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Scots n' Water

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Scots n' Water

COVER: Top: Buckeye Regatta drifting away from the starting line. Bottom: Top Six Fishing Crews from the Buckeye Regatta (see article on page 20).
MEMBERSHIP REACHES RECORD NUMBERS

Membership in the Flying Scot Sailing Association has reached record numbers for 1988. We continue to grow and mature as one of the premier one-design classes in the US with a builder who can't build boats fast enough. Of course, Douglass Boats has maintained their production standards but is unable to add production to produce more boats. Other Classes wish they had such a problem.

At a time like this, it is even more important for those wishing to buy or sell a used Scot to think about using the Cavelat Emporium and the toll free FSSA number to move those boats. Harry Carpenter also suggests that if you or someone you know becomes interested in a new Flying Scot for 1989 that you plan to place your order early because there has been three month or more waits for new boats.

West Scot, in Salt Lake City, is building an excellent boat and has seen slow but steady growth in the west.

FSSA BURGEE

At the suggestion of John Beery, FS 4257, the FSSA Executive Committee has initiated a design contest for an FSSA Burgee. There are no design rules or limitations although the finished size should be in the 12 inch by 18 inch range.

Get together at your next fleet event and put your ideas on paper. This should be a fun activity for everyone to participate in. Even let the junior artists join in at the club day care. Of course individual entries are also permitted since we all know how fleet committees work (or don't work). More than one entry is permitted but lets keep it reasonable.

All entries should be submitted to the editor whenever possible but preferably by January of 1989. All entries will be kept strictly confidential until submitted to the selection committee.

A final selection committee of Ira Cohen, Florence Glass and Pat Barry has been appointed. We hope to have the design selected at the 1989 Mid-Winter meeting in time for use during 1989.

LIGHTNINGS CELEBRATE 50th ANNIVERSARY

Any Scot crossing tacks with a Lightning should properly hail "Happy 50th" in honor of their Golden Anniversary in 1988. As many of you know, the Lightning Class was a great inspiration to the Flying Scot Sailing Association during our founding days. They still reign as one of the top one-design classes in the world today with over 14,000 boats built. They expect around 100 boats for their 50th Anniversary regatta in Skaneateles, New York, July 1 thru 3. Congratulations and continued success to the Lightning Class.

SINGLE-HANDERS UNITE

I have been contacted by several Scot sailors who have been or are interested in single-handing their boats both on daysails and cruises. If you have any thoughts on rigging or handling the Scot single-handed, I'd like to feature a future story (or stories) on this aspect of sailing. If the interest I have received is only the tip of the iceberg, then there must be many more who enjoy single-handing. We'd all like to hear just what this aspect of sailing holds for the Flying Scot.

KIDS AND SAILING

One predicament sailing families often find themselves in is what to do with the kids. The obvious answer is to teach them to sail and make them an integral part of the crew. In fact it's not all that easy, especially when the kids are toddlers. Still, that is a good time to expose them to sailing so the learning will just be a part of their upbringing.

Rick Reed, FS 1580, writes that with kids 4, 6 and 10, he sometimes has problems keeping them entertained while sailing. Lines with bumpers tied to them can keep the kids busy for a while but what about other ideas. Young kids can make an excellent crew when given small jobs during maneuvers or as an extra pair of eyes and hands. They can also learn a lot from other sailors if you have a friend willing to take them (one at a time).

Let's hear from everyone who has or is raising a junior sailor. What are the right things to do, and the things not to do. Whether its keeping them entertained during an afternoon daysail or training them to be a racing crew, kids are the future of our sport and the FSSA.

NEW FLEETS

In the last year we have charted several new Flying Scot fleets. Strong growth continues in the Barnegat Bay area with Fleet 162 in Pino Beach. Fleet 163 has been chartered at Lake Nockamixon just north of Philadelphia. These two fleets will be battling for Philadelphia area boats caught between going inland or to the coast.

North of the border we have added Fleet 164 at Muskoka Lake in Ontario, Canada. A friendly welcome goes out to these new fleets which we hope to see grow and prosper.

(Continued on page 6)
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July/August 1988
FLEET NEWSLETTERS AND COMPUTERS

As editor, I thank the many fleets that send me copies of their newsletters. As somewhat of a PC hacker, I think its great to see the use of some of the low-cost desktop publishing programs to print many of these newsletters. It will be interesting to see how these and the new generation of word processors will be used to enhance our publications. Anyone who would like to share their expert advice on such programs, I'm sure we would all like to hear how they can be best used.

Also, if any hackers have developed a good sailing simulator or other program that may be of interest to other sailing hackers, I'd like to hear from you.

While we are discussing computers, publishing and the FSSA, you may be interested to know that we are now using an IBM XT clone and Wordstar to do most of the typesetting for Scots n' Water. Hopefully you will see more timely regatta results and current events because this has reduced some of the more laborious parts of producing each issue. Articles may also be submitted on disk, and this would alleviate stories having to be re-typed. Also if there are any experts in our ranks on how we may more efficiently publish Scots n' Water, please don't hesitate to give us advice. Scots n' Water is viewed as being the most important aspect of the FSSA by many and we want to do anything possible to improve its timeliness, quality and content.

HIKING POWER AND PAIN

Eric Ammann, President of Gordon Douglass Boats, sends us this letter with a story from Great Lakes Sailor and The Windmill News.

Eric: Paul Elvstrom was something of an authority on hiking way out. He sailed an hour every day, even in Winter, right off his home on the Denmark Straight. In addition, just to keep in hiking shape, he spent an hour a day doing office work while hiking on a saw horse with his feet in hiking straps. He felt the need to stay accustomed to pain (and win four Gold Medals in the Finn).

For those who sail for fun, the need to keep accustomed to pain may not be so overwhelming. Years ago I heard a friend tell me, "when the thought of exercise strikes me, I go lie down until it goes away." It may be easier to find converts to that school of thinking than to Elvstrom's or the Windmill sailor's. There are rumors of how Indian Fakirs lie on a bed of nails and Lamas in Tibet sit bare bottomed on the ice, just to gain merit. I will pledge to try to limit the pain to the

(Continued on page 7)
FSSA News
(Continued from page 6)

pocketbook, and leave the other kinds
of pain to those who must have it in
order to feel happy.

The Windmill New: “After finally get-
ning their bodies honed to the point
where hiking no longer brings visions
of the rack, two or three months of in-
activity (for sailors) results in a loss of
all that muscle tone. Unfortunately,
keeping the body in shape for hiking
cannot be achieved by traditional
winter activities such as racketball,
tennis, sleeping, jogging, watching
television, eating and drinking to ex-
cess, or weight lifting...

“After a diligent search, the answer
to this problem has been found. Not
only are the exercises simple, but
also the equipment needed is found
in every house. Open the trunk of your
car and place a small crate just aft of
the rear bumper...lie on the crate with
your feet just inside the open trunk.
When you are comfortably situated,
have your spouse or significant other
close the lid smartly and remove the
crate. It is important that you main-
tain your body in a horizontal position
after these steps have been com-
pleted. Sets of 10 to 20 situps should
be completed before resting.

“Once you feel confident in per-
forming at this level, have someone
drive the car with you hiking from the
trunk while the neighbors play garden
hoes over you as you pass.”

Anyone for hiking straps in the Fly-
ing Scot?

1989 FSSA CRUISE

Graham Hall has tried to organize
some class cruises which have met
with limited success the past few
years. This is a great way to spend an
enjoyable week, see some sights and
have fun with some other Scot sailors. Graham has recently moved
to California and is uncertain of
where his sailing interests will lead.
He will still be involved with the race
committee for the 1989 NAC. If any
fleet or individual has a great cruising
spot where they would like to
organize such a cruise for 1989, con-
tact Scots ‘n Water and we’ll see what
we can come up with. The 1989 NAC
is scheduled for July 14-21 in
Oswego, NY.

FSSA AUSTRALIAN CRUISE

Anyone interested in cruising the
Great Barrier Reef (see the May/June
Issue) is reminded to contact Bob
Vance. There is limited availability
and reservations are on a first come
first served basis for this wonderful
opportunity to travel.

MAILINGS

One of my biggest frustrations as
editor has been dealing with second
class mailings. Our post office-
seemed to be excellent at clearing the
second class bins until just before
the postal hike. Recently, I have
documented mailings that have taken
three to four weeks to reach me that
used to arrive in a week or less. I have
talked to people who have had even
worse timing, but in the same breath I
must say I have talked to folks who
get their issues within two to three
days of mailing.

We have been getting all issues in
the mail the first full week of the
month and after that we become quite
helpless. If you’re one of the lucky
ones who get yours quick, you might
let other fleet members know of some
of the more timely events.

POLITICS IN THE FSSA

David Ivey and crew, Marie Witmer,
picked up Flying Scot 4427, named
“Politics” late in March (see picture).
They will be sailing with Fleet 160 at
Lake of the Woods. Ivey moved to the
Scot after owning a Volant which is a
“hot” trapeze boat. David reports,
“we can now enjoy challenging racing
in a planing boat without beating
ourselves to death in strong winds.”
Marie, who is new to sailing has
already taken to sailing like she’s
been doing it all her life. Of course,
having several other Scot crews work-
ing in the office surely helps.

David is president of Association
Management Concepts in Fredericks-
burg, Virginia and runs as tight an of-
rice as he does boat. His office crew
includes Marie, Gail Post who crews
with her husband Bob on #3201, and
Colleen Smith who crews with her
parents, Dick and Doris Smith, on
#2721. Now imagine the little office
awards you could have every week for
the winning boat. Also, consider the
problem when there’s a major regatta
and everyone wants to go!
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Paul Moore
President, FSSA

by Peg Woodworth
Fleet 83

It was a warm 4th of July in 1966, and what better way to spend the day than a drive with the family. A man, his wife, and their four small children stopped by Lake Heffner, Oklahoma, watching the sail boats as they tacked back and forth across the lake. “That looks like something I’d like to try” said the man. The next week he purchased a Super Satellite, a 16 foot sloop. Soon the man and his family were seen on the lake for their initiation into sailing. The skipper was ready. One hand was on the tiller and the other hand was holding an instruction book. The boat, however, proved to be a disaster. The flotation leaked and it was very unstable, especially with four small children on board. The man immediately returned the boat to the dealer who suggested a Flying Scot might be more suitable for his needs. With the purchase of Flying Scot 1015, Paul Moore, became a confirmed Scot sailor.

Paul has maintained his enthusiasm for both sailing and the Flying Scot. He has been very active in both his local fleet and in the national organization proving to be a true leader and educator. More than twenty years after his first sailing experience, Paul Moore is now president of the Carlyle Sailing Association. Paul took office in July of 1988 during the NAC which his local fleet, number 83, was hosting.

One of four charter members of Fleet #83 at Lake Carlyle, IL, Paul has spent many hours working for the promotion of the fleet as well as the Carlyle Sailing Association (CSA). There are now 40 Scots in the fleet, many of which Paul, as the local factory representative, has sold. While he modestly states that “The boat sells itself.”, Paul’s enthusiasm for the Flying Scot is largely responsible for the success of the fleet at Lake Carlyle. Not only does he sell the Scot, but Paul counseled the buyer on complete rigging and outfitting for individual needs. He is always willing to talk sailing and Flying Scot with any prospective sailor or experienced helmsman. A master at the sailing arts, Paul can offer advice on knot tying or rigging. Woodworking is also a special talent as shown by his handcrafted teak “go-fasts” on his boat. Without a doubt, FS 4300 (his sixth Flying Scot) is one of the most beautiful boats to be seen.

An avid racer, Paul can be seen most Sundays on the starting line for club races. He constantly shows his support by attending many fleet regattas. You can almost always find him at the Egyptian Cup, Mid-West Districts, Carlyle’s Whale of a Sail or the Glow in the Dark (he’s the one with the harmonica at the campfire). You will also find him at the NAC and the Midwinters. Always competitive, he won the trophy for “Most Proficient Senior Sailor” at the 1985 NAC.

Promotion of sailing and racing has always been an important goal for Paul. In the beginnings of the Carlyle Sailing Association, the four charter members would race each other without the benefit of an organized program. Currently, Paul is one of the Senior Race Officials in one of the best one-design racing programs in the country. Always willing to help new racers, Paul will offer help and advice, while crewing for them during CSA’s Challenger Series each summer. “It is always important to encourage and assist new racers because racing is what perpetuates one-design sailing.” says Paul.

Fleet 83 is proud of the job Paul has done in building what is one of the FSSA’s premier fleets. Through his leadership and enthusiasm the fleet has developed many leaders and a program that earned it “Fleet of the Year” honors in 1987. Paul might miss a few fleet activities once in a while but it’s only because he’s so involved on the national level of the FSSA.

Ted Glass first got Paul involved with the FSSA. Since 1981, Paul has served as Treasurer and Vice President before taking over as President. One of his chief concerns as president is promoting membership in the FSSA while being sensitive to the concerns of all members. He feels one of our great assets is the “tremendous experience and leadership” that is ready to assist the executive committee. “The people who have been leaders in the past are still active in the association.” He also feels that the FSSA is very fortunate to have the active involvement of a quality boat builder and sailmakers to help keep the class strong.

Looking back on his years of sailing, Paul feels that his most gratifying experience has been in the promotion of Junior Sailing. It is “the life blood of the Association.” Paul has experienced this first hand. He and his wife, Betty, have fostered a love of sailing in their four children. Son, E. Paul III, can be found crewing for Paul or even skippering while dad crews. Barry became the first of the second generation at CSA to own his own boat. As a parent, it has been very rewarding to see his children become such competent sailors.

We’re all very lucky to have a person such as Paul Moore as President of the FSSA. His leadership, dedication, enthusiasm, and friendliness is one of the reasons the FSSA continues to be a leading one-design organization. Thanks Paul, for all your efforts.
1989 NAC, You’ll Love NY

by Chris Rotunno

Depending on the timing, you may be packing up to leave for Lake Norman and the 1988 NAC as you read this article so don't get confused. Fleet 159 in Oswego, NY has been selected to host the 1989 NAC which will be sailed on Lake Ontario. The dates are set for July 14-21 with the Junior NAC sailed on the 15th and 16th and the regular racing starting on the 17th.

Oswego is located about 50 miles from the east end of Lake Ontario. It is a busy commercial and recreational port and the City of Oswego is behind this event all the way. The harbor area is not large enough to conduct the races inside the breakwall, but it does have excellent mooring and launch facilities just a short sail to the race area.

Oswego will make available Wright’s Landing which is a city operated facility with seven ramps, a hoist, and parking for three hundred cars with trailers. There is also some overnight docking which is scheduled to be expanded this year. On the site is the McCroble Building which once housed the Oswego Yacht Club. This will be used as regatta headquarters and to host some of the social events.

Breitbeck Park is located next to Wright’s Landing and has a large picnic pavilion and children’s playground. It is located on a hill with a commanding view of the race area.

The State University of New York College at Oswego will also play an important role in housing people for the NAC. Both dormitories are available on the lake shore just a mile away from Wright’s Landing. Projected costs are around $100 per person and would include hotel-like maid service. Meal packages are also available through the college but details are pending a final social schedule for the week. These rooms are very modern and well kept. This should provide a great social base for evening activities and a great way to get to know more of the participants.

The Oswego Maritime Foundation is an organization dedicated to maritime education. As part of its program they offer sailing lessons in Flying Scots and support the Oswego High School Sailing Club which is active in Scots. Their facility is close to the Wright facility and includes some overnight docking. They will also be supplying committee and chase boats as well as many volunteers who are needed for an NAC.

The actual host club is the Oswego Yacht Club. It was co-founder of the Lake Yacht Racing Association which is the oldest of its sort on the Great Lakes. The club has seen a resurgence in the 80s and has a PHRF fleet, Lightnings, Scots and Frosty's.

All of these organizations work together constantly to improve the enjoyment and development of boating on Lake Ontario. With such support and excellent facilities the 1989 NAC should prove to be a lot of fun.

Lake Ontario moderates the Oswego weather. Daily highs usually reach the low to mid eighties in July. The evenings tend to be cool and comfortable. The actual average temperature is around 72 degrees. Winds from the WNW thru SW account for 53% of the summer winds and average 9 miles per hour. The wind generally peaks around noon to 1 pm. Sailing on the open water, one can expect quite a variety of conditions throughout the week.

A week full of social events is also being planned as for any successful regatta. Sponsored welcome and award parties are planned along with the Annual Meeting and Dinner. Evening barbecues, cocktails, and perhaps a teach bonfire are under consideration for all to enjoy.

There are many sites and activities which may be enjoyed during the week in this historical area. You are not far from the Thousand Island area which is a good place to put in for a sail coming or going from the NAC. If you are coming in from the west don’t miss Niagara Falls near Buffalo. In Oswego there is Fort Ontario and many museums and historical landmarks. Fishing is also great on Lake Ontario.

A week full of great activities, the NAC is located in the heart of some of the most beautiful country around. Plan to spend an extra week and see why everyone loves New York. Great sailing is only one of many reasons to mark the 1989 NAC on your calender today.
1988 should prove to be an interesting year in the history of sailing. Three major events should have a great impact on just how our sport is perceived both from within our ranks and by the general public.

One-design sailing may suffer its biggest loss and greatest success for the United States this year. The U.S. Olympic Team holds much promise with serious hope for a medal in every class. We wish all of our competitors the best in what should prove some very difficult conditions and competition at Pusan, Korea. With any luck, maybe the local papers will print the results on a daily basis and we can all follow with great interest and enthusiasm.

Television will bombard us with all the glory events, including preliminaries. I hope you really enjoy gymnastics, track and field, water polo, etc. and you are not just vegetating in front of the TV because it's there. The same people that cram those sports into your living room decided long ago that Yacht Racing will receive 15 minutes of coverage total. I doubt if that would change even if our sailors win a medal in every event, more than our entire Winter Olympic team.

After all, everyone knows sailors are not really athletes. They're just a bunch of rich kids who have nothing better to do than sail "yachts," right? That's why these sailors spend ten or more hours a day training and practicing. Holding onto the boom of a sailboard, trapezing on a Tornado or 470, and hiking endless hours shows just a part of the physical toughness possessed by these athletes.

(Continued on page 12)
Future
(Continued from page 11)

The sailors must also strive constantly to be competitive in boat speed and tactics. This is difficult for the casual viewer to comprehend on television and in fact, just as hard for experienced sailors to see on television which is two dimensional. They must also prepare themselves mentally. No athletes at the Olympic Games will spend more time competing than the sailors. There are no sprints on the race course, rather each day can be a marathon for the sailors and their boats. The psychological drain on a sailor after two weeks of competition in the Olympics can only be surpassed by the drain qualifying to represent their country. The competition within each class to represent America is intense and if the end, second place will mean little to anyone except the sailors who put so much into the effort.

This year, professional yacht racing will attempt to make an impact in the U.S. with the “Ultimate Yacht Race.” Who knows just where it will lead to, if anywhere, in the next couple of years for the sailing public. Few professional sports are successful without promotional rewards for the sponsors. No sport would be profitable at its current economic level without television or other advertising revenues or sponsorship. I find it hard to believe (and I hope I’m wrong) that the professional sailing events will really attract many new converts to sailing.

Some sailors and designers may make good money off of the “Ultimate” event, others will lose money. Sponsorship of boats is slow to come for many. Then there is the question of “Professional Status.”

Professional sailing seems to miss the point that sailing is a participatory sport, not a passive sport to sit back and watch. NBC plans to televise highlights of the event Memorial Day Weekend when we are all out sailing. Other races are scheduled for July, in San Francisco, and October, in Mystic, Connecticut with more televised coverage.

It will be interesting to see if any new innovations come out of these races. Windward legs of the courses will include a mid-leg gate the boats must go through. That sounds very interesting, but you would like to have on the water judges (referees) calling penalties at future Scot regattas.

The Ultimate 30s sound like quite a thrilling boat to sail but one few people would want to own.

As I submit this for final publication, the first event is taking place. I have looked to find media coverage in the newspaper (there was something about a Skeet Shooting contest) and on TV. I hope there was something but it wasn’t on the station that I work for.

The ultimate disaster in now occurring with the America’s Cup. Our sport’s number one public relations tool is now being torn apart by the New Zealand Challenge. I don’t know if I’m mad because they didn’t switch to Flying Scots or just confused because every week they change the rules, but I’ve lost interest. People who know my love of sailing like to ask (just to make conversation) about the America’s Cup. Little do they innocently know what a crazy subject it is. Think about it. Try to explain the current America’s Cup status to a friend.

Most of the major sailing publications I see are tending to shy away from detailed coverage because whatever they print will be out of date by the time it gets to the reader. “Sail Magazine” ran a story which showed the New Zealand boat but felt to me like it had been edited by Michael Fay. They ran the same full page pictures twice and never showed the boat under spinnaker. A few more final statistics would have been nice also.

“Sailing World” covered the launch in three paragraphs. They continued by interviewing Tom Ehman who had several quotes that seemed to summarize the challenge:

“We don’t feel we have any other choice in order to fend off this very unwelcome challenge.”

“It is not, as Fay would like to believe, a challenge-driven event; it is a matter of mutual consent between challenger and defender.”

“I personally think we should do what the majority of the challengers want.”

New Zealand has some unbelievable numbers and costs for a race that become doomed (although now it seems must go on for investment purposes). Computer programs predict New Zealand, nicknamed Kiwi Mischief, would still be twenty or more minutes behind an American catamaran.

Now the courts have jurisdiction over how the event is run because of the “Deed of Gift.” Possibly we should create an international “America’s Cup Council” with representatives of participating countries to re-write “The Deed” or rules so that it will truly be a world event which is

(Continued on page 17)
Scot Safety:
Bailing Ports and Towing Bridles

It's been many years since we've run an article on two of the biggest assets in capsizing. Transom ports and rescue boat towing bridles seem to be two forgotten items which can make a big difference between making a capsize just another part of sailing and a disaster.

Capsizes don't have to be, but they are a part of centerboard boat sailing. I have never seen a capsize that was not caused by a mistake on the part of the sailors in a Flying Scot. The Scot is very stable and that is one reason we all love it so. I will always remember a race at Berlin Reservoir where the winds were pushing 40 mph in the gusts. There were several times where we laid the boat on its side (60-70 degrees) in the biggest puffs and waited for them to subside below 30, then pulled the boat back up and sailed on. While there were numerous capsize, they were all on downwind legs (don't forget to ease the vang) mostly with die-hards trying to fly spinnakers. The other classes weren't as lucky. The whole incident proved to me just how great a boat the Flying Scot really is.

I thought it was only logical to have transom ports installed when I purchased a new Scot five years ago. I had heard stories of capsize on Lake Erie (which usually occur when there are big waves) where boats were abandoned until storms subsided because boats couldn't be righted and bailed.

Last year I travelled to a regatta and while rigging Nicknack was approached by a crowd of sailors curious about my ports in the stern. They had no idea what they were for and then wondered if they were legal. I explained their use and they all agreed the ports seemed like a good idea. In writing this I have discovered that you may not be able to find these in your handbook under the "Specifications" as they were accidentally deleted in the last printing. Article 5-11: Section 9 should read:

"Transom ports are permitted as an owner's option to facilitate rescue of a swamped yacht. Such transom ports shall be round, five inches in diameter, opaque, one on each side of the rudder post, centered five inches outboard from the centerline of the transom, and 3½ inches above the top of the boottop. The ports shall be suitably closed at all times while racing."

There is flexibility in the size of the ports depending on the materials available. Douglass Boats currently installs a 5¼ inch port.

I'm convinced they are not just for big wave sailors but any Flying Scot. Last fall and again at the Midwinters, I saw capsized Scots being bailed on a beach after a capsize in calm water. Try to figure out how many gallons (and pounds) of water are in a swamped Scot. I thought to myself "Even if they got my boat to a beach and I opened the ports I would be rid of most of the water." The real plus of the transom ports is that after they are opened and you are under tow, most of the water will drain out. As the boat lightens, the rescue boat operator and the engine will breathe a big sigh of relief, as will you and the Scot. If there's another race, you may even be there for the start.

What is a transom port? It is merely an inspection port available from most marine suppliers for under $10. The hard part may be finding a hole saw which is carried by some rental stores. Harry Carpenter suggests that if you make a fleet event out of installation, you may borrow a saw from Gordon Douglass Boats. Before ordering either the saw or the ports, make sure they match in size. Eddie Sharp wrote a good article on installation which appears in the latest "Highlights of Scots n' Water" available through Gordon Douglass Boats. I recommend "Highlights" to every Scot owner.

Most important is that you seal any exposed wood core from cutting the hole with epoxy or polyester resin to protect it from moisture absorption. Also, tie the port covers to themselves or something so you don't lose them. n five years I have yet to use my ports and I hope I never do, but anytime I see a swamped Scot I'm glad they are there.

(Continued on page 14)
There is something else every fleet should have and every sailor should know how to use for safety in racing. A “towing bridle” should be made and kept with the club rescue boat for all races. One can also be tied with a 25 foot mooring line kept on the boat. The principle of the Scot towing bridle is very simple. It must lift the bow while under tow (move the crew weight back) so that much of the water will run out over the stern.

In the July, 1976 issue of Scots n’ Water, Sandy Douglass shows us the design of a towing bridle he recommends. Start with a line of ½ inch nylon and tie or splice a loop on both ends. This line should measure 20 feet after both ends are done. Then in the middle whip or tie another loop to which the tow line will be tied. Splice a ¼ inch piece of line onto one of the end loops for tying the two ends together later.

One other tip is if you get a swamped Scot beached, don’t try to roll it over pulling by the halyards. Insurance companies do not like to buy new masts.

Safety drills are an excellent fleet activity for all classes. Try to get together a club capsize drill for everyone. It doesn’t hurt to know how to rescue another class of boat when you are on race committee nor for others to know how to rescue the Flying Scot. Most important, find a line and make a fleet towing bridle. Have someone donate an old sail bag to keep it in on the rescue boat. Also, think seriously about installing transom ports.

As an extra motivation to make sure we’ve all learned our lesson from this article (the last time it ran only one out of five capsizes at the following Midwinter knew how to use the towing bridle), send me your estimate on the weight of the Scot full of water. I have some extra five gallon buckets I can award for prizes. Have a safe and enjoyable summer of sailing, even if you capsize.

When it comes time to be used, first tie the tow line to the bridle. Then pass the ends of the bridle outside the shrouds and behind, tying them together in the middle of the boat. The middle loop should be well under the bow of the boat in the middle. Talk to the rescue boat driver to make sure he pulls the slack out slowly and keeps the boats lined up with one another. As he applies full power, the bow lifts slowly and with the crew weight back the water should run out over the stern. Don’t expect this to happen magically in a few seconds, there is a lot of weight shifting during the whole process. When the water level is below the centerboard trunk bail from the stern while still being towed. When the water is substantially below the centerboard trunk stop the tow and bail. Save the rescue boat for use by another sailor another day. This method will not pull you dry. You’ll wish you had transom ports so you’d be rid of most of the water under tow in just a few minutes.

Here are a few tips to remember:
1. Wear your life jacket.
2. Attaching the bridle, it is best to swim it around the boat. Remember, the tow point of the bridle will be well under the bow.
3. Keep your weight back in the Scot. Sit on the back of the cockpit with feet in the cockpit until it is time to bail.
4. Keep the boats lined up on their centerlines. If the boats pull side ways, you’ll find yourself back in the water starting all over as witnessed at the 1986 Midwinters.
5. Keep some extra bailing buckets on the rescue boat.

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This is a sailing story about almost sailing during an outing too early in spring on an Ohio lake. Our Flying Scot, which we had just purchased, is named the "Four Sons" (the name is on with peel off letters, just in case).

This was our third outing in the Scot, and I was an expert. After all, I had taken the Power Squadron course, read about twenty library books, and even talked to some Scot owners.

When we arrived at the lake, we got out our wind meter. It was one of those hand held ones, and was registering 10-15 mph. Sorry, that's what it read! Apparently it was a sailing gauge for non-sailors, since there was no knot scale. That gauge didn't seem quite right as we had to stand at 20 degrees off vertical to brace against the wind; flags were flying at 90 degrees to their masts. Nevertheless, reading only 10-15 mph winds, we began to rig up. My first clue to an off day was the 6 power boats that immediately pulled ahead of us in the docking line.

The careful cleaning work I had done on the Scot during the past week and my careful preparation at home had left my shrouds, sheets, and now shirts all tangled up. Of course, this tangling is not apparent when the mast is horizontal on its supports, only when the mast is at 45 degrees on the way up.

Well, all looked ready, and we forced our way into the docking line ready to launch. I drove while Brian and Craig stood at the dock to guide me. I like to back the trailer into the water so I just about cover the trailer hubs. (I've got "Buddy Bearings"! I know what I'm doing, no neophyte here!) Well, the kids yelled stop. I got out of the car to launch. Where's the trailer? They had me drive in until the trailer was gone, sunk. Beside the low maintenance value this had on my trailer, I would have had to waste to get to the trailer winch. After some prayerful utterances, I hopped back into the car and pulled out to the correct distance. Well, we finally got it launched. I drove the car up to the lot while the kids hung onto the boat. By the time I got back to the boat, I was whipped. As I returned to the kids at the dock, I heard, "Dad, I left my shoes in the car." "What? When and why did you take your shoes off?" I didn't want them to get wet when we launched." "But I launched the boat, you kids didn't!" So, one son and I walked while the other ran back to the car for shoes.

Finally, we were all three in the Scot, under power from a 2hp. motor, heading away from the dock. I attached the main halyard and began to raise the sail. "Dad where is the water coming from?" That's not a nice thing to say to a Dad who's a sailor. I looked down, and sure enough, we'd accumulated about a half inch of water. "Dad did we ever put the plug in?" Aaaahh! I dropped my work in the main, told Brian to cut the motor, hung over the back of the boat, and plugged in the drain plug. Now the pressure was building. The motor was off, the sails were down, the anchor was stored, and the lee shore was quickly approaching. I tried to raise the main. That didn't work out well on a reach in heavy winds. The situation and my personality were fast deteriorating. We crashed the lee shore.

I couldn't lower the centerboard to start the motor with the sunken trees just six inches beneath the surface. After all, I didn't want to lose control of the situation. Then I did it. Yes, I jumped in to push the boat to a better location for a launch, at least someplace where I could start the engine without breaking a pin. A water bound location is not a good one for the captain. It is difficult to issue commands with some semblance of respect when the crew is not familiar with the gear and the captain is lost in the weeds. My crew actually thinks we have — get this— "ropes" on board. Gad!

I was humiliated yet thankful that a powerboater, those boats without sails, saw my situation and offered to help. I immediately threw him a line.

We set anchor out in the middle of the lake and had the great lunch that Brian and Craig made. We tried to relax and warm up. The day was supposed to reach 70 degrees with moderate winds, but seemed to be in the upper 50's with high winds. I changed my clothes and was ready to try again. Although I remembered my Yin and my Yang, I figured, "What do they know anyway." Some of the ancients say you go with the flow. If you start things on a day they aren't working out, drop it, forget it, put it away. But what do they know? I go against the flow.

(Continued on Page 16)
Bad Day
(Continued from page 15)

This time we tried a clever trick. We turned the boat into the wind and hoisted the main. Hmm, its a little easier when you do it this way. We turned the boat, hung on for dear life (by this time we were a little sensitive), and went on a broad reach. It worked out fine. We whisked along across the water, watching the shoreline dance by, and covered three miles of shoreline in record time. We had a nice sail. Unfortunately, an attribute of small inland lakes is that their shoreline forms a small geometrical figure which is closed.

Now we were forced to turn the boat into the wind. We had three to four foot waves breaking over the bow. This couldn’t be 10 mph winds! The Scot easily skimmed over the waves on a close reach. With the centerboard down and the mainsheet controlled by hand (never cleated), we headed upwind with the boat upright. On occasion we heeled about 17 degrees. Although the boat was going well, we weren’t. The early-Spring weather with the 45 degree water, high winds, and waves going over our heads was drenching us in a nice periodic, predictable way. I finally decided that the cold was too much. Our skill and the weather didn’t mesh well, and hypothermia was becoming a serious consideration if we didn’t get back to the dock, now tow miles to windward.

I yelled to my son (yelling is part of dadhood), “Brian, I’m going to lower the main. As I do, you start the engine.” I quickly lowered the main, pulling it off the boom and storing it in the boat. “Dad, I can’t start the motor!” “What?” I yelled in hysteria! I now had no sails, my son had pulled the rope out of the motor, three foot waves were crashing over the bow, and we were at the mercy of the elements — which don’t have any mercy. I was ready to cry. I had experienced disgust, hysteria, joy, and was now ready for depression. Its best to enjoy all human emotions while on a family outing.

I lowered the anchor, letting out most of the line, and hoisted the distress flag. Thank goodness for the Power Squadron. Now the emergency measures that are drummed into me were paying off. But some boaters must have skipped that course. Amazingly, boat after boat motored by me at top speed. After numerous boats went by, totally unaware of what the flag signified, one fellow and his wife began to head my way. I immediately lit a flare to emphasize my dilemma. They pulled along side, but my flare still had another two minutes to burn.

Our trip back to the dock was like the rest of the journey. First, our good Samaritan tried to tow us against our anchor. Then he tangled our bowline in his prop, ripping our line and fouling his motor. Then neither of us had power.

Finally after twenty minutes of towing he got us back to the dock and we all thanked God for making land on the second day.

We were just exhausted. But trailering, we still had to put things away, unrig, etc. We just threw stuff around, tied things down and drove off. We went for a Big Mac to try and relax. On the way home I got lost and spilled my pop on the car seat.

We couldn’t look at the boat for a week.

But this is a new week! So I had a bad day. I’m a sailor!

Editor: Terry just purchased his Scot this spring after consulting with me. It’s his first boat, although he has done some rental at small lakes in the past. Yes, he had a bad day, but I think he’s glad it was in a Scot. What is important is that he took time to sit down and think about the experience, and in his case that included writing about it. He stopped by one evening to check out my boat and see how it was set up and get some ideas. I told him how important I thought it was for new FSSA members to let us know what we need to address in Scots n’ Water and maybe just write what they learn or experience in their first year of owning a Flying Scot. He reached in his car and pulled out this story. At the end of the year we will all expect another story from Terry entitled “A perfect day of sailing!”
what it was turning into. People on
the street were talking about sailing
during the 1987 Cup and I know many
a person who has never been on a
sailboat who watched part of the
coverage live in the eastern time
zone. I believe it is the highest rated
event ESPN has ever televised to
this day.

If sailing is going to policy itself, it
should start with Mr. Fay. Maybe we
can get the case heard by Judge
Whopner on "The People's Court."
Think of the ratings that show would
bring. I'm not going to defend the
American side of this two hulled story
with much pride. I know their initial
intentions were good (they thought they
were calling a bluff) but the whole
thing has gone overboard. Let's save
sailing's image and save the
America's Cup. Would you enjoy racing
your Flying Scot against a Tornado or Hobie?

These are all important one-design
events on the high end of technology and competition. They
represent the best promotional
events in sailing and could prove very
helpful or harmful to sailing's growth.
The good part will possibly never be
seen while the conflicts will make the
news. The growth of professional
yacht racing faces uncertainty and
limitations.

Now imagine that we doubled the
registration fees at every regatta and
gave away cash prizes instead of
trophies. Would that be an incentive
for you to travel to regattas? Would it
keep you from traveling at all? Do you
think your friends (now rivals for the
cash prize) will still put you up in their
cottage? Imagine the cut-throat
protests that we would be hearing. Wind
shifts will no longer be measured in
degrees but dollars.

No folks, yacht racing is meant to
be a fun pastime where we can
demonstrate and hone our sailing
skills. It's a time to get together with
other people and share a good time.
Maybe we all dream about quitting
our jobs and being professional
sailors. After all, it would be fun. Just
lay back and go sailing every day.
People will pay to come out and
watch you sail.

For sailing to continue to grow people
must want to buy and sail boats
that they can afford and enjoy. Im-
agine the market in new boats if all
those big boat crews who have never
owned their own boat decided this
year to buy their own boat. As a class,
we see sailing through some very
rosy glasses. The future is now and
1988 will be an interesting year for us
to sit back with tiller in hand and en-
joy.□

FLYING SCOT CANADIAN CHAMPIONSHIP

Stony Lake Yacht Club and Fleet 148 will host the
1988 Canadian Championship on August 13 and 14.
Stony Lake is a picturesque lake with many granite
islands just north of Peterborough, Ontario. Fleet 148
plans to improve on what was an excellent first cham-
ionship held in 1986. There is a limit to the number of
entries so we ask that you make your plans early and
register now to attend. This will help us tremendously
in arranging for housing accommodations. We are looking
forward to seeing many of you in August.

SCHEDULE OF EVENTS:

Friday, August 12

Afternoon/Eve.
Morning
Launch and tow to Club and cottages.
Continental Breakfast
Skippers' Meeting and Race 1
Races 2 and 3
BBQ Dinner and Social
Race 3 and 4
ASAP
Awards

Saturday, August 13

Afternoon
Evening
Morning

days.

Sunday, August 14

RACING:

We will attempt to run a five race (one throw-out) series.

ACCOMMODATIONS:

We will endeavour to billet as many entries as possible with local cottagers (at no charge) on
a first come first served basis. If preferred, hotel accommodation is available, but limited.

REGISTRATION:

The registration fee is $40 US / $50 CAN. Registration can only be accepted with payment of
registration fee. We will send out more information on the area to those who register.

CONTACT:

Doug Smith, 33 Havenbrook Blvd. Willowdale, Ontario M2J 1A3 Canada (416) 498-9162

FLYING SCOT CANADIAN CHAMPIONSHIP REGISTRATION

Name_________________________FS#
Address_____________________________________________________
City________________________State________Postal__________________

Registration fee $40 US / $50 Can. Make checks payable to Stony Lake Yacht Club.

Mail to: Doug Smith, 33 Havenbrook Blvd. Willowdale, Ontario M2J 1A3 Canada
GREAT 48 / HUSBAND-WIFE CHAMPIONSHIP

Lake Norman hosted the Great 48 and Husband-Wife Championship April 30 and May 1. Fifty-two boats from New York to Texas made the trip to participate in this early season event. Twenty-four boats were there to compete for the Husband-Wife Championship.

Saturday the winds were light, allowing only one race to be completed. The fluky winds and large competitive fleet made for difficult sailing and many favorites struggled. Harry and Karen Carpenter, the defending Husband-Wife champs. finished 17th while the Hassells and Cochens finished in the top five of the Great 48 Fleet. With separate scoring for the two simultaneous events, fleet finishes did not coincide with Husband-Wife scoring.

Sunday the winds filled in at a perfect 8 to 12 knots putting boat speed at a premium. Steve Callison dominated the Great 48 standings with 3 firsts followed by Steve Beilows with 3 fifths for second place.

The Carpenters found the steady winds more to their liking. They finished right behind Larry and Star Lewis in the first race and won the last race to take the Husband-Wife title for the second year in a row. Ira and Cathy Cohen kept on the pressure but settled for a sixth in the last race to miss the title by 1/4 of a point. The top five boats were separated by only four points.

In the Century Division, Jack and Nancy Rudy took top honors with consistent top ten finishes followed by local sailors Hal and Cathy Walker.

It was a fine weekend of sailing for everyone with one of the largest single fleets making for great racing. Dates for next year’s Husband-Wife Championship should be announced at the NAC in July.

HUSBAND-WIFE CHAMPIONSHIP

FINAL RESULTS

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CENTURY DIVISION

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GREAT 48 REGATTA

FINAL RESULTS

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(Continued on page 19)

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New Items: HARKEN HEXARATCHET™ riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! No more excuse for cumbersome across-the-cockpit sheeting. $31 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

We ship daily by UPS on open account to FSSA members! We repair hulls, centerboards, and sails.
Regatta
(Continued from page 18)

ATLANTA YACHT CLUB INVITATIONAL

by Kent Hassell

This year Flying Scots were invited to participate in the Atlanta YC Regatta on Lake Allatoona. While no Scot fleet exists there (yet), many Atlanta area Scots responded to the invitation to produce a fleet of 11 Scots. Steve Bellows and Harry Carpenter also travelled in for the regatta hoping to arouse local enthusiasm for a fleet.

The AYC Invitational includes Snipe, Thistle, Y-Flyer and Laser fleets. A total of 72 boats participated. Shifty 6-8 knot winds played havoc as the Race Committee tried to set lines in the first race. Sailors had many problems playing the shifts as thunderstorms moved in. Problems continued in the second race as a thunderstorm passed by Altonna causing some knockdowns in most fleets. AYC members were impressed with the righting ability of the Scot while many other boats required assistance. Steve Bellows and Harry Carpenter led the fleet after Saturday's racing was complete.

The thunderstorms cleared out Sunday morning to unveil a picture perfect day with 8-12 knot winds. Bellows led the fleet followed by the Carpenters, Berkely Merrill, Kent Hassell, and David Whitehart.

A first time event for Scots, this was a very successful regatta and hopes are to see it grow in the future. A special thanks goes to the Atlanta YC for inviting the Flying Scots to participate in what has been a great traditional regatta.

Anyone interested in an Atlanta area fleet should contact Kent Hassell, 7345 Brandon Mill Rd. Atlanta, GA 30328.

TEXAS DISTRICT CHAMPIONSHIP

by Jeff Foerster

A new name has been added to the Shirreff Trophy, the perpetual award signifying the Texas District Champion, Roland Foerster, along with his son Jeff, and Bruce Moore, bested the fleet of 10 boats including the likes of Steve Bellows from Pensacola and Richard Wade, District Champion the last four years. The competition was hosted by Fleet 138 at the Seabrook Sailing Club on Galveston Bay. Competitors were treated with a good test of sailing ability by the everchanging conditions throughout the 2-day, 5-race event on May 21-22.

For the first race Saturday morning, the skies were cloudy with a 10-15 knot southwester. Steve Bellows led around the first triangle followed by Richard Wade and Roland Foerster. On the second beat, Foerster took advantage of a westerly shift to lead at the weather mark. Bellows and Wade followed but could not catch Foerster who won race 1.

The afternoon races were delayed as the winds died and shifted. With a course finally set, the pin end was favored and the second race started. A large shift to the right turned the race into a boat speed parade with Wade leading the way followed by Brad Davis and local sailor Hank Kleeplso.

The sun finally broke through for the final race but the winds were still shifty. After a heavy traffic jam at the favored pin end, Foerster broke free of the pack. This time the big shift went to port, putting the premium on being in front early and in the right place for the shift. Foerster led the way followed by Davis and Wade.

The sun finally broke through for the third race but the winds were still shifty. After a heavy traffic jam at the favored pin end, Foerster broke free of the pack. This time the big shift went to port, putting the premium on being in front early and in the right place for the shift. Foerster led the way followed by Davis and Wade.

After the races everyone gathered at the Oasis, an oyster bar and restaurant, to indulge in good seafood and attitude adjustment. The only order of “business” was to unanimously elect Roland Foerster as the new Texas District Governor. Fun was had by all including the helium balloon chasing Brad Davis and Jeff Foerster, who left John Starr wondering when he would wear his one-of-a-kind Oasis T-shirt!

With two Sunday races left, Richard Wade led with 5.75 points, followed by Roland Foerster with 6.5 and Brad Davis with 9. Local sailor, Pat Strader, sailed consistently for 4th with 14 points followed by Steve Bellows with 16. The “Seabrook Doctor” made a house call for the last two races in the form of 20 knot winds with higher gusts. Richard Wade capsized in a puff on a reach and saw his championship hopes go over with the boat. Although he recovered to finish seventh, a torn jib left him unable to sail the last race. Steve Bellows found the heavy air to his liking (temporarily) with a first followed by Foerster and Davis.

In the last race Bellows took an early lead followed by Davis and Foerster. Pat Strader came back to win the race while Bellows went swimming at the jibe mark. Foerster and Davis battled for the championship in a race of their own. While the two man crews enjoyed the downwind legs, three on board helped Foerster overtake Davis on the last beat to win the District Championship while Bellows recovered for a 5th. Rumors have it that after many years sailing the Scot this was Steve’s first

(Continued on page 20)
Regatta
(Continued from page 19)
capsize. This could not be confirmed because Steve was too busy threatening anyone who would report and print it. Sorry Steve!!

Fleet 37 in Seabrook, Texas has struggled through some hurricanes in recent years, so every one was happy that they provided such a great time with the District Championships. Regatta Chairman Don Dutton and his wife, Eileen, hosted a tremendous event. Race Chairman John Chappell and committee members Gordon McKay, Judy Meedham and Don Cooper all did outstanding jobs in running the races.

Fleet 23 at White Rock Lake, in Dallas, reminds everyone to plan on attending our “Open House Regatta” September 17-18.

We did it, Trish!!!

FINAL RESULTS
Race 1 2 3 4 5 Total
1. Roland Foerster 1186 1 5 1 2 10.5
2. Jeff Foerster, Bruce Moore 4242 5 2 2 2 3 3 15
3. Chris Dukemiller 344 4 6 4 5 1 19.75
4. Patrick Strader 432 2 1 3 3 3 21.75
5. Kelly Strader 432 2 1 3 3 3 21.75
6. Steve Belew, Blair Sexton 4271 2 1 3 3 3 21.75
7. John Starr, Sharon Beckerich 5000

20TH ANNUAL BUCKEYE REGATTA

by John Lewis

Again this year the Ohio District started its regattas with the Buckeye Regatta at Hoover Reservoir near Columbus. Fleet 37 promised a great celebration to commemorate the 20th anniversary of this event and nobody was disappointed by the outcome.

A great turnout of 32 boats sailed, including boats from Michigan, Illinois, Maryland and Wisconsin. Many of the Ohio Fleets were also well represented. After an embarrassing finish last year, Fleet 37 pulled out all stops with a Greg Fisher seminar the Wednesday before the race. Greg also sent the guys who taught him everything he knows about sailing. George, his father, was there to lead Fleet 37 around the course.

Steve Callison, in only his second Flying Scot regatta, won the first race in drifting conditions. He finished in just under the time limit on a shortened course, hotly pursued by George Fisher. They were closely followed by a 180 degree windshift and those crews who were quick with their spinners made up good ground. Fleet 37 was well represented in the top ten finishers. The wind finally filled as the race finished and it was with mixed emotions that Fleet 37 voted to postpone the second race until Sunday. With the long first race, party time was already upon the fleet.

And party they do at Hoover. After some of Bill Colonel’s attitude punch and an Italian dinner it was time to dance all night to the tunes of a disc jockey. Tunes like “Help Me Rhonda” and “Heard It Through the Grapevine” have become Fleet 37’s trademark when they travel and that night they showed why.

Sunday morning started early for many racers but as the wind filled in, nobody complained. Steve Callison again lead the way by just keeping his boat moving in theulls. Sandy Eustis and George Fisher followed close behind with John Gottwald having another good race to be fourth overall. Harry and Karen Carpenter were looking at the skies for help after finishes of 10th and 11th on puzzling Hoover Reservoir. In the

(Continued on page 21)

ACRYLIC FLYING SCOT COVERS

• Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
• Delrin zipper covered by flap—Velcro secured
• Velcro enclosures for side stays
  • Very light & easy to handle
  • Never stiff or brittle
  • Ventilation by netted opening w/ hood
• White & Blue — FAST DELIVERY!
• Other Colors

FLYING SCOT White Blue Other Colors
Flat 6” Skirt 210° 220° 220°
Flat Full Side 275° 289° 289°
Tent 6” Skirt 299° 300° 300°
Tent Full Side 299° 300° 300°
Salt # Installed 25°

CHRIS ROOKE
901-744-8500

Check in advance - no UPS
MC, Visa, AmEx - add UPS

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111
Regatta
(Continued from page 20)
third race they found help as the winds filled in a steady 5 knots. The
Carpenters took a first followed by Callison and Fisher. The quarter point
difference moved Carpenter into fourth overall followed by a tie bet-
ween the junior Vanderhorst boat and Jay Huling. Gottwald hung on with a
good last race for third overall.
Fleet 37 made up for last year collecting much of the hardware in-
cluding four of the top five and seven of the top ten places. Jack Huling was
also honored for his dedication to the fleet and his presence at all 20
Buckeye regattas. Jack is a big reason Fleet 37 has built to over 40
Scots.
With their fall cruise threatened by the burning down of the “Beer Barrel
Saloon” in Put n’ Bay, these party animals may be looking for more
regattas to take their travelling disco and compete for the silver. They also
promise an even better regatta next year so plan now to be there.

FINAL RESULTS

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<td>John Lewis, Paul Gigl</td>
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<td>Lynn Goodwin, John Rudy</td>
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A SPORTY THANKS!

by Dan Goldberg

Sportsmanship seems to be a problem at times in sailing but Scot sailors
seem to have the right spirit. At the beginning of the second race
of the Great 48 Regatta, we were approaching the heavily favored pin end
on port tack. About twenty seconds before the start, the cutter pin came
out of the tiller and I was left standing with the tiller in my hand and the
whole fleet of starboard tackers coming down on me. Horrified, we
watched helplessly as 51 boats accepted our predicament and started.
We were envisioning 51 protests but nobody said a word. When the line
cleared we were able to get things back together and continue the race,
just a bit late.

I would like to thank all those sailors who so graciously avoided FS
3637 and renewed my trust in the sportsmanship of Flying Scot sailors.
STARTING LINE

July 28-30
APPLE - LAKE ONTARIO REGATTA
FLEET 159, LAKE ONTARIO
Oswego, NY
Four race series (one throwout) with a tune up on Thursday. Help us celebrate our 1st annual regatta. Contact: Chris Rotunno, RD #7 Box 74A, Oswego, NY 13126 (315) 342-4376

July 30-31
FORT WORDEN INVITATIONAL
FLEET 100, LAKE WASHINGTON
Port Townsend, WA
Contact: Charles Buffington, 5737 64th NE, Seattle, WA 98105

JULY 30-31
GREATER NY DISTRICT CHAMPIONSHIP
FLEET 31, BARNEGAT BAY
Shore Acres YC
Open to all FSSA members, this will be a five race series. Come join the Greater NY District for fun and great racing.
Contact: Jim Worth (210) 974-0945
John Pridmore, 829 Soundview Dr., Mamaroneck, NY 10543 (914) 381-4196

July 30-31
MID-WEST DISTRICT CHAMPIONSHIP
FLEET 44, EPHRAIM YC
Green Bay, WI
Contact: Paul Newton, 667 St. James Circle, Green Bay, WI 54311 (414) 465-6560

August 6-7
CAPITOL DISTRICT CHAMPIONSHIP
FLEET 97, MILES RIVER YC
St. Michael's, MD
Contact: Sue Hauser, 3935 Livingston St., Washington, DC 20015 (202) 303-0974

1988 CANADIAN NATIONALS
AUGUST 13-14
Stony Lake, Ontario, Canada
Fleet 148 is planning another Canadian Nationals to be held at Stony Lake in August of 1988. Their Nationals in 1986 proved to be a great success and they assure us more of the same. See registration in this issue.
Contact: Doug Smith, 33 Havenbrook Blvd., Willowdale, Ontario N2J 1A3 (416) 498-9162

August 13-14
FISHING BAY REGATTA
chesapeake BAY
Deltaville, VA
Contact: John Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815

August 20-21
WINNEBEGO SCOT INVITATIONAL
FLEET 107, LAKE WINNEBEGO
Neenah, WI
Contact: Paul Newton, 667 St. James Circle, Green Bay, WI 54311 (414) 465-6560

August 31
PACIFIC DISTRICT CHAMPIONSHIPS
FLEET 40, TOMALES BAY
Marin County, CA
Contact: Sandy Corbett, 111 Calumet, San Anselmo, CA 94960 (415) 459-5713

SEPTEMBER 3-4
LNYC LABOR DAY REGATTA
FLEET 41, LAKE NORMAN
Charlotte, NC
If you haven't had enough of Lake Norman for the summer, come on back and sail in the annual Labor Day Regatta.
Contact: Len McLaughlin, Box 5113, Spartanburg, SC 29304 (803) 579-2689

September 2-4
WEST RIVER REGATTA
FLEET 97, CHESAPEAKE BAY
Galesville, MD
Long distance race on Saturday followed by closed course racing on Sunday and Monday.
Contact: Sue Hauser, 3935 Livingston St. NW, Washington, DC 20015 (202) 363-0974

September 4
LAMMIE TROPHY
FLEET 43, SKANEATELES SC
Lake Skaneateles
Contact: Bill Elkins, 203 Scott Ave., Syracuse, NY 13224

September 10-11
MAYOR'S CUP
FLEET 126, LAKE TOWNSEND
Greensboro, NC
Kick off the Carolina's fall circuit with this excellent regatta which attracts many of the district's finest Scot sailors.
Contact: Fields Gunsett, 1103 Monticello St., Greensboro, NC 27410 (919) 293-2341 or Sam Eich (919) 852-7279

SCOTS N' WATER
September 10-11
**HARVEST MOON REGATTA**
**FLEET 65, ATWOOD YC**
Delroy, OH
Atwood Lake always provides very interesting racing while Atwood YC supplies excellent food and entertainment. Don't miss this one!
Contact: Don Hartzell, 1500 Fairber
St. NE East, Sparta, OH 44625 (216) 866-9726

September 10-11
**WALTER COLLIER REGATTA**
**FLEET 42, NATIONAL YC**
Potomac River
Contact: Tom Niedbala, 507 N. Howard #201, Alexandria, VA 22304
(703) 765-5833

September 10-11
**MONONA LAKE REGATTA**
**FLEET 88, MONONA LAKE**
Madison, WI
Contact: Carole Cutshall, (608) 238-6345

September 10-11
**MASSAPOAG ANNUAL REGATTA**
**FLEET 70**
Sharon, MA
This annual event is a five race series on Beautiful Lake Massapoag. This event is open to Flying Scot sailors.
Contact: Dennis Dubuc, 36 Uphland Road, Sharon, MA 02067 (617) 784-8798

September 10-11
**SARATOGA LAKE INVITATIONAL**
**FLEET 181, SARATOGA SC**
Saratoga, NY
Contact: Pete Seidman, 33 Huckleberry, Ballston Lake, NY 12019 (518) 877-8731

September 17-18
**OPEN HOUSE REGATTA**
**FLEET 23, WHITE ROCK LAKE**
Dallas, TX
Contact: Allen Tuel, 9880 Estacado, Dallas, TX 75228 (214) 327-5475

September 17-18
**GLIMMERGLASS REGATTA**
**FLEET 103, OSTEGO SC**
Cooperstown, NY
Contact: Doug Krum, Box 200 West Hill, Sherburne, NY 13460 (607) 674-4789

September 17-18
**HOT SCOT REGATTA**
**FLEET 20, PORTAGE LAKE YC**
Picketney, MI
Contact: Doug Christensen, 9215 McGregor Rd., Picketney, MI 48169
(313) 426-3510

September 17-18
**WHALE OF A SAIL**
**FLEET 83, CARLYLE LAKE**
Carlyle, IL
Contact: Jim Harris, 775 Haw Thickett, Des Peres, MO 63131

September 17-18
**WHISKEY SOUR REGATTA**
**FLEET 80, LAKE ARTHUR**
Pittsburgh, PA
An excellent five race series with a Saturday night Whiskey Sour and Steak Fry dinner.
Contact: Dan Goldberg, 1100 Penn Canter Blvd. Apt. 515, Pittsburgh, PA 15225 (412) 823-8579

September 24-25
**GLOW IN THE DARK**
**FLEET 135, CLINTON LAKE**
Champaign, IL
A great time and a great regatta. Advance registration please.
Contact: Jerry Hartman, 708 W. State St., Mahomet, IL 61853 (217) 588-3575

September 24
**YORKTOWN DAY REGATTA**
**FLEET 137, VIRGINIA SAILING ASSN.**
Contact: John Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815

October 8-9
**PIG ROAST REGATTA**
**FLEET 1, COWAN LAKE**
Wilmingon, OH
Four race series with camping at the club. Saturday night features the "Original Pig Roast" dinner, a campfire disco and clubhouse frolic.
Contact: Don Mates, 6435 Marshall Rd., Centerville, OH 45459 (513) 436-4504

October 15-16
**GREAT SCOT REGATTA**
**FLEET 118, LAKE LOGAN MARTIN**
Birmingham, AL
Contact: John McCary, 2235 23rd Ave South, Birmingham, AL 35223
(205) 870-0112

October 22-23
**PUMPKIN PATCH REGATTA**
**FLEET 97, WEST RIVER SC**
Galesville, MD
Five race series with a Saturday evening homecooked "Octoberfest" dinner.
Contact: Sue Hauser, 3935 Livingston St. NW, Washington, DC 20015 (202) 363-0974

### FLYING SCOT NEW MEMBERS

<table>
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<th>BOAT #</th>
<th>DISTRICT</th>
<th>NAME</th>
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<td>1124</td>
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<td>William S. Byrd</td>
<td>10802 Shadow Lake</td>
<td>Columbia</td>
<td>MD</td>
<td>21044</td>
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<td>3655</td>
<td>Capital</td>
<td>Morley Gourley</td>
<td>15001 S. George Mason Dr.</td>
<td>Arlington</td>
<td>VA</td>
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<td>2349</td>
<td>Capital</td>
<td>George A. Eslin</td>
<td>2 Highland Avenues</td>
<td>Alexandria</td>
<td>VA</td>
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<td>James R. Hayes</td>
<td>307 East Tazewell Rd.</td>
<td>Staunton</td>
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<td>3917</td>
<td>Capital</td>
<td>Richard P. Klawman</td>
<td>941 Old Hickory Rd.</td>
<td>Lancaster</td>
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<tr>
<td>5966</td>
<td>Capital</td>
<td>Scott J. Worley</td>
<td>PO Box 307</td>
<td>Louisville</td>
<td>KY</td>
<td>40204</td>
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<td>4131</td>
<td>Carolina</td>
<td>Lee C. Currin</td>
<td>15 Sweetbriar Dr.</td>
<td>Chapel Hill</td>
<td>NC</td>
<td>27514</td>
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<td>2110</td>
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<td>William V. Staley</td>
<td>100 E. Drexel Lane</td>
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<td>220 North 1st Ave., 4K</td>
<td>Wakefield</td>
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<td>48 Druid Lane</td>
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<td>Duncan Hill, Apt. 21-B</td>
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<td>Pat &amp; Carolyn Lindsey</td>
<td>PO Box 159, Pheasant Lane</td>
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<td>John E. Brandon</td>
<td>2001 Edenborn Ave.</td>
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JULY/AUGUST 1988

23
CAVEAT EMPTOR

Submissions for "Caveat Emptor" must be 50 words or less. A $10.00 fee is charged per insertion. Advertisements are due two months prior to publication date. Contact: FSSA, Donna Welle, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.

FS 1399 · Hull and rig in perfect condition. Needs new sails if racing intended. All rigging replaced 1987. Trailer, in good condition, included. $2500.00. Steve Woodworth, 47 Fordville Rd, Duxbury, MA · Days (617) 583-7268, Eve. (617) 565-5730.

FS 1421 · Custom flex 1968, in excellent condition. White on white. Equipped w/blue boom tent cover, furling gear, motor mount, lifting bride, and all USCIG equipment. Included are a Tee-nee trailer and a 3hp Evinrude motor, $3900. Robert Simmons, 10834 Lakeview Dr., Whitehouse, Ohio 43571 (419) 877-5465.


FS 2573 · Douglass White Hull, Light blue deck, harken rigging, motor bracket, anchor, paddle, one set of sails and spinnaker, Strl. tilt trailer, spear tire, boom tent cover. Good condition. $3500.00. John Custer R.D. #2 Box 82A, Hopwood, PA 15445, Ph. (412) 437-1841.

FS 2635 · Douglass, orange hull/white deck, blue cover, spinnaker, dry sailed, fresh water. $3400.00. Bob Thayer, 13 Bluffiehead Drive, Mooresville, NC 28115, (704) 664-6087.

FS 2680 · Douglass, light blue with white deck, Sterling trailer, full cover, Sears motor, Murphy-Nye main & jib, Schreck spinnaker, Harken rigged, cary sailed, very good condition, $3500.00. Jim Brandon, 880 Byrmyck Road, Atlanta, GA 30319. (404) 943-3763.

FS 3821 · Douglass 1982 Garaged · fresh water · white wired stripe, Waco 360, Cunningham & Tilfer Ext. '83 Tee-Nee tilt galvanized trailer with mounted spare tire · red canvas boom tent cover. All in excellent condition. $5495.00 Dennis A. Ammons, 5132 Canter Drive, Roanoke, VA 24018, (703) 899-4639.

FSSA District Governors

CAPITOL DISTRICT
John D. Barnes
7710 Chatham Road
Chevy Chase, MD 20815

GULF DISTRICT
Jerry Dees
412 Frederick
Fairhope, AL 36532
(205) 926-0672

CAROLINAS DISTRICT
Michael A. Duncan
827 Ashmeade Road
Charlotte, NC 28211
(704) 364-7842

GREATER N.Y. DISTRICT
John Pridmore
829 Soundview Drive
Mamaroneck, NY 10543
(914) 361-4190

FLORIDA DISTRICT
Charles D. Smith
2325 Canter Club Trail
Apopka, FL 32703
(305) 880-1476

MICHIGAN-ONTARIO DISTRICT
Doug Christensen
9215 McGregor Road
Pinckney, MI 48169
(313) 426-3510

N.E. DISTRICT
John Clark, Jr.
88 Supless St.
Duxbury, MA 02332
(617) 934-5209

N.Y. LAKES DISTRICT
Peter Seidman
33 Huckleberry Lane
Ballston Lake, NY 12021
(518) 877-8731

OHIO DISTRICT
Dan Goldberg
1100 Penn Center Blvd., Apt. 515
Pittsburg, PA 15235
(412) 623-8570

SECOND DISTRICT
Paul Newton
667 St. James Circle
Green Bay, WI 54311
(414) 465-6560

PACIFIC DISTRICT
Tim C. McCarthy
5102 Trail View Place
Yorba Linda, CA 92686
(714) 579-1544

PRAIRIE DISTRICT
Keith W. Fager
8727 EBY
Overland Park, KA 66212
(913) 341-6358

TEXAS DISTRICT
Roland Foerster
1405 Wind Cave Cir.
Plano, Texas 75023
(214) 424-0490

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