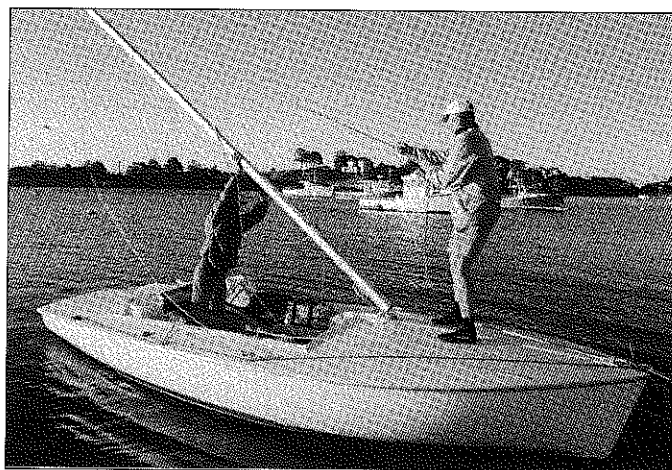
Sailing to Cape Cod

by Randy Williams, FS 3662, and Geoffrey Bove

It was a cool, clear and breezy morning as we slipped FS3662 into the protected waters of Marblehead's Little Harbor. We set Overdraft up and headed out into 4' seas and 15-20 knots of NW wind, planning on reaching Brewster, MA, 58 miles away as the seagull flies, without mishap and within 9-10 hours.

While this sort of trip on a Flying Scot without a motor may sound a little extreme, Randy Williams, longtime Captain of FS Fleet #169, and his crew, Geoffrey Bove, had been planning for several months, making careful considerations and contingencies. Brewster faces some of the longest tidal flats at low tide, and there are four hours each tide when getting to one's mooring is impossible, but the tides were ideal on Friday, May 26, 2000. The long days of May would also allow us latitude in our trip. We were equipped with two marine radios, charts, a cell phone, a portable GPS, and a radar reflector if needed. Capt. Williams had made sure that everything on the boat was in top condition, and we had an ample supply of spare parts on board. We also had designated several other harbors as contingent departure points or safe harbors, and had agreed that we would only leave from Marblehead under the most favorable conditions. A few days before leaving, we also made plans to meet Flying Scot #43, leaving Scituate Harbor, 22 miles to the south, with the same destination; as Capt. Ford Kirkbride, who would be singlehanded his FS, has an auxiliary motor, we felt more secure in our preparations.

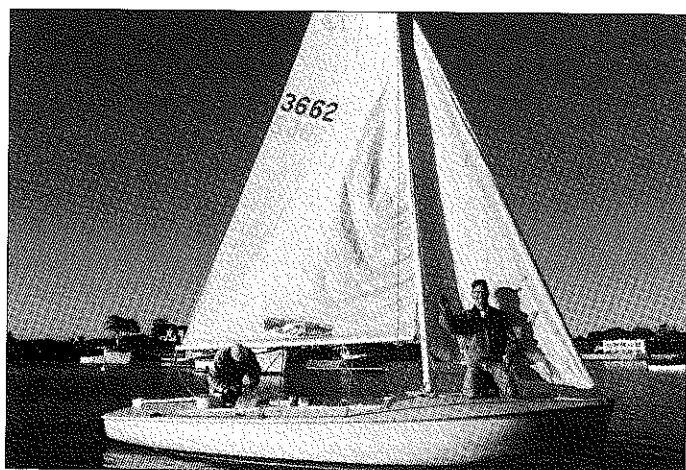
Several days before the trip, we started watching the weather patterns. We looked at numerous websites (much help came from www.intellicast.com), and were pleased that a low pressure



*A well-provisioned FS is made ready for the long trip.
Photo by Ali Williams*

system was pushing off to the East, with a high following from the West. This combination had the potential for the ideal conditions of a sunny day with 15+ knots winds from the NW. Perhaps we could stay on a run the entire trip! But, in New England, where the saying goes "if you don't like the weather, wait a minute," we knew better than to count on anything. On the evening of the 25th, the low pressure system passed with howling winds. We awoke to the ideal conditions, and all systems were "go" for a launch from Marblehead.

At 6:30 AM we rounded Marblehead Neck and set a 180S course to Scituate Harbor. This initial leg, between Marblehead and Scituate, was potentially the most perilous part of the journey because we were crossing commercial shipping lanes, 14 miles offshore of Boston. However, we were happy but surprised to see no other boat in sight. We were planing and surfing and covered the 22 mile leg in 2.75 hours. At 8:15, we made radio contact with Capt. Kirkbride, while 6 miles North of Scituate, and found his location to be one mile south of Scituate (seven miles ahead of us). Because the conditions were favorable, and because the remaining journey would be closer to land, we agreed that he didn't have to wait for us, so he could get to Brewster earlier. We put up our spinnaker hoping to catch up, and passed Scituate at 9:15, now on a heading of 150SE. We also called home to confirm with our somewhat nervous families that we were safe and happy.



*Casting off from Little Harbor at 6:15 AM on May 26, 2000.
Photo by Ali Williams.*

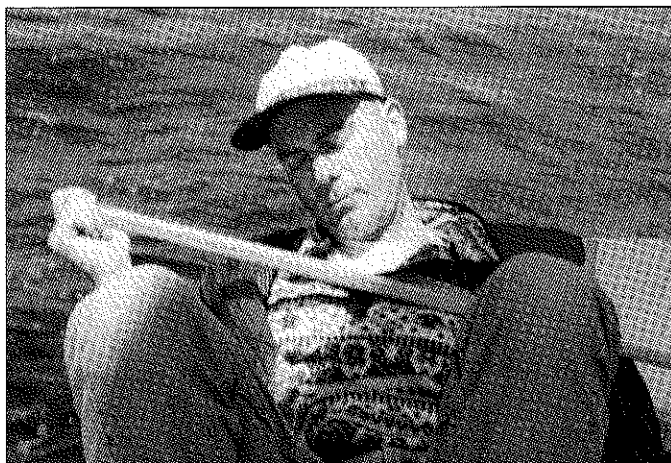
Continued on page 10

Continued from page 9

Shortly after this call home, however, the wind slowed, and then almost stopped. The automated weather reports continued to preach "15-20 knot winds out of the NE..." at all locations, as predicted; here we were bobbing along in flat water with barely enough wind to keep the chute aloft! After a few hours, the wind came up again, but now it was out of the SE, which was exactly the direction we wanted to go towards. We dropped the spinnaker and had a discussion. We had two choices; to head towards Provincetown, betting that the SE wind would pick up and blow us to Brewster, or to head toward the entrance of the Cape Cod Canal, hoping that after we cleared the mainland we would pick up the SW winds that usually prevail there. We chose the latter based partly on an article that we had recently read about sea breeze development. It was reasonable to conclude that our perfect NW winds had collapsed under a strong sea breeze, given the relatively cold preceding days. As the sea breeze on the South of the mainland would be from the South, a NW wind there would combine to create a SW wind. Indeed, the weather reports indicated a SW 15+ wind at the Buzzard's Bay entrance Tower, to the SW.

We sailed on, pointing as high as possible in our light SE wind. At 4:45 PM the air started to get warmer, and we suspected that the SW wind was coming; within 5 minutes we were back in business with a SW wind of 15-20 knots! We pointed Overdraft directly at Brewster on a leisurely run, and arrived in Brewster at 7:15 PM after covering the last 18 miles in 2.5 hours. We had not heard from Capt. Kirkbride since our first communication, and were happy to see his boat on his mooring. When the wind died, he had been close to the canal entrance, and had elected to motor part of the remaining 20 miles to Brewster.

Our GPS reported that we covered 72 miles, non-stop. The unfavorable wind-shift increased our trip by almost 20 miles, and 5 hours. However, our average speed was still over 5.5 mph. The next day we looked at the numbers and decided that we would try to hit 100 miles for the weekend...On Sunday we covered 18 miles, with a round trip to Billingsgate Island, and then on Monday we tried to make up the remaining 10 miles with a run towards Provincetown and back that was limited by



The doldrums (4 hours to get past Plymouth).

Photo by Randy Williams



Rounding "b" buoy; 14 miles from Boston; 9.6 miles from Marblehead, 8 miles from Scituate.

Photo by Geoff Bove.

the tide and high winds and seas. We finished just short, for a total weekend accumulation of 97 miles on Overdraft. We took some satisfaction that we had put 16 miles on the two Sunfish on Saturday!

This experience demonstrated that good planning, decision making, and communication can all combine to make a potentially difficult trip safe, fun and rewarding. We wonder if we will be doing it again next Memorial Day.

HISTORICAL NOTES:

- The writers do not know of anyone else who has ever made this same non-stop passage in a Flying Scot. Even passages by other boat classes are infrequent, primarily due to the extensive sand bars off Brewster.

- According to the Brewster (Mass.) Historical Society, 1957 packet sloops regularly sailed (twice per week) during the 1840's and 1860's, between the port of Boston and Brewster's Breakwater Beach. However, no evidence has been found suggesting any routes starting in Marblehead (or adjacent Salem).

- Also, the Marblehead to Scituate portion of our trip is frequently traveled by J-24's and others who participate in Marblehead Race Week each July.

- One documented passage, however, clearly overshadows ours. On July 27, 1940, the 22 foot Stonehorse Jr. sloop, Felicity, left Rockport, Mass. at 8 PM, and sailed (past Marblehead) non-stop to arrive at Brewster the next morning at 11 AM. According to Herbert V.S. "Van" Brewer of Brewster, he and his two companions were on the last leg of a month-long Brewster to Canada to Brewster cruise.

Chart of trip on cover drawn by Martha Williams, Randy's daughter.

Sailing the Puddle: A Profile of Fleet 76

by Gary Werden, FS 4619, New England District Governor

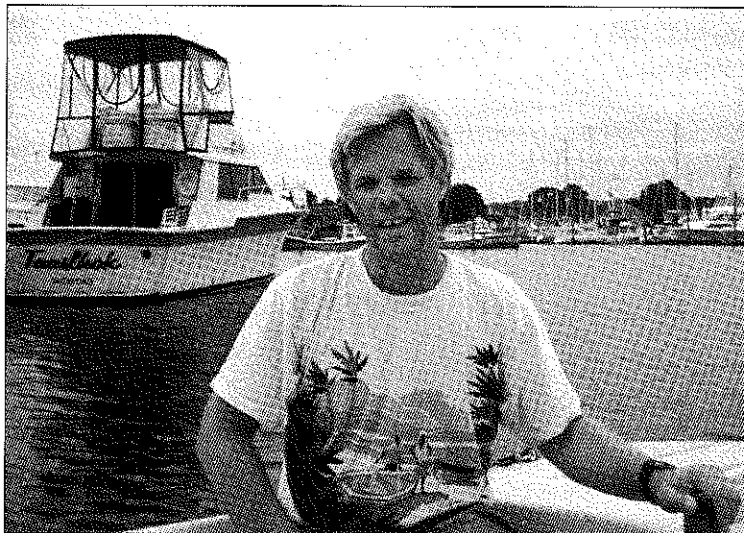
When one thinks of sailing in New England, beautiful bodies of water come to mind: the Atlantic Ocean; Nantuckett Sound; Duxbury Bay. These are the sailing venues of all of the active racing Flying Scot fleets in the New England District, save one, the Massapoag Yacht Club. Unlike the clubs of our fellow fleets, the MYC lacks the picture post card scenery of the quaint historic coastal town abutting a large expanse of shimmering salt water. The MYC is located on Lake Massapoag, a tiny inland lake in suburban Boston, where a sea breeze is just a drink with too many ingredients and the tide is high in early spring and runs out only through the evaporation and drought of summer.

I recall a discussion at a national regatta where Massapoag sailors challenged others to find a Flying Scot fleet on a smaller or more limited body of water. It is hard to imagine a sailable lake smaller than one half mile wide and three quarters of a mile long, with a significant rock obstruction near the middle. And then there is the wind. The velocity is about half of what is forecasted for the coast, and the direction is plus or minus thirty degrees on a good day. Even when it's blowing twenty knots, the angle of the wind shift exceeds the wind speed. Yet we are the most active and well-traveled fleet in the district. We have fifty-two scheduled races from late April to early October. Our races include five series and an annual regatta. (Three are a few fun races and other events during the year too.) We have members who are

regulars at the Mid-winters; some of us attend six to eight away regattas a year; and we dependably send six to eight boats to the districts each year regardless of location. We sent five boats to the NAC in

does the very thing every good sailor knows it won't do.

Like the rental car company, Avis, not being the biggest just makes us try harder. For at least the last ten years the club has worked very hard to increase participation in every aspect of sailing and club activities. We actively cultivate new memberships and have succeeded so well that we now have a waiting list. We have replaced the local town in providing a "learn to sail" program for adults. We run a junior racing program to get our kids interested in sailing and racing. For the last two years there has been a racing seminar to improve the skills of those who know how to sail, but still follow



2000, and six boats back in 1996, when we won the fleet trophy.

What we lack in natural assets we more than make up for with effort and attitude. Shorter courses and more changeable winds only serve to make sailing more interesting. Racing at Massapoag is full of valuable lessons and unique experiences. My personal top five Massapoag rules are:

5. Boats sailing on the same tack are supposed to sail at different angles and different speeds.

4. In light wind - KTFBM - keep the f#@&*ing boat moving.

3. When first at the last leeward mark, cover the second boat, so the guy in third can go the other way and win the race.

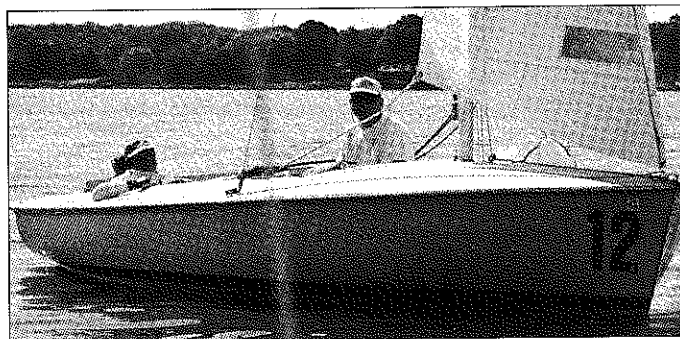
2. It ain't over till it's over - many races are decided by the last shift or the last puff.

1. Sooner or later, even the best of us will get "Massapoaged," when the wind

the "hot shots" around the race course. Our most notorious member, Jim Cavanaugh, has single-handedly doubled the size of our fleet by buying used boats and selling them to members and prospective members. The travelers among us have shared their sailing and hospitality experiences so that we are competitive on anyone's race course while offering accommodations and good times on par with most enjoyable regattas out there.

Sailing is a sport that is always interesting and challenging because of the ever changing conditions. It offers a staggering variety of scenery, weather conditions, types of boats, types of events, and types of sailors. Small lake sailing and racing offers one of those unique sailing experiences that enriches the sailors and contributes to the infinite mystic of the sport. Small can be beautiful.

Pumpkin Patch Regatta



*Regatta winners, Chris and Denise Swensen waiting for wind.
Photo by Jon Ingersoll*

Regatta on the weekend of October 14th and 15th, 2000 in the Chesapeake bay out of Galesville, MD. It was attended by thirteen boats, two boats from Deep Creek Lake, four boats from Fleet 42 at Selby Bay Sailing Center, and seven boats from West River Sailing Club. Due to a high-pressure system the usually expected October howler was no where to be found, and the 11 am starts on each day were postponed on the water until 1 pm. Each day a southerly wind developed at 1 pm and the race committee was able to run four challenging races.

The first race was very tightly contested with six boats coming into the first windward mark relatively close together, making it anyones race. Boats started to drop back on the reach legs, and coming into the leeward mark with two legs to go, Rick Newell and Sue Houser were in the lead, followed by Dan Neff and Christine Hinkley, Chris and Denise Swensen and then Frank and Debbie Gibson. The leaders worked the middle to right side of the course in the light and choppy conditions with brief tacking duels between boats on the way up the leg. Chris

and Denise Swensen took the lead at the weather mark for good and were followed to the finish by Rick Newell and Sue Hauser, Dan Neff and Christine Hinkley, and then Frank and Debbie Gibson.

The conditions of the second race were again light and choppy with the wind shifting to the right. Dan Neff jumped out to a good lead followed by Chris Swensen and then Frank Gibson, Rick Newell, and the rest of the fleet. During the reach legs and the subsequent windward, leeward, windward legs, Chris Swensen closed the gap on Dan Neff, but was not able to catch him. Frank Gibson finished third. Once everyone finished, the wind died down again and the boats were towed in and those that could stay enjoyed a nice Octoberfest meal.

Sunday brought more calm seas and just when everyone thought the race committee was going to call the races, they told everyone we were heading further out in the bay because the scout boat had found wind. No one believed it possible, but the race committee made a great decision and we got two more races in under 5 - 8 knots of wind and choppy seas. Chris and Denise Swensen took an early lead, which they would not relinquish during the first race of the day. Frank and Debbie Gibson narrowly defeated Rick Newell and Sue Houser in a photo finish for 2nd and 3rd place. The last race of the series was a windward/leeward windward/leeward course. Dan Neff and Christine Hinkley took an early lead, which they did not give up. Frank and Debbie Gibson battled it out with Chris and Denise Swensen until Chris and Denise finally secured second place for good and Frank and Debbie Gibson had to squeeze out a third place over another fast closing competitor.

The final results of the regatta and a great weekend were Chris and Denise Swensen in first place followed by Frank and Debbie Gibson and then Dan Neff and Christine Hinkley.

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
4/15/00	MAY/JUNE 2001	GULF	Larry Taggart	(504) 482-7358	taggline@usa.net
6/15/01	JUL/AUG 2001	MICH-ONT GREATER NY	Forest Rogers Brian Hayes	(734) 954-0452 (203) 877-7627	forest@vibrodynamics.com brian@od.northsails.com
8/15/01	SEPT/OCT 2001	CAROLINAS	David Batchelor	(919) 467-3512	sailordave@mindspring.com

Flying Scot History at Saratoga Lake

by Ann Seidman, NY Lakes District Governor

It was the summer of 1986, in fact, August was the month, when we took the trip from Saratoga New York to Deep Creek Maryland with our daughter Sara, who was 1 3/4 old. I remember driving up Cemetery Road to find a building resembling an airplane hanger and Flying Scot Sailboats scattered around the grounds. I scanned the grounds to hopefully located FS 4254. There she was in her beautiful white gel coat glimmering in the morning sunlight, out lined with her red boot at water line and red stripe on her hull. It indeed was a thrill to have our first voyage in our new Scot at Deep Creek with Eric Ammann, teaching us a thing or three. Harry Carpenter showed us how to pack the boat for trailering, delivered the boat to us and after three days at Deep Creek, we drove the 550 miles home and the rest becomes part of our history and involvement with sailing.

It took us three weeks to hitch the boat up again and take it to Cooperstown, NY on shifty Otsego Lake, for our first away regatta, "Glimmerglass". We were hooked on regattas as they provided a destination, food, friends and an activity for the weekend. We were so committed to the boat, we searched our home area and found four other Flying Scots sailed on Lake George, Scacandaga Reservoir and at Saratoga. By October of 1986, Fleet 161 was born and the legend of The Fleet 161 Flying Scot Invitational Regatta at Saratoga Lake began.

August of 2001 will be our 15th Annual Invitational and I think we have a pretty good idea about how to put on a quality event, however, we must admit we had to learn it somewhere. We give credit to the Baugher's from Ohio at Berlin Reservoir,



Peter and Ann Seidman

FS 3666, at the Wife-Husbands in 1991, who absolutely showed us what hospitality was all about. At our First Invitational in 1987, Peter and I sat nervously Friday night waiting for the competitors to show up. We had prepared a wonderful wine and cheese party to welcome our guests and no one was there! We went home and the next morning to our surprise, tents appeared on our lawn and boats in the boat park. There were three out-of-town boats. Here are the names of the sailor skippers at our first Regatta; Jimmy Cavanaugh, John Clark, Graham Hall, Ralph Rieu, Jim Ball, and Peter Seidman. Peter has sailed all of them and Jimmy has

missed only one. There were six boats in all! The results, a three way tie for first, Cavanaugh, Clark and Hall. I still can remember Jimmy asking Ralph, when Ralph thought he would get a lift off the east side of the lake, "did you find any good real estate over there?". He went so far off the course it was funny!

Our Fleet has grown to about 24 members and our Regatta attracted 52 boats two years ago with an average of 35-40 Scots sailing per event. We have hosted the New York Lakes Districts, four times, North East Regional Districts, twice and The Wife

Husband Championships this past summer. We are fortunate to be a sanctioned fleet at Saratoga Lake Sailing Club and we invite all Flying Scot Sailors to join us. If you have not sailed at Saratoga you are really missing the boat!

A Sailing Wedding

by Dave and Syd Osler

This past December second was a great day for me. I can finally sail the Wife - Husband Regatta. My crew of the summer survived and said "I do". Syd Ward wore a red dress because of the time of the year and we invited thirty Flying Scot people. In addition to these, my other 2000 women crew Kim and also Ann were there. One of the Barry's daughters played the harp for us and Syd sang to me a song from the Bible. This caught me off guard, although I knew she could sing because our first date was on Christmas Eve to go caroling.

This one may catch you off guard. My present to Syd was Flying Scot 213 and we are planning to join Sprite Island and we may be taking our honeymoon to the Mid-winter Regatta.

Wednesdays

by Dick Besse, FS 4139

Hey, the work week's half done, blow the office early; never mind the weather; change; pick up some munchies and slurp; get to the club by 6.

Some Scots are already sailing, others are rigging, southerly filling in nicely, Mark got here early and set a mini-Windward-Leeward course and now is ready to sail himself. Pick up a hesitant new Scot sailor for the evening, five minutes later launched and hauling out to the end of the dock, another five minutes and we're clearing the "big boat" anchorage.

Someone whistles the three-minute countdown and soon a half-dozen Scots are scrapping for the favored-end at the start. No one appears, or admits, to being over early, and the fleet splits only to come together again a few minutes later at the

weather mark. Spinnaker up, some more smartly than others, pick a gybe and the favored end of the finish, keep your wind clear, and claim a respectable third place.

Next race we win and feel really good, but less so when we realize Griff had turned over his helm to a new member.

Off again, with the new crew on the helm, getting considerable advice (especially at the start) and encouragement. Delighted to finish ahead of several others.

Fleet now grown to eight Scots, also a couple of Lasers who we give no handicap. Course now twice around to add a spinnaker take-down, leeward mark rounding, and a second set. Even so no one trails badly at the finish.

Five races done, but time for one more as the wind quiets and the sun

approaches the horizon across the lake. We sailors are alone out here on the lake, hate to quit but the wind does, as a few paddles dip in, in an unacknowledged race to the haul-out. Ted is already heating up the grill, having skipped that last race, and soon the picnic table is full of spontaneous offerings. Wow, where did everyone come from? They weren't all racing. Right! Well you know how it is at the end of the day, after some work and sport, with good friends and good, simple food!

Suddenly it's 9 pm, dark, everything is put safely away and the last shadows disappearing up the hill to their cars. That was great, make sure nothing interferes with next Wednesday evening, 6 to 9!

Acrylic Flying Scot Covers

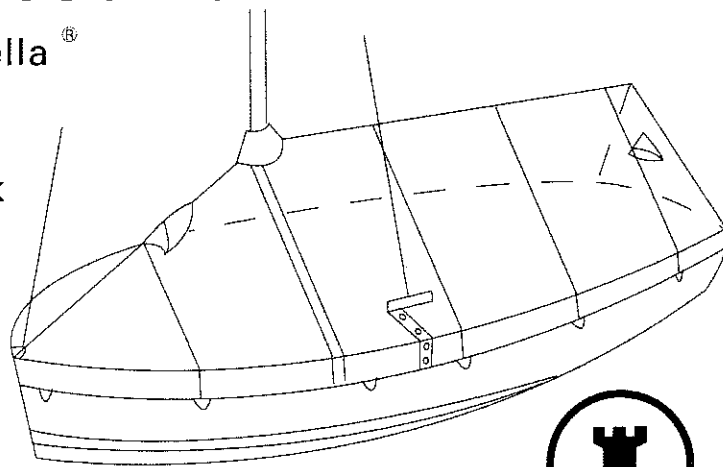
- made with 1st quality Sunbrella®
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

Cover has a tent-like fit
Delrin zippers with flap
Velcro enclosures for stays
Hooded mesh vents
Loops along hem for tie-down
Hidden seams for UV resistance
Heat cut edges will not fray
Flat covers also available

Options

UV proof Goretex thread
Drawstring/shockcord in hem
Sail # installation
Custom multi-color panels/trim



ROOKE SAILS

1744 Prescott
Memphis, TN 38111
(901)744-8500
www.rookesails.com

Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522

Why Is It Brown?

by Emmett McCarthy, FS 1878

Rod Stewart (if you've ever seen him on stage, there's no question he's a Flying Scot of a different kind!), sings, "Every Picture Tells A Story." See the accompanying photo for one of those stories; I'm sure this boat can tell many more. As it's latest owner, I'm trying to find out some of them.

Our boat, FS 1878, has one distinctive feature: over its 25 years of existence and many owners, it has mellowed, aged, ripened, into a rich chocolate brown. When wet, it looks like a melted Hershey bar; when dry, when the chalking shows, it looks like the same chocolate bar after you've left it in a gym bag for six months or so.. Hardly a regal color for a boat with such a varied past, and not the color when it left the factory in 1971. So the question stands: "Why is it brown, and when did it get that way?"

There are many things we do know. FS 1878 was built in 1971. According to Harry Carpenter's records search, the boat was red with a gray deck, and was sold without sails to a sailing school in Florida, specifically DoBee-Tam Sailing in Indian Harbor, Florida. It was later sold to Arthur Deckelman of Miami. This is where the boat has told me a few things. First of all, Art bought some sails for the boat; it ran better that way. I know, because of a Schreck spinnaker bag marked "Art Deckelman." One thing about this boat: no one ever threw away anything. Therefore, I ended up with a slew of sails: Fowlers, Criterions, even a suit of Hoods (which were happily munched on by a large family of mice. Bones and fluff poured out of the sailbag. So much for my back-up sails!)

There is an outline of a name and hailing port on the transom, left when stick-on letters were removed. The name is "Danny D." the port is Coconut Grove, FL. There is certain karma here; I have a

grandson named Danny. There is no red to this outline; it appears that the boat was brown even then. Danny Deckelman, what do you know about this? What about your friends in Coconut Grove. Was this



McCarthy with trusty crew, Mike Funic (and Mike's daughter, Molly, partially hidden) on Saratoga Lake, August 18, 2000.

boat in Fleet 70 in Biscayne Bay? Is that what turned it brown?

According to the records of FSSA, the boat was owned by a Harold Hedberg of Homestead, FL in October 1976. Harold, were you before or after Art Deckelman? Do you know why the boat turned brown? Was it something in the water? Were you stationed at the Homestead Air Force Base? Was old 1878 exposed to some hush-hush military secret? (At least it had the decency to blush!),

According to the archives at FSSA, the next sale of the boat was to Tom Lollias of Saratoga in 1989. This is where we can get a little more involved in the detective work. Tom is the immediate past owner, and sold the boat to me. It was brown when Tom bought it in 1989 from a Phys. Ed. instructor at West Point. Unfortunately, Tom, in his dotage, cannot remember the name of the previous owner. So, the obvious questions come to the fore: how and why did the boat get from

Homestead to West Point, and why is it brown? Here is where I must speculate. Harold, did you haul the boat through the oil and chemical fields of New Jersey? Did it mellow out on the New Jersey Turnpike?

We sail out of Fleet 161 at the Saratoga Lake Sailing Club. The Scots are one of the club's largest fleets (over 20 boats, and generally regarded as the club's resident crazies. Tom Lollias, our boat's previous owner, recruited me as crew. His mentorship established the basic rules of racing Scots: race hard, race fair, and have a good laugh (and a beer) at the finish. Well, as a few years passed, Tom began crewing for someone else, as did I. Poor 1878 was sitting there, looking forlorn and very brown, kind of like a puppy at the pound. No question: it became a McCarthy boat. We named it "Meebles" after our granddaughter, and went to the races. I've had a good 4 years campaigning the boat. I may not be first, but I'm not the worst. Every race is a learning experience; I expect they will be as long as I sail. I can't think of a group of people I'd rather sail with and against. Scots do that to you. And let me tell you: this boat's a LOT prettier from the inside.

There is a chilling possibility there may be many more brown boats out there. Take a look at the center boat on the cover of the 40th Anniversary Scots and Water... Yeah, 2981! It sure looks like a cocoa cruiser to me! Pat Swan, FS 1918, from Carlyle Lake, has a Brown Bomber. I've seen it with my very own eyes! We could even start a fleet!

Are there others? If you know of any other brown boats, or have any information about FS 1878, drop me a line. I might even send you a picture of the Hersheyboat in all its fudgy glory. Just remember- beauty is only skin deep, but ugly goes right to the bone.

Travelers Experience

by Roger and Judy Dilmore, FS 4188

Getting your boat into the water only two times for the whole summer is really dull! But, on the other hand - we did have one strange, funny, Flying Scot experience this August. We were vacationing in New Mexico, and stopped at a marina at the dam end of Elephant Butte Lake for lunch. Here, plunked in the middle of the New Mexico desert and mountains, is a lake 40 miles long, 2 to 6 miles wide, with lots of sail boats and house (pontoon) boats up to 50 ft long. Casually chatting with the manager about boats and living in New Mexico, I asked if people stayed on boats year 'round. He said, "When the water gets down to 50-55 degrees in February, they don't come around much." I nearly doubled up laughing, remembering 40 years of putting docks into Seneca Lake in May when water temp got up to 50 degrees. After explaining the laughter, the guy says, "Yeah, I'm from Ohio. Moved here a few years ago,

and managed to almost forget about ice on lakes." When he asked if we owned a boat, and we answered that we did - a Flying Scot - he started yelling to everyone, "Hey, this guy has one of those sailboats I've been telling you about. I told you we've got to get a fleet of them here!" All of a sudden we're getting arms around shoulders, information about what it costs to live there, the best places to live, who the best real estate agents are, asking how much Scots cost..... Amazing.

We are considering New Mexico as a possibility for our retirement. Doesn't hurt to know Flying Scots make friends even in the middle of a desert!

Judy and I will be in British Virgin Islands, Easter week next year - chartering 50 ft Gulfstar with two other couples. Wonder if they know about Scots there?

Acrylic covers last "Twice as Long"?... Twice as long as what?

6 STYLES:

MOORING FROM \$437
FULL DECK OVER THE BOOM
(PICTURED)

TRAILING/MOORING FROM \$381
FULL DECK COVER FOR TRAILING &/OR
FITS WITH MAST UP

SKIRTED FROM \$495
BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM \$276
BOOM TENT THAT COVERS FROM MAST
OF TRANSOM

BOTTOM COVER \$354
SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

RUDDER COVER:
FLANNEL LINED \$51
FOAM PADDED \$66

Here are the simple facts:

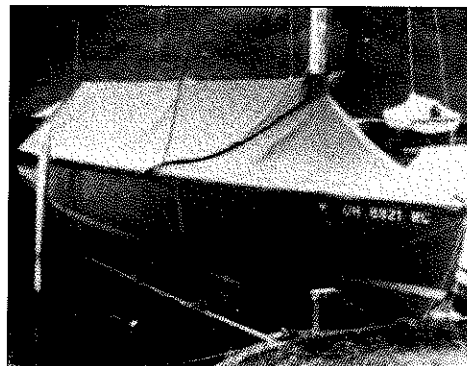
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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

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

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

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



INVEST IN THE BEST!

**VISA/MC ORDERS CALL
SANDY: (937) 862-7781**

 **The Sailors' Tailor**

www.beanbag.com

Why We Keep Coming Back to Saratoga

by Bruce and Jackie Cattanach, FS 3817

When we first started sailing Flying Scots in 1993 the first people we met from "out of town" were Peter and Ann Seidman from Saratoga, New York. I don't remember if it was at the Lake Norman Husband and Wife Nationals, Candlewood Lake or at our own Full Moon Regatta at the Monmouth Boat Club.

The Seidman's are very likable people when they are guests from out of town. They help out anyone with a boat problem, pitch in whenever needed and are usually the last to leave with the farthest distance to go. You just don't really see their complete hospitality until you visit their club - The Saratoga Lake Sailing Club.

We have been to Saratoga Lake many times but one experience really demonstrates how it goes. We arrived at about 8:30 PM in a driving rain storm. It was raining so hard that we almost missed the turnoff to the parking area. As soon as we came towards the turnoff someone in a poncho sprang up in front of our car. We rolled down our window and he told us, "There is a good space down toward the

ramp on the right." We were amazed that someone was out there to help direct people, especially in this weather. Upon arriving at the area, there it was, the parking spot. And there this fellow was again, to help us unhitch the trailer, get our boat into position and then, since there was a slight break in the rain, help us step our mast! In the dark, in the rain.

We went up to the club house and there was Peter, asking how our trip was, offering local microbrewed beer, wine and food. The village of tents had been pitched earlier that afternoon. You never have to leave the club for the entire regatta.

Another reason that we return to Saratoga is the Saratoga Lake Thistle Fleet. While the Flying Scots sail, party and enjoy, every member of the Thistle fleet works like crazy to make this regatta the best they have ever put on. The race committee is top notch, using the fickle lake winds to their every advantage. Even when the wind gods are elsewhere - (we had no sailing on Saturday at the last Wife Husband Regatta) it was a fabulous time - everyone talked, mingled on the hill overlooking the lake and caught up on

sailing, family travel and friends. And then there is the food.

If you have ever been to a regatta with great food made by the club members - well I have to say, this is better. Breakfast on Saturday and Sunday makes restaurants look paltry. Make your own lunches followed by a cocktail hour layout of food that is amazing. It seems that everyone in the club participates. A great dinner follows on Saturday night.

You may get the impression that the Seidman's really run a regatta. Yes - complete with embroidered shirts, fantastic trophies, door prizes, and gag awards - they haven't forgot a thing. Building a regatta from 6 boats to over 50 is what they have done. It's word of mouth. If you attend once, the hospitality is so amazing you tell others and return again and again.

And if you linger after the trophies are given out and the boats are leaving the yard on their way home you can look down at the dock and see Ann and Peter's Flying Scot "Expresso" still in the water. They will be the last ones out again.

The Joining of our Favorite Hobbies

by Douglas McTavish, FS 4320

Kate and I teach PADI Open Water Scuba Diving. Around the cottage, and certainly in the Flying Scot, a pair of fins and a mask sure are useful. For solving those line around the rudder or centerboard problems, or putting the boat over, or recovering the winch that somebody inevitably drops overboard it probably would help if you took the course.

What takes no space, and I have old ones on board, is a Swiss Army knife. You can't say going in what you're going to do with it, but it always comes in handy.

There are a couple of other tricks borrowed from diving. One is dry bags, in any size you want. Get them from any outfitter store. Place in towels, nice clean dry shorts and a T-shirt, particularly if you don't get to go back to home base in a regatta.

Also use wide mouth plastic fruit jars - usually containing fresh fruit at a store. These are good for keys, tickets, money and so forth.

2000 Lakes District Regatta

by Betsy Elkins, FS 3212

The New York Lakes District Regatta 2000 was hosted by the Skaneateles Sailing Club on Skaneateles Lake in the beautiful Finger Lakes/Wine Country area of central New York on July 8 and 9. Skaneateles Lake is approximately a mile wide, fifteen miles long, and up to 300 feet deep and provides the best-tasting drinking water in the "lower 48", according to the National Mayors Conference. Aeolus favored us with fair (but shifty, as usual) winds both days. Weather was fine until haul-out time on Sunday, when the travelers got wet while de-rigging. There were twenty boats and 42 sailors participating.

Race committee chair, Mark Fleckenstein and his crew worked feverishly to try to square the starting line with constantly shifting winds. For a change from our typical triangle variations, the Committee decided to run all races windward-leeward with gates, keeping the starting line close to the Club facilities so that the shore-bound could keep an eye on the goings on, and the competitors could make easy "pit stops".

There were boats and crews from Connecticut and Rhode Island, along with representatives from Lakes District Fleets at Fourth Lake in the Adirondacks, Saratoga, Oswego, and, of course, Skaneateles. Home-club wizards, Griff

and Carol Williams managed three firsts and a fourth on Saturday to set up a first-place finish for the Regatta.

Social activities were at least the equal of the beauty of the lake and the competitiveness of the racing. Betsy Elkins and many great volunteers kept food and refreshments coming. Perhaps the best testament to the success of the weekend is the following quote from a note sent by former Central New Yorker Jeff Penfield, who trailered over from Rhode Island, "Launching and haul-outs, breakfasts and barbecue were superbly planned and executed, and the sociability and good will was outstanding. Mark and his crew did a great job on Race Committee."



Midwest Sailing

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
734-426-4155 Fax 734-426-5532
www.ms-pyc.com
e-mail: sail@ms-pyc.com

NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from **Midwest Sailing**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; the best mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

A **NEW MIDWEST SAILING FLYING SCOT** is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Sailing's** one year warranty. Call us today for our current listings.

BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our **aluminum "A"-shaped** boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

SAILING SPECIALISTS. **Midwest Sailing** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter*. Please call, fax or e-mail us for details and prices today.

WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.

2000 Midwinter Championship

April 1 - 6, 2001

St. Andrews Bay Yacht Club • Panama City, Florida

The St. Andrews Bay Yacht Club Midwinter Race Committee invites you to the 2001 Flying Scot Sailing Association Midwinter Championship to be held in Panama City, Florida. The winds and waters of the beautiful St. Andrews Bay seem to always cooperate and provide the racers with a wide range of sailing conditions: From dead calm to white-knuckle. Additionally, yacht club members always provide the best examples of southern hospitality to families and provide ample opportunities to set new records for those who like to push the partying envelope.

To be clear for those of you who were with us last year, this year we will return to the traditional schedule of starting the first race at noon on Tuesday, April 3, 2001. Registration will begin Sunday afternoon, April 1.

Camping and hotel information is available -- and will be included in the confirmation packets sent to pre-registrants -- and other questions can be answered by calling Jim Robinson at 850-913-6132, or emailing sailaway931@home.com.

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

Eligibility – All competitors must be current members of the Flying Scot Sailing Association.

Divisions – Championship and Challenger Fleets.

Trophies – Seven places in each division; dailies in each division.

TENTATIVE SCHEDULE OF EVENTS

SUNDAY, APRIL 1

Registration & sail measurement; evening buffet

MONDAY, APRIL 2

Registration & sail measurement; evening buffet & entertainment

TUESDAY, APRIL 3

Registration, sail measurement, Skippers meeting at 10am, First Race at noon.

Second Race ASAP

Evening Party

WEDNESDAY, APRIL 4

Third & Fourth Races; Cocktail Party

THURSDAY, APRIL 5

Fifth & Sixth Races; Awards Banquet & Entertainment

FRIDAY, APRIL 6

Last race(s) if needed

2001 FLYING SCOT MIDWINTER CHAMPIONSHIP REGISTRATION FORM

Skipper _____ Crew _____ Crew _____

Skipper's Address _____

Sail# _____ Division: Champion _____ Challenger _____ USSA # _____

Fee: \$125.00 if postmarked by March 16, 2001 (add \$5 if not providing USSA number
\$145.00 if postmarked after March 16 or in person at registration.

MAKE CHECKS PAYABLE TO ST. ANDREWS BAY YACHT CLUB AND MAIL TO:
JIM ROBINSON, 106 N MARIE DRIVE, PANAMA CITY, FL 32401

SCHURR SAILS

Excellence in Design, Fabrication & Service

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.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

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 # _____

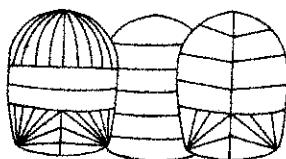
☐ 4.4 oz. Racing Cloth ☐ 5.3 oz. Cruising Cloth Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White

<input type="checkbox"/> Mainsail	\$660	<input type="checkbox"/> Jib Radials	\$40	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Radials	\$100	<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	\$50	<input type="checkbox"/> Spinnaker-Crosscut	\$370	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$475	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$280	<input type="checkbox"/> Spinnaker-Biradial	\$475	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

We would like a 50% deposit with order and balance upon delivery.

Mark Colors On Diagrams



TRIRADIAL CROSS-CUT BIRADIAL

SPINNAKER COLORS

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



Pensacola Loft
490 South 'L' Street
Pensacola, Florida 32501
850/438.9354 / Fax: 850/438.8711
e-mail: loft@schurrsails.com
http://schurrsails.com

Starting Line

Mardi Gras Regatta

March 3 & 4, 2001
New Orleans Yacht Club
New Orleans, LA

For more information, contact the NOYC at (504) 283-2581 or visit their website at www.noyc.org.

2001 Sarasota One Design Midwinters

March 16 - 18, 2001
Sarasota Sailing Squadron
Sarasota, FL

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

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

Midwinter Warm Up

March 31 - April 1, 2001
Ft. Walton Yacht Club
Ft. Walton Beach, FL

For more information, contact George Goodall at Georgeg305@aol.com.

Mid-Winter Championship

April 2 - 6, 2001
St. Andrews Yacht Club
Panama City, FL

Lake of the Woods Spring Invitational

April 28, 2001
Lake of the Woods Sailing Club
Locust Grove, VA

For more information contact Hans Noordanus at (540) 972-0933 or email: hans.noordanus@ga.prestige.net.

Choo Choo Regatta

April 28 - 29, 2001
Privateer Yacht Club
Chattanooga, TN

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

First Annual Volvo Leukemia Cup Regatta

May 19 and 20, 2001
Carlyle Sailing Association
Carlyle Lake, Illinois

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com or check the CSA website at www.csa-sailing.org.

Annual Egyptian Cup Regatta

June 2 and 3, 2001
Lake Carlyle, Illinois

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com or check the CSA website at www.csa-sailing.org.

10th Annual Full Moon Regatta

June 9, 2001
Monmouth Boat Club
Red Bank, NJ

The skipper's meeting is scheduled for 9:30 am and five races are planned. Since this is the tenth one, some surprises are planned. For more information contact regatta chairpersons, Bruce & Jackie Cattanach (973) 586-0825, or email: bcattanach@att.net

Midwest District Regatta

June 15 - 17, 2001
Eagle Harbor

Ephraim, Door County, WI

For more information contact: George Carey, before April 24 at (941) 498-6547, gvc@olsusa.com; after May 1, at (920) 854-9253, g&lwi@dcwis.com;

Summer Solstice Regatta

June 16 & 17, 2001
Edgewater, MD

For more information contact: Bruce Pumphrey (410) 721-8230 or Bpumphrey@aol.com

Wife-Husband Championship

June 22 & 23, 2001
Berlin, OH

To receive a registration package contact Jayne and David Caldwell, (330) 673-7140, jdcaldwell@neo.rr.com, or Rick and Jo Baugher at (330) 494-6141.

Douglass/Orr Invitational Regatta

June 23 & 24, 2001
Sprite Island Yacht Club
Norwalk, CT

For more information contact Helene Heissenbuttel at (203) 438-9841, or email heissenbuttel@snet.net

Michigan/Ontario Districts

June 23 & 24, 2001
Portage Yacht Club
Portage Lake
Pinckney, MI

For more information contact Forest Rogers at (734) 954-0452 or forest@vibrodynamic.com. Visit the PYC website at www.ms-pyc.com.

North American Championships

July 6 - 13, 2001
Toms River Yacht Club
Toms River, NJ

Registration to be printed in the March/April issue of *Scots'n Water*.

Pacific District Championships

August 25 & 26, 2001
Tombales Bay, CA

For more information contact: stan@sailtombalesbay.com or go to www.sailtombalesbay.com

Annual Whale of a Sail Regatta

September 15 and 16, 2001
Carlyle Sailing Association
Carlyle Lake, Illinois

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com or check the CSA website at www.csa-sailing.org.

Annual Hot to Trot Regatta

September 15 and 16, 2001
Portage Lake Yacht Club
Pinckney, MI

For more information Contact: Marilyn Poulter at 734-475-3029 or mpoulter1@hotmail.com.

Founders Cup Regatta

October 6 & 7, 2001
Riverside Yacht Club, CT

For more information contact Dave and Sydney Osler at (203) 637-0747 or ddosler1@aol.com.

WELCOME TO OUR NEW FSSA FLEET #36

Sarasota Sailing Squadron
Sarasota Bay, Florida District

Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	1141	Ruthanna Ronald & Quentin Jenkins	PO Box 7122	Charlottesville, VA 22906
	A914	Kumar Vaswani	PO Box 15350	Chevy Chase, MD 20825-5350
Florida District				
168	635	Dan Dawson	13816 Dominca Drive	Seminole, FL 33776
	5357	Louis Hooyenga	162 N. Coconut Palm Blvd	Tavernier, FL 33070
Greater NY District				
	2510	Mary Jo Nicholson	1487 Deer Path	Mountainside, NY 07092
	5358	Paulette Roberts	9 Vista Place	Red Bank, NJ 07701
Gulf District				
	5352	John W MacKay	6920 LaGrange Circle, North	Cordova, TN 38018
118	1784C	David R Reich	PO Box 218	Trussville, AL 35173
118	1784C	Peter C Reich	PO Box 218	Trussville, AL 35173
Midwestern District				
	4970	Henry Schultz	576 Huntels Point Rd	Neenah, WI 54956
	1202	Tim DeVries	2112 Madison St.	Madison, WI 53711
New England District				
	A912	Fred Amaral	48 High Pines Drive	Kingston, MA 02364
	3465	David Rousseu	2 Hillisview Street	Canton, MA 02021
Prairie District				
8340	Boat #: A913	Cindy Barkman	4820 Oakbrier	St Louis, MO 63128
New Members this report 14				

The best materials, cutting edge designs
and the race extras. All for considerably
less \$. Give Quantum a try!

QUANTUM
SAIL DESIGN GROUP
Where sailmaking is a performing art

Quantum San Diego
(Formerly Sabstad San Diego)
619.226.2422

mreynolds@quantumsails.com · www.quantumsails.com/fs

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.*

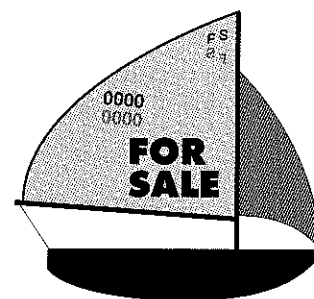
CAVEAT EMPTOR = BUYER BEWARE

Located in Longboat Key, FL. \$3500. Contact Jeff Penfield at (941) 383-3503.

FS 4346 – White deck and hull with blue stripe. North sails - main, jib and spinnaker, motor mount, compass, anchor, lifting bridle, mooring cover, galvanized trailer. Located in Mooresville, NC. \$6750. Contact Bob Smith at (704) 708-5597.

FS 4931 – Douglass, White deck and hull with red stripe, Schurr sails, factory galvanized Trail Master custom trailer, trailer jack, spinnaker pole, Sailor's Tailor full cover (blue), plus one extra set of sails. Excellent condition. Located in Panama City, FL. \$7500. Contact Larry Kalata at (850) 785-8346, Mon-Fri, 8am to 5pm.

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



FS 3998 – Douglass, white hull and deck, original Schurr main and jib, reef grommets. 1989 Schurr spinnaker and pole. Fully rigged. Lifting bridle, anchor, boom and storage covers. 3 hp Yamaha.

In Memory

Dear Lynne - I hope you find some space for a note about the passing of "Nate" Dreyer, Jr. He was a driving force within the Flying Scot family here in Western New York for many years as indicated in the enclosed obituary. "Nate" was always willing to answer questions and help sailors become better in our sport. We will miss him.

Sincerely, Harry Barkham, FS 0069

NATHAN T. DREYER JR.

June 23, 1923 - January 7, 2001

....He operated Sail Loft in Bemus Point from 1986 to 1998. He was area representative for Flying Scot Sail Boats since 1960, National Champion Qualifier for sailing the one-design Flying Scot sailboat, District Champion for the Flying Scot in the New York Lake District and local champion for the Chautauqua Lake Yacht Club. He was a member of the Chautauqua Lake Yacht Club, Chautauqua Yacht Club, and the U.S. Power Squadron, Chautauqua Division.

He was a lover of sailing, boating, downhill skiing and birdwatching.

Memorials may be made to the YMCA Camp Onyahsa, Childrens Sailing Program, 101 East Fourth St., Jamestown, NY, 14701 or the Chautauqua Yacht Club, Children's Sailing Program.

Editor's Note:

Jack Brown purchased his first boat from the spec drawings. He was a great friend of Sandy Douglass, the FS designer, and his wife, Mary Douglass, Eric and Mary Amman and the Flying Scot Class. Thanks to Florence Glass and Evelyn Batts for notifying Scots'n Water.

JACK BROWN

December 16, 1911 - December 4, 2000

He was an independant landman and was a former member of the American Association of Petroleum Landmen, the Tri-State Associatio of Petroleum Landmen and the Ontario Petroleum Institute. He was an avid sailor and a founding member of Crab Orchard Lake Sailing Club.

Survivors include his wife Lois of Benton; a daughter, Vickie, of Riverdale Park, Maryland; a sister, Harriet Vogt, of Hammond, Louisiana, and several nieces and nephews.

For those who wish, memorial contributions may be mde to a charity of the donor's choice.

Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Bugees	\$12.00	
	FSSA Shirt , (Dark Blue, Denim, Red, Navy, White) 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	
	Sixty Years Behind the Mast by Sandy Douglass	\$20.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	
S & H Charges:		Merchandise Total	
\$1.50 orders up to \$5.00		*Add Shipping & Handling (S&H)	
\$4.00 orders up to \$10.00		Total Amount of Sale	
\$6.00 orders \$10.00 & above			

SHIP TO: (Please Print)

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

Telephone Number (Daytime) _____

Method of Payment: ☐ Mastercard ☐ Visa ☐ AMEX ☐ Check (Payable to FSSA)

Credit Card Number _____

Expiration Date _____

Signature _____

Mail Order Form To: Flying Scot® Sailing Association
3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST
Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

MY ADDRESS LABEL IS NOT CORRECT

Name _____

Street _____

City _____

State/Zip _____

Change: ☐ Temporary ☐ Permanent

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

Flying Scot® Sailing Association
3008 Millwood Avenue
Columbia, SC 29205

Periodical
Postage
PAID
Columbia, SC
29201

Address Service Requested

District Governors

CAPITOL DISTRICT

Chris Swensen
1811 Harewood Lane
Crofton, MD 21114
(410) 721-2505
cswensen@aol.com

CAROLINAS DISTRICT

David H. Batchelor, Jr.
422 Marjorie Drive
Cary, NC 27511
(919) 467-3512
sailordave@mindspring.com

FLORIDA DISTRICT

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885
fowlsail@gate.net

GREATER NY DISTRICT

Brian Hayes
896 Wheelers Farms Road
Milford, CT 06460
(203) 877-7627
brian@od.northsails.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Forest Rogers
10118 Curtis
Pinckney, MI 48169
(734) 954-0452
forest@vibro-dynamics.com

MIDWESTERN DISTRICT

Harry Haack
14181 W. Hawthorne Avenue
Lake Forest, IL 60045
(847) 362-7878
haackh@interaccess.com

NEW ENGLAND DISTRICT

Gary Werden
80 County Street
Walpole, MA 02081
(508) 359-6708
gary4619@email.msn.com

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT

Barbara Griffin
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056
bardon87@aol.com

PACIFIC DISTRICT

Ken Nelson
3082 W. 15th Ave.
Kennewick, WA 99338
(509) 585-4252
greblach@cris.com

PRAIRIE DISTRICT

Tylor Hall
8342 Bridle Dale
Lenexa, KS 66220
(913) 422-8869
tylorh@sound.net

TEXAS DISTRICT

Scott Mauney
9609 Brentgate Dr.
Dallas, TX 75238
(214) 341-6243
smauney@flash.net