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Scots n Water
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Letters to the Editor

Editor’s Note: Although I personally did not get a letter to the Editor this time, I was sent the following from the Cohasset Mariner and received permission to reprint both letter and rebuttal. Does anyone have any comments?

A Celebration of Mother’s Day
1991 Cohasset Flying Scot Style Commentary

By Tanna Kasperowicz

They have always wanted us for food

"It will be the family boat. Peter and Tad will sail, you’ll crew. We’ll sail as a family." ~ Ray Kasperowicz, circa 1980.

Their names are oftentimes deceptive: Morningside, West Wind, Ruby, Merry Jane... named after wives, children... all non-threatening, sounding very family. Sometimes not deceptive at all, sometimes even threatening: Bride of the Waves. And then utterly confusing names such as Bojum, which is not a Snark, as a Snark is not a Bojum. The now former skipper of the Bojum (who went to Duxbury) made strange telephone tape messages, too.

In that first year, I, as many Flying Scot wives, had no reason to believe Ruby would not be the family boat. I knew Ray had two summers of lessons, and had crewed for two more summers; but I thought he would be a kind teacher. "Most of sailing is just doing, you don’t really need lessons if you have me to teach you," he said.

I went out a few times, but got tired of being sworn at repeatedly and willingly regained my Saturdays, spending most of them on the beach with a good book... while out beyond Sandy Beach you could see the little white sails, looking peaceful. Ha. Nothing peaceful out there... bunch of angry men trying to win little plastic trophies.

Over the years I ran into other FWC (former wife crew) on Sandy Beach and at the weekly Tact (Flying Scot) party. Almost without exception, the wives told "the family boat story" and how they found it necessary to resign as crew. The stories were so similar... I began to think the reason (a family hobby) for buying a boat had been written hundreds of thousands of years ago by the original Flying Scot forebear (who I think still lives in Ohio; and who is Rita Strong’s uncle). One thing was becoming obvious... Morningside, Ruby, Sugar Pie, Sea Cookie were never intended to be "the family anything." They are war machines, honed and whetted to win, to beat.

Over the years dozens of Scot women have played the family boat game... and learned, too late, that they had been used.

Comments from former wife crew:

The man I sailed with that first time, which was my last time, was not my husband... reminded me a little of Chinatown: "She’s my sister, she’s my daughter; she’s my sister."

Last Christmas he gave me a picture of his boat; then he wanted to put his boat in the garage, in my car’s space.

One month I went to write a check for groceries and he motioned me off. How much food do you need, he asked? What do you mean? - the regular stuff, every week we have orange juice, cereal, milk, lettuce, celery... some bread. There was no money for food that month because he had bought new sails.

I don’t know if this is true, but it’s rumored XYZ stopped crewing when he pushed her off the boat.

It’s obvious to everyone they have always wanted us for food, for the nifty little cheese dips and crackers we supply... for cleaning the house before the party, for getting the ice, the paper plates.

The thing I hate is we can go nowhere all summer long if you are invited to a wedding, you go alone. If someone dies in your family or his family, you go alone.

The weekly Tact party is tactless and it isn’t any kind of a party. It is about protest; it is about spelling out the rules; it is about the rules which have been broken; it is about figuring out to one thousandth of one percent what place everybody is in.

End of former wife crew quotes.

This year the Cohasset Flying Scot Fleet Opener dinner will be held, appropriately, on Mother’s Day. I am to take a main dish/casserole. If I can’t make it, please to let them know about the casserole.

(Continued on page 5)
**A Profile**

**Pheasant Dinner at Midwestern Districts**

By Bob Slocum, FS #2576

Wherein my crew, Bill Gordon, pulls off a master piece.

Inspired perhaps by the culinary feats of the world-famous Glo-In-The-Dark regatta of Hartman fame, Fleet 95 in Wayzata, MN put on an extravaganza of its own for the Midwestern Districts. Entitled “Taste of Minnesota,” the food was one of those things you remember long after you remember what place you finished.

One of the great lessons in life is that committees don’t do it. Committee work is usually the work of an inspired person who, overcoming billions of reasons why not, makes it happen. For the “Taste of Minnesota,” that person was Bill Gordon, my crew.

Let’s back up a little. Bill first started sailing at age 2 on his father’s Lightning. That was in 1947 at Oyster Bay YC on Long Island. He was scared to death and gave up the sport the same day he started. Four years later the family moved to Wilmette, IL and Bill tried it out once more with the Sheridan Shore YC. Flying Scot Fleet 3 provided Bill his first look at the Ultimate Boat, but it wasn’t to be just yet. First came a Sunfish, then a 14’ Hobie, then a round-bottomed 18’ Arrow. Finally, now grown up, wiser and married to Sue and living in Minneapolis, they bought F/S #2214. 2214 was certainly “previously owned” — one of those boats with chalky faded purple sides and an electric pink (a mistake) deck. All color aside, it was enough for the two of them to win the Club Championship in 1980.

Enter two growing kids, Nancy and Lindsay, tennis and swimming stars, with the result, as Bill puts it, that “Sue went into early retirement” from her crew career.

It was at this point that I executed the greatest triumph of my sailing career. I enlisted Bill as my crew, persuading him to put “old purple” in the garage and “keep it for the girls until they get older.”

They’re a little older now. And 2214 is still in the garage. (Some people wonder why I keep encouraging Nancy and Lindsay to keep up their tennis and swimming.)

So, what goes into a “Taste of Minnesota” dinner? First comes the Friday night “Lumberjack” meal: 20 lbs. cabbage, 20 lbs. carrots, 50 lbs. onions, 45 lbs. bratwurst, 75 ears of corn. Steam in large kettle (very large kettle), serve with 20 loaves garlic bread. Serves 75 arriving sailors and crew.

Then for Saturday night: Pheasant with plum sauce (3 days required to pit all those plums), Minnesota wild rice, Minnesota wine, Caesar salad and 9 dozen dinner rolls. The trick with the pheasants is to have your friend Randy Havel supply the equipment and how it works. A 300 gal. oil tank (well scrubbed) on wheels turns into a charcoal grill. 96 pheasant halves fit on it, nestled in a contraption that, with a flick of the wrist, turns them over all at once to cook on the other side. Gourmet fare, served by a couple of dedicated guys, with a lot of help from Sue and a bunch of other fleet members.

So where do I fit into all this? I’m just going about my business making sure Nancy and Lindsay get new tennis rackets for Christmas.
First Place in the Women’s NAC

Flying Scot Woman's NAC
Riverside 1991

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|      | Rendenes      | 3500 | 7 | 11 | 9 | 27 |
|      | Osler          | 3495 | 12 | 5 | 11 | 20 |
|      | Shields        | 1199 | 8 | 10 | 10 | 28 |
|      | Oreni          | 3720 | 10 | 12 | 0 | 35 |

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1991 Flying Scot Wife-Husband Championship Regatta

“Best Ever” Won by Ewings and Cullens

By Mike Gold, Fleet 19

In the last issue, there was an article about the Wife-Husband; however I received the full story from Michael Gold (FSA #728 and #74895) and since it had details of the special trophies and also the great efforts of Fleet 19, I decided to run the story of this great event again. Also please note that the 1992 Wife-Husband will be June 19-21st hosted by Fleet 6, Deep Creek Lake, Maryland.

Eileen and Bill Ewing (#4246, Fleet 157) won the “Screamers” Division, and Marcia and Mike Cullen (#2741, from Westerville, Ohio) won the “Lovers Division” at the 1991 Wife-Husband Regatta hosted by Fleet 19, of Berlin Yacht Club, June 29th and 30th. Sixty boats sailed in perfect conditions on Berlin Lake in northeastern Ohio. The tone of the whole weekend was set by Chairpersons Jo and Rick Baugher (#3666), who focused the event on the “couple” aspect, and inspired, by example, the volunteers at BYC to reach the high levels of effort and participation necessary to produce this result. Accolades were exuberant and many, culminating with the “Outstanding” and “Best Ever” heard from several, including from the FSSA Board of Governors.

Is 60 Boats a Record?

Boats, boats, boats, everywhere boats! Whether it was the location, time of year, or reputation of BYC spread by Fleet 19’s “Frequent Travellers,” a large number of registrants was attracted to this National FSSA regatta sailed on a small inland lake. The weather cooperated, providing warm sunny days with steady winds in the 15 knot range. The extremes of hardware-destroying gusts and local-knowledge-dominated light air conditions, were absent, providing a fair test for all. Thirty-five couples chose to sail in Division A, “Screamers,” and twenty-five sailed in B, “Lovers,” making the starting line reasonable. Fleet 19, through BYC’s membership in USRYU, requested assistance in race management from Ernie Hanmer, the USRYU Area E Regional Administrative Judge. Course selection and overall race control was handled by USRYU Certified Judges, Allan Bethell and Clay Mock. No protests were filed, testifying to their excellence, and to the sportsmanship of the competitors during the four-race series. BYC’s Thielo and cruising fleet members pitched in and provided committee boat, stoke boat, and camera boat support. Sailors came from eighteen states: Ohio led with 21 boats, and Pennsylvania was second with eight, followed by New York with five, Michigan with four, New Jersey, Florida and Maryland with three, Massachusetts and North Carolina with two, and Colorado, Alabama, West Virginia, Texas, Georgia, Kentucky, Minnesota, Virginia, and Illinois with one each.

Conviviality a Hallmark

Twelve Fleet 19 members hosted visiting couples, most of whom we had never met before. This provided an opportunity to get to know new people and share a closeness that carried through, and hopefully beyond, the regatta. Child care for the 17 children accompanying the couples was provided by a committee of BYC teens, under adult direction. And food! Sponsorship from Gordon Douglass Boat Co., Schurr Sails, Fisher Sails, Great Lakes Sailor Magazine, and Wompanow help defer costs and provide some extra goodies. Friday night’s welcoming party was highlighted by a chili dog and sheet cake picnic, and a sharing of reminiscences. All meals were included in the nominal registration fee. Saturday night’s social hour featured 50 pounds of Gulf shrimp, courtesy of Steve Bellows and Schurr Sails. Dinner of stuffed sirloin tip steak was augmented by the traditional BYC saccoroto provided by BYC members. “Stuffed” was an appropriate description! Saturday night’s entertainment was provided by the steel band, “Shades of Steel,” and was followed by Rick Baugher’s fireworks show.

Results and Statistics

Trophies, brass sailboats on a marble base, were presented to the top ten finishers in each division and to the top three in the Century Division (combined ages of 100 or more, sailing in Division A). Lots of other awards emphasizing the character of the weekend were shared. Linda and John Burke, #4708, from the Prairie District, won the Longest Distance Travelled award, and provided a super homemade salsa dip, from Englewood, Colorado, 1,553 miles away. The average distance travelled to attend the regatta was 327 miles. Florence and Ted Glass (#4777, Fleet 83) won the Endurance award, for being married the longest, 52 years! They also won the Senior award, for having the highest combined ages, 150 years. Adele and Bob Summerfield won the Newywed

(Continued on page 8)
1992 Wife-Husband Championship

June 19–21, 1992
Fleet 6, Deep Creek Lake, Oaklaxd, Maryland

The 1992 Wife-Husband Championship will be held on Deep Creek Lake, Maryland, home to over 100 Flying Scots and the Gordon Douglass Boat Company. It is located about 2-1/2 hours from Pittsburgh and four hours from Washington, D.C. in the mountains of the western panhandle of Maryland.

We will attempt to house as many participants as possible in homes of local fleet members. Camping will be available on a limited basis; several motels with reasonable rates are within 15-20 minutes.

Fleet 6 is composed of members from Deep Creek Yacht Clubs at Turkey Neck and Deerhaven as well as unaffiliated sailors on the lake. Racing occurs in the southern part of the lake in the vicinity of both clubs. We welcome all married couples to attend with their families and can arrange for charter boats if desired. Weekend activities will include a Friday evening welcome, three races on Saturday followed by dinner and entertainment, two races on Sunday and an awards ceremony. Make your plans to join us for sailing. More information and registration forms in the next issue.

Contact: Charles & Patti Buffington, 107 Rock Haven Lane, Pittsburgh, PA 15228; 412-563-2750.
Fleets In

Ephraim Regatta
By S.L. Lewis

Jay Lott, recent Captain of the Dartmouth sailing team, and Steve Sauter of the host club won the 85th Annual Consecutive Ephraim Regatta. Fresh from their third at the Districts in Minnetonka, they narrowly nosed out Ephraim’s Mike Fauquist, skippering Dennis Dugan’s boat. Lott/Sauter had 9 1/2 points while Fauquist/Dugan amassed 11 points. Mike, with former District Governor Paul Newton, had recently won the Districts.

Ephraim’s Jake and Bob Wilson were third with 16-3/4 points. Joan and Larry Lewis of EYC came 4th with 25-3/4 and Minnetonka’s Larry Klick won a tie breaker for fifth from locals Andrew and Mike Reynolds with 31 points. Paul Newton was obviously distracted by sailing with a stunning young lady named Laura and finished 7th in the 17 boat fleet.

The weather was consistent with what has evidently become tradition — one day of 6 to 10 knots and one day of blistering Norttherlies with puffs to 30. Frank and Sallie Heidler ran the 5 race series for the 15th time with virtually no flaws. There was, however, a shark sighted trailing Klick’s boat between races 2 and 3.

The Ephraim Y.C. believes that the consecutive, never a miss, string of 85 straight annual regattas is some sort of national record. We started this thing with the Indians and Norwegians racing Jean Nicolet in canoes down the Green Bay. Well, maybe a little later than that.

Ephraim is a quaint Victorian town located on Eagle Harbor which is part of Green Bay. It is on the Door Peninsula which extends between Green Bay and Lake Michigan. Sunsets are legendary and so is the brat and cornfest following Saturday’s racing.

We have an active fleet, composed of juniors, college racers, sailing instructors and a seasoned blend of 60 to 80 year olds. We will sail a 60-75 race Summer series with 4 to 15 boats on the line, Monday and Thursday evenings and Saturday mornings.

Our fleet started in 1965 and many of the original boats still race. In the top five at this year’s regatta came numbers 427, 384 and 769 along with two 4000 series boats.

Our regatta management is experienced. Fritz Hanselman, Ohio Wesleyan All-American in the pre-Greg Fisher days and Larry Lewis, for many years President of the 470 class, are co-chairmen of the racing committee.

The board has voted to pursue District regattas. Local club members have volunteered housing, difficult to come by in this resort town. Space for dry sailing will be made available. The 86th annual regatta will be held August 1/2, 1992. Larry or Joan Lewis will answer questions at 708-441-6064. 988 Elm St. Winnetka, IL 60093.

We very much enjoyed our visitors this year, even if some of them did wear Viking shirts in the heart of Packer and Bear country. We hope we will have an overflow crowd next year.

Club and Fleet 126 home invite all who attended this year’s regatta back next year September 12 and 13 for the 1992 Mayor’s Cup.

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Several spinnakers were popped after rounding the windward mark. The four mark race ended in front of one of the yacht clubs with cheers from onlookers who had placed bets on the winners. Participants and spectators felt it was a highly successful event that should be repeated next year, perhaps in regatta format since support was so overwhelming. Trophies were awarded at the Labor Day festivities.

1991 Lake Townsend Yacht Club-Race Results
Mayor’s Cup
By Fields Gunsett, Carolina’s Dist. Gov.

The weekend started off to be very nice and comfortable. Clear skies - not very hot, not very much of a breeze. The summer had been notorious in the central Carolinas for not having adequate wind velocities to test the skills of the local sailors. It appeared that the Mayor’s Cup would also fall victim to this syndrome.

By the end of registration 18 Flying Scots had their boats on the water. The registrants came from around the state with approximately half of the boats from fleets other than the host fleet 126. The reigning district champion, Jeff Spencer, from fleet 48 from Lake Norman was able to attend and match his skills against some of the finest in the district. The talent within the region is exciting to the boats in the front of the fleet and almost intimidating for those of us in the back.

Light winds were the governing condition on Saturday - not drifting conditions, just light. Everyone moved around the course but the majority of the cay both skipper and crew occupied the low side of the boat. A total of fifty boats attended this year’s Mayor’s Cup; the Flying Scot fleet was the largest with 18 participants and the remaining 32 boats representing five other classes of monohulls and multihulls.

Jeff Spencer served notice in the first race that he had come to sail by finishing first in the first race, followed closely by Larry and Star Lewis. By the second race the breeze had diminished.

Fleet 6 Deep Creek Lake 1st Women Only Race

Fleet 6 sponsored a new event ‘for women only’ as part of their Sunday educational racing series. The event was organized as an opportunity for women sailors to try their skills at new roles. Most of the participants do not take the helm regularly for racing and many crew do not race frequently or were doing so for the first time. The anxiety and excitement of the captains and crew were matched by the electric enthusiasm of all the supportive club members.

Thirty-seven women sailed on fourteen Flying Scots in moderate winds in view of a large spectator fleet.

(Continued on page 10)
Fleets In
(Continued from page 9)
from light to lighter and Larry and Star resumed their winning ways, second place was taken by Dave Batchelor for the Carolina Sailing Club.

As always, the social after the day’s sailing activities was excellent. The wives of the club brought appetizers to enjoy before dinner. The usual Carolina Barbecue was replaced by Caribbean chicken, a tasty alternative.

The weather forecast on Sunday morning did not include any wind velocity. The race committee postponed the start of the first race from on the shore in hope that the breeze would build. The boats that ventured out did so using a paddle — their numbers could be read off the water as if they sat on a mirror. The race committee dropped the postpone and a rush of boats paddled out to where they anticipated the race course to be set. It was assumed that the Race Committee had some type of information that led them to believe that the conditions would change to provide an opportunity to complete the regatta. The conditions did not change and by 10:30 a.m. the abandon flag was hoisted and we all paddled back to the docks.

By the time that the awards were presented, the top finishers were Larry and Star Lewis, Geoff Spencer, Dave Batchelor, Sam Eich and Dick Schultz. Larry and Star were awarded both the Mayor’s Cup and the Bryan Trophy for beating the most boats in a fleet and having the fastest corrected time, respectively.

All in all it had been a fun weekend. A large fleet of Scots with some of the District’s finest sailors provided a competitive regatta. Those of us who call the Lake Townsend Yacht Club and Fleet 126 home invite all who attended this year’s regatta back next year September 12 and 13 for the 1992 Mayor’s Cup.

Midwest District Championships
By Larry Leistiko

The Wayzata Yacht Club (WYC) served as host to 27 Flying Scot sailors competing for honors in the Midwest District Championships held July 13 and 14 on Lake Minnetonka. Lake

(Continued on page 11)
Fleets In
(Continued from page 10)

Minnetonka is a 14,000 acre lake 20 minutes west of Minneapolis Minnesota.

Skippers and boats came from as far away as St. Louis. Medium to light winds on Saturday and Sunday forced the racers to rely more on tactical skills than pure boat speed to win. Paul Newton of Green Bay, Wisconsin took first place overall with three first-place finishes and a come-from-behind fourth in the final race sailed in extremely light air. WYC member “Mac” McCullough capped an outstanding overall effort to take second place. Jay Lott from Chicago was third. McCullough also did very well in the Single Handied Regatta which preceded the districts by winning it.

The racing intensity was balanced by Minnesota hospitality back on shore, with dinners on both Friday and Saturday night. Friday night featured a “Hobo” dinner which was Minnesota’s adaptation of the infamous Door County Wisconsin “Fish Boil.” It was similar except fish were replaced with bratwursts, and sweet corn was added. Saturday night’s feast featured pheasant and plum sauce, wild rice, sweet corn, and Minnesota wine for a “Taste of Minnesota.” An awards ceremony on Sunday marked the regatta’s official end.

“This was one of the most enjoyable and professional regattas I’ve attended,” said Newton. “It was extremely well organized, both on and off the water. Minneapolis and Lake Minnetonka are a fun place.”

---

Ultimate winner Paul Newton (4771) leads second place finisher Mac McCullough (4775) and eighth place finisher Larry Klick (4530).

Flying Scot Midwest Single Handied Regatta
By Larry Leistikoff

The first Midwest Single Handied Regatta was held under perfect wind conditions Friday, July 12, 1991 on Lake Minnetonka, just west of Minneapolis. Ten boats participated, five of which had skippers who regularly sail Scots. A J24 sailor, two MORC sailors, and two people who regularly crew on Scots borrowed boats for the event.

The catalyst for the event was District Governor Larry Klick, who made beautiful permanent sculptured trophies entitled “Solo.” The larger trophy is a perpetual trophy, and the two smaller trophies were for first and second place. This event will hopefully precede the districts every year.

The first course was an Olympic course with a three quarter mile weather leg. The race started in 8 to 10 mph of wind. The first beat saw several 30 plus degree wind shifts. Those that played the right of the course got most of the big shifts, those on the left really didn’t have many shifts.

Local Scot dealer Mac McCullough, in his new boat, led at the weather mark followed closely by Mike Virmig, and about six boats back, Larry Leistikoff. McCullough set his spinnaker quickly and cleanly. Virmig had trouble getting his spinnaker up and was passed by Leistikoff who also got his chute up quickly, Leistikoff went low, and when the wind shifted back to the right, passed McCullough just before the gybe mark.

As the wind lightened, the leader Leistikoff, followed by McCullough, played the dying shifts. Shortly after they rounded the second weather mark, the wind died completely. Meanwhile MORC sailor Babcock and Klick were making time on the right side of the course closing dramatically on the leaders. Leistikoff followed the rhumb line while McCullough went right. When the wind returned, it came from the right, and let McCullough and Klick pass Leistikoff to finish first and second, followed by Leistikoff, who was almost passed by Babcock.

The second race was a windward leeward course with a downwind finish. The wind had moved to the left and was a steady 10 to 12 mph. Those playing the shifts on the left center were first at the weather mark. The downwind leg was very close, and boats that stayed far right before gybing closed significantly on the lead boats that followed the rhumb line. At the bottom mark, all of the boats that flew spinnakers were within ten boat lengths. The one boat which had not brought his spinnaker was amazed to see how easily the other boats flew the spinnakers, even those who hadn’t sailed the Scot before! The group opened up somewhat on the next weather leg. At the top mark, Klick had a three boat length lead over Sumpton who had a ten boat length lead over Leistikoff. Andrew Sumpton, who

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Bernie Knight, FSSA President, right, presents trophy to the 1991 NAC Champion Peter Merrifield. Crew Steve Bellows is at left.

Jack Stewart and crew Martha on their way to a good finish in the NAC’s.

Peter Merrifield and Steve Bellows show their hiking form and concentration on their way to first place in the 1991 NAC’s held at Riverside.

Finishing in Second Place in the 1991 NAC’s was Greg Fisher, right. Crew Ira Ochen is at left. Greg’s future crew is at center.
Gil Levin and crew Robbie Doyle show the intensity that got them to a third place in the NAC's.

1991 NAC

Photo Highlights

Karen and Harry Carpenter

Photo copyright Mitchell Carucci 1991
Fleets In
(Continued from page 11)

regularly crews on a Scot, continued on starboard to the right of the course, which had paid previously. Klick started on the rhumb line, but decided to cover Sumpton. Leistiko gybed to the inside. Sumpton went further right than Klick and, after the gybe, had worked out about a half boat lead on Klick. Meanwhile, Leistiko who had gone left to the inside appeared to have a boat length lead on both of the other boats. At about twenty boat lengths to the finish, Leistiko gybed the pole to starboard, and then gybed the main. However, when he had tied off the rudder, he hadn’t turned it enough. As he was reattaching the pole, a puff gybed the main back onto port, pinning him into the front of the boat. He re-gybed the main, corrected the tiller angle, and then finished reattaching the pole on the starboard tack. But the botched gybe had cost him the lead. Sumpton crossed first, with Klick a boat length back, followed by Leistiko two boat lengths back.

The competitors took a short lunch break on the water, as the breeze continued to build. The third race, an Olympic course, started with the wind at 14 mph, one mph below what the Sailing Instructions had set as the continuous upper wind limit. Klick led the regatta with 4 points, followed by McCullough with 4-3/4. Klick did a superb job of playing the shifts in the building conditions to lead at the first mark, followed closely by J/24 sailor Jerry Krebsbach. The rest of the fleet was tightly bunched about ten boat lengths back. By now the wind had built to about 16, with gusts to 20. Klick in the lead popped his chute almost immediately and took off on a screaming plane. Krebsbach and Leistiko set their poles but waited. They found that the boats planed just fine on a reach slightly above the heading to the next mark without the spinnaker. As the wind moved further left, Klick found that he couldn’t lay the gybe mark with his spinnaker flying, so he flogged it to get up and around the mark. Meanwhile, Krebsbach and Leistiko had stayed high and set their spinnakers just before the gybe mark. After an exciting gybe for Krebsbach and Leistiko, they caught Klick, who had tipped over. Both, seeing Klick go over, and no one else flying spinnakers but going just as fast on the broad reach, decided to take their spinnakers down. They later found out that in the process of flogging the spinnaker to make the gybe mark, Klick’s spinnaker sheet had wrapped around the end of the boom, making it impossible to fly, or take down the spinnaker. He stood on the back of the boat and undid the spinnaker sheet, which allowed the spinnaker to fill and pulled him over before he could get back in the boat and head down to prevent it. The wind continued to blow, which made keeping the boats flat going to weather very exciting. Some of the boats found that pulling the board up a little and cracking off the main and jib so that the boats were almost close reaching was the fastest way to go to weather. Several boats had difficulty tacking the boat as the wind increased. Leistiko bounced back and fourth three times at the weather mark before he made it around, losing two boats.

Nobody flew spinnakers on the downwind leg, although several thought about it. J/24 sailor Krebsbach said that he wanted to fly the chute, but that after three races he was physically tired, and afraid that he might not be able to fly it well and/or get it down. Being new to the boat, he decided to let more experienced sailors set the pace.

During the final trip to weather, McCullough’s experience single handing and sailing the Scot prevailed, and he went from fourth to first, followed by Krebsbach, and Virgil. Right at the finish line, a blast of air hit the lead boat, and it almost went over! What a way to finish a race ... right in front of the committee boat, you show them a close-up look at the floor of the boat. The main was flogging in the breeze and the boat was still on its side. Finally the jib was let out and the boat flattened out and finished.

Everybody sailed on a plane back to the Yacht Club and had a great time recounting the fun that they had had. Everyone, including the non-Scott sailors were impressed with how stable the boat was to single-hand, even in the higher breezes.

That evening, everyone had a great time at the “Hobie” dinner telling all of the arriving boats from the districts what a great time they had missed by not taking place in the single handed

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Fleets In
(Continued from page 14)

regatta. The hobo dinner was a Minnesota adaptation of the famous Door County Wisconsin Fish boil. Instead of fish, Minnesotans use bratwurst and add sweet corn. Everybody had a great time and will look forward to next year’s single handed regatta.

Midwest Single Handed Regatta

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Skippers and crew gather for picture at 1991 NY Lakes District Championship.

Whiskey Sour Regatta
By Dan Goldberg FS #4716

An all-time record 28 Scots sailed in a variety of challenging conditions in the September 14-15 Whiskey Sour Regatta, hosted by Fleet 80 (Moraine Sailing Club) at Lake Arthur near Pittsburgh, PA. Rather than the five usual around-the-buoys races, the sailing instructions called for three standard races on Saturday and a “Down-the-Lake” race on Sunday, to count double. This concept had proven very popular at the Ohio District Championships earlier in the year.

After a sumptuous breakfast at the elegant Lake Arthur Yacht Club, (alias picnic shelter), the fleet drifted to the start for Saturday’s races in unusually tight SE winds and temperatures near 90. After a clean start, Don Griffin managed to separate from the fleet and ghosted to a horizon job win in the first race. Brian Pace and his neon numbers out-dueled Dan Goldberg for second, with Reiner Zeppenfeld fourth and Mike Cullen fifth.

The “main event” was staged after lunch on the paddle out to the starting line. The all-women crew of Monica Berton, Joni Reis, and Patti Johns commandeered Dan Goldberg’s FS #4716 and soundly out-splashed Brian Pace and Mike-Bob in the mother of all water fights. However, Pace got revenge by winning the second race on the last leg by finding some new wind after going hard left. Tom Hohler also went left on the last beat and finished second, with Mike Cullen edging Dan Goldberg for third. Fleet captain Ray Peters rounded out the top five. The third race was cancelled.

The Saturday night dinner was held at the Marina Restaurant, high on the hill overlooking the beautiful Lake Arthur marina and eastern leg. Following whiskey sours and hors d’oeuvres, hungry sailors plucked out fried chicken, stuffed cabbage rolls, and homemade desserts. A DJ provided after-dinner dancing music, featuring the annual Limbo Contest won by Andrea Hohler.

On Sunday morning, the normal September winds returned (SW 10-14) for the long-distance race. Following a windward beat, the fleet headed for the end of the lake and back almost two hours later. Brian Pace came from behind for the win, clinching the series, Mike Cullen also passed several boats to finish second in the race and in the series, Jim Starr came from far back (almost last at the windward mark) to finish a remarkable third. Seems Jim had sailed his last year with his board 3/4 up! Dan Goldberg edged Tom Hohler for fourth, and was the top Fleet 80 finisher with a third on the series. Rounding out the trophy winners in the series were Tom Hohler, Reiner Zeppenfeld, and Don Griffin.

Everyone seemed to enjoy the long-distance race, especially since the winds were ideal for a long run. Even the fishermen seemed to enjoy the sights of the colorful spinnakers. Rick Roessler, racing with Jim Starr, summed it up best when he said, “We should have gone around twice!”

1991 Whiskey Sour Regatta

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Williams Retain NY Lakes District Title
By D. Zornow

Griff and Carol Williams of the Skaneateles Sailing Club captured their fourth straight NY Lakes District Championship. Fifteen boats participated in the five race series which was held in Old Forge, NY by Fleet 104. The competition was held on July 13-14 on Fourth Lake.

Sailors awoke Saturday morning to light winds out of the Northeast. The Williams wasted little time asserting their dominance as they captured the first two races of the day. Excellent boat handling and crew work were displayed as Williams snuck inside of Duffy Zornow at the lobe mark and then went on to edge out both Duffy Zornow of Old Forge and Dave Jacobson of Candlewood.

The second race saw the Williams grab a bullet. They were followed by a very consistent Rich and Karen Fleury

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Fleets In
(Continued from page 15)

of Cooperstown, with local Tom McCabe sailing a fine race to capture third place.

After lunch it was the Fleury’s turn to shine as they held off the Williams and Peter and Ann Siedman to take the gun.

The fourth and closest race of the day found Williams returning to form, but not without surviving a tacking duel and three lead changes the last leg of the course. Williams, Zornow, Siedman and Paul Mertz all finished within seconds of each other.

After the Commodore’s Cocktail Party and a feast held at Holli’s Inn Resort, results revealed Griff and Carol Williams in first place, followed by the Fleury’s who were 2-1/4 points ahead of Duffy Zornow in third place. Thus, the stage was set for Sunday’s finale.

Sunday morning saw skies clear with almost driftlike conditions. Close to postponement, a slight breeze came up and the race was started. Griff nailed the start, along with George Blakeman. They rounded the windward mark first and second, respectively. Then the wind completely died and as it filled from behind, the fleet merged. When the jam was cleared, it was Williams again, followed by Duffy Zornow and John Pridmore in third.

Final results remained as they were on Saturday evening. Griff and Carol Williams won the series, followed by Rich and Karen Fleury who held on to second place by 1/4 point over Duffy Zornow and his crew Tim Donovan.

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Junior Corner

From A Former Flying Scot Junior
By Peter Merrifield

I'll never forget my first regatta. It was September 1979 in Bay St. Louis, MS and there I was - twelve years old and straight out of sailing lessons - eagerly watching the boats being put in the water for the Monk Smith Regatta. There must have been at least twenty Scots as well as good size fleets in four or five other classes. How great I thought it would be if I could actually sail in this race. So I hung around the hoist "helping" random sailors put their boats in - hoping I would get to sail. After a little while my diligence paid; a man with a white Scot, black waterline and yellow deck asked me if I would crew for him. I was psyched and on his boat rigging before he'd even finished asking the question!

By the time the weekend was over, I was hooked. We placed in the top three and I did well enough to get invited to a regatta a few weeks later with the same team. This was the first of many great experiences with sailing. Flying Scots and my first skipper - Larry Taggart. From that time on, Scots have been my boat of choice, not only because we had done well, but also because the Scot class maintains an optimum relationship among the key ingredients that make up sports of all types: fun, expense and competition.

Fun

The friendships and family atmosphere that our class fosters is an aspect of sailing that I took for granted until I ventured beyond the Scot class. Beginning primarily with college sailing, I have taken advantage of opportunities to sail in a number of different types of boats (both collegiately and otherwise). Very few offer the numbers of boats that we see at Scot regattas, and none, so far, has shown the camaraderie.

For example, it is a regular sight to see crewmembers from many different boats helping each other with repairs to hulls, launching of boats, stepping masts; offering ideas as to rig tune, boat layout, etc.; sailmakers from different lofts talking cordially and working together to ensure competitors are ready for the event (people from other classes would be astounded if they knew what went on in the

Scot class - and this is just what happens during the daylight hours!).

Once the sun sets, all sorts of lunacy can be observed on a regular basis. It all begins at one of the complimentary cocktail parties, BBQs, oyster shuckings, or hors d'oeuvres eating contests. At which fellow sailors converse on the day's activities and plan for the night ahead. From there the giant mass of sailors break up into various masses to further pursue their individual definitions of bacchanalia - be it a local social establishment, the go-cart track or whatever. (Of course the seriousness of the event is never overlooked and everyone is normally restfully asleep well before midnight - right?) Well, when most of us are asleep, there are always a few mischievous gremlins out and about managing to add some personality to competitors' boats with a variety of imaginative pranks which have included the application of little orange and blue stickers of a nameless mid-western institution of higher (?) education as well as others who prefer the subtlety of frictionless balloons! As you can see it would be hard to top the Scot class among these lines.

Expense

For the most part, expenses are kept to a minimum. Unlike many classes of boats which require expensive bottom jobs straight from the factory, because our builders are very attentive to quality control, Scots can virtually be sailed competitively right "out of the box." This fact along with the one suit of sails rule eliminates the everpopular problem of "keeping up with the Joneses" which is so prevalent in many competitive classes, and allows the racing to be decided by the competition rather than the pocketbooks.

Competition

You'll notice that I listed competition last. While competition is incredibly im-
important to many of us, I believe that we can all agree that by itself most of us face enough competition in the workplace for this to be the main reason why we race sailboats. Furthermore, I placed competition third in priority because the level of competition we get in the Scot class is dependent upon the success of the first two criteria mentioned above. It goes without saying that if entries average more than sixty boats at a class Mid-Winter and North American Championships year after year that quality competition exists. And if the numbers aren’t enough for you then look at the facts: Among our fellow competitors are Mallory Cup, Adams Cup, Prince of Wales Bowl, Championship of Champions, and many other national and international championship winners.

However, if you haven’t realized it before, it’s not the boat that makes the class (sorry, Harry and Karen); rather, it’s the people who sail the boats that determine whether or not a class of boat will endure. And in the case of the Flying Scot, we’ve got the right group of people.

Now that I look back and see how lucky I am for having been involved in one of the better classes, I wonder if my current opportunities would be the same had my upbringing been in another boat. I would like to think so but who’s to know? The people that I have gotten to know through this class have given me the competition and encouragement to help me succeed both on and off the water. Thanks!

**Editor’s Note:** Peter is presently the Coach of the Cornell University Sailing team and is embarking on a Sailing Olympic Campaign. They are ranked 7th among the U.S. trialists. If you would like to help the U.S. Sailing teams and Peter, you may make a tax deductible contribution to: U.S. Olympic Sailing Association; it would certainly be appreciated. Even though the trials are not in Scots, Peter, being one of our own for many years, hopefully will let us know how he is doing.

### Flying Scot Junior NACs Riverside 1991

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**SCOTS N’ WATER**
How to Single Hand Your Scot

Single handing is a fun thing to do in a Scot. The boat is so much more stable than many smaller boats that it gives you a chance to relax when you’re out. In most conditions, you can relax, cleat off the sheets and enjoy the sail. I have been known to sail and race “solo” many times per year, mainly whenever I can’t get my regular crew.

Rigging the boat properly is the key to safe and pleasurable single handing. There are a few essentials that really make a difference and add to the enjoyment and convenience when sailing alone, or with crew for that matter.

**Tip #1 — Tiller tie off**

If you are going to be sailing alone, you’ll need a way to tie off the tiller for the times you need to be up front. In fact there are other reasons why you may want to tie off the tiller such as: tying on a dock line as you are coming into the dock, lowering or raising sails, clearing the centerboard, or just grabbing something out of the cooler. There are two easy solutions that I’ve seen on boats, both of which work well and are very inexpensive.

Take a piece of 3/10” shock cord and tie it in a loop. Now work the end of the loop through the eye fastened to the rear of the cockpit combing. That’s all there is to it. To fasten the tiller, just stretch the loop out and over the tiller and it holds the tiller straight.

The second approach is to use five to six feet of 3/8” shock cord, and stretch it across the area immediately below the rear combing. An easy way to do this is to tie it to the seat drains on each side. Tension the shock cord so that you can make a loop around the tiller. To tie off the tiller, simply make a loop in the shock cord and place it over the end of the tiller. The advantage of this system over the first one mentioned is that you can set the tiller in any position, whether it be straight, or slightly turned. Depending on how much tension is in the shock cord, it can also be used by simply putting it over the tiller without a loop. The pressure and resistance of the cord holds the tiller in the middle very nicely.

**Tip #2 — Spinnaker halyard aft**

The more controls that lead to the back of the boat, the more things that can be done without having to tie off the tiller to move forward. I have run the spinnaker halyard to the aft end of the centerboard trunk. This is the “only way to fly.” With this type of rigging, you can launch the chute from the back of the boat while you have total control of the tiller (you straddle it between your legs and rock from side to side to steer).

**Tip #3 — Tiller Extension**

You need to sit amidships to handle the boat well while going upwind sailing alone. To accomplish this, you’ll need a tiller extension as long as possible, preferably 48”. You want to sit in the middle of the boat for the best weight distribution, and so that you can easily reach the vang, jib sheets, centerboard, and mainsheet. The further forward, the easier most of these become. While I don’t usually extend the tiller to 48” when sailing with a crew, it helps when sailing alone.

Having rigged the boat properly, the sailing is pretty much the same as when you have crew, only a little more anticipation is required. To tack the boat going upwind, it helps to slow the tack down slightly. This has two benefits. First, it gives you time to move from the front of the boat to the back while turning the tiller and switching sides, and secondly, you get a little more room to weather. Allow the jib to back wind on the new tack, while you are moving around the rear of the boat. Release and resheet the jib when you are on the new heading in the amidship position on the boat.

Flying the spinnaker really isn’t as difficult as it may seem. On my boat, I normally fly the spinnaker, even when I have crew, so the only added tasks are setting and gybing the pole. Because I have mounted the spinnaker halyard cleat aft, I’m used to hoisting the chute. Try to approach the weather mark on the starboard layline a little early. This will give you the opportunity to rig the pole before you reach the mark. When rounding the mark, trim the sails for the proper heading, and raise the centerboard before you raise the spinnaker. This way, you will maintain maximum boat speed, and then be able to concentrate on flying the spinnaker.

Gybes are really not as difficult as you may think. The trick is to make gybes as close to dead downwind as possible while keeping the spinnaker filled and flying. On a downwind leg this is very easy; however, the reaching legs of an Olympic course present a challenge. Heading high of the gybe mark and then heading down and gybing is the best way. By doing that, you can cut the gybe mark close, and protect your weather quarter on the second reach. The actual process of gybing is pretty straight forward. With the boat sailing dead downwind, tie off the tiller either straight ahead or, if you have an adjustment, with a slight turn toward the direction required to gybe. Cleat the spinnaker sheet and guy so that the spinnaker is flying properly. Move forward and release the jib sheet, unhook the spinnaker pole from the sheet and the mast and pass it in front of the mast, letting it hang from the topping lift. Unhook the guy from the shroud clip or J hook. (When the boat is dead downwind sheeting in slight on the old guy will allow the spinnaker to continue to fly without a pole.) Move back and turn the tiller to gybe the boat. As the main starts to come across, straighten out the tiller so the boat is heading in the proper direction. If you tied the tiller off with a slight turn, by the time the pole is disconnected, the main will be close to gybing. In this situation, simply turn the tiller to finish the gybe and then set the tiller for the correct heading. Reattach the pole to the new guy, and then to the mast, put the guy under the J hook or shroud hook, and reclast the jib to the new side and you’re done. With a little practice, you will find that gybing the spinnaker alone is a snap.

Approaching the leeward mark, tie off the tiller for the proper heading, and take the spinnaker down in the same manner that you normally would with a crew. The only difference is that you should allow a little extra time. Leave the centerboard up until the spinnaker is down and stowed.

Some common sense will help. Don’t sail solo when you have white caps on the water. When it’s puffy out, never cleat the mainsheet — just hold it and be ready to ease it in the puffs to power the boat up and avoid excessive heeling. And by all means, don’t fly the spinnaker in windy conditions until you have the confidence and experience to do so. Actually, sailing the boat downwind with the spinnaker is incredibly easy after you’ve done it once or twice.

The author of this article is “Mac” McCullough who won the first Midwest Single Handed Championship, and placed second in the Midwest Districts.
Pete Merrifield and Steve Bellows win the 1991 Flying Scot North American Championships.

Forest Rogers and Melanie Dunham place second in the Challenger division in the 1991 Flying Scot North American Championships.


Schurr Enough...you too should be sailing with Schurr.

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Price includes bag, battens and royalty.
Terms: Pay order in full Schurr Sails will pay freight or 50% deposit winner, Sails shipped C.O.D. for balance.
# Flying Scot New Members

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<td>Donald H. Salisbury</td>
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NOVEMBER/DECEMBER
1992 Midwinter Championship Registration Form

Skipper ____________________________
Address ____________________________

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Sail # ___________ Hull Color _______ Spinnaker Colors _______

Crew Name (1st) ___________________ Crew Name (2nd) ___________

Registration Fee: $60.00 if received before March 25th 1992
$70.00 if received after March 27th 1992 - Save the 10.00. Mail back ASAP

Please mail registration to: Betty Smith
P.O. Box 405
Panama City, FL 32402
Checks should be made to the order of Midwinter Regatta Fund

Six races with an excellent social calendar. Lots of fun and great racing.

Racing will start on Tuesday this year with two races. Some camping is available at the St. Andrews Bay Yacht Club grounds. All models listed are within fifteen minutes and the Bayside Inn is offering a special rate if you mention that you are a FSSA member when registering. They are also having a patio party for Flying Scot sailors on Monday evening.

MARK YOUR CALENDAR AND COME JOIN US!!!

Hotel: Bayside Inn (904) 763-4622 ($35 per room special)
Howard Johnson's (904) 785-0222
Ramada Inn (904) 785-0561

For more information: Contact Betty Smith Phone # (904) 763-4223 or the above address; or Allen Douglas (904) 785-7500.
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FAX (301) 334-8324
Monday-Friday, 8am-4pm and Saturday, 9am-11am

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1992 Midwinter Championship
Schedule of Events

MONDAY, MARCH 30

0900 - 1600 Registration (Club Bar)
0900 - 1600 Sail Measurement (Sailing Center)
TBA Afternoon Tune-Up Races
1600 FSSA Board of Governors
1830 FSSA Board of Governors Dinner
1800 - 2000 Pool Party - Bayside Inn

TUESDAY, MARCH 31

0800 - 1000 Coffee & Monkey Bread
0830 - 1000 Registration (Club Bar)
0830 - 1000 Sail Measurement (Sailing Center)
1015 Skipper’s Meeting - Upper Deck
1230 Races Back to Back
1700 Protest Committee (Sailing Center)
1830 No Host Pig Pickin’ Luau

WEDNESDAY, APRIL 1

0800 - 0930 Breakfast - Dining Room
1030 Lunch
1230 Races Back-to-Back
1700 Protest Committee (Sailing Center)
1730 - 1900 Raw Oyster Bar on Front Lawn
Sponsored by Fisher Sails

THURSDAY, APRIL 2

0800 - 0930 Breakfast - Dining Room
1030 Lunch
1230 Races Back-to-Back
1700 Protest Committee (Sailing Center)
1830 - 2000 Cocktail Party - Upperdeck
Sponsored by Schurr Sails, Inc.

FRIDAY, APRIL 3

0800 - 0930 Breakfast
1030 Lunch
1200 Race Begins If Necessary
1900 Awards Banquet (Max. people-150)

Prizes - Prizes - Prizes

Daily Drawings following races

Skipper and crew prizes will be awarded for seven places in Championship and five places in Challenger Division.
Prizes will be awarded for winning Skipper and Crew of each race.
Caveat Emptor

Submissions for "Caveat Emptor" must be 50 words or less. A $15.00 fee is charged per insertion. Advertisements are due two months prior to publication date. Contact FSSA, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5846. 1-800-445-8629. Only members of The Flying Scot Sailing Association may advertise in Caveat.

FS-278 - Douglass, gold/white, Balto-plate bottom, well maintained, all Harken race ready, incl. new "M" vang adjustment, Schurr sail/spin, extra sails, tilt trailer w/spare and kickstand, boom tent, mast hinge, lifting bridge. $2500 or best offer. Mike Gold, Alliance, OH, work (216) 860-1375; home (216) 935-2846.

FS-874 - Douglass, 1966, yellow hull, white deck, good condition, 3hp Seagull outboard, with bracket, cockpit cover, boom cover, spinaker pole, mast hinge, Sterling trailer, spare tire, $9300. Call Robert Burton, 177 Woodhaven Cir., Athens, GA 30606 at (404) 549-6706.

FS-1995 - Customflex, white on white, blue cover, Pamco trailer (newly painted) 2 suits of sails, spinaker, motor bracket. Dry-sailed - no bottom paint. $3200. Call George Rooting, days (216) 879-2686, eve. (216) 494-3395.

FS-3019 - Customflex, 1977, blue hull, white deck. Dry sailed. Excellent condition. Two suits sails; motor and mount; tilt-up trailer; regatta cover; full-sided mast-up cover; new shrouds, forestay, halyards and winch box. Race-ready, proven winner. $4000. Call Dan Brown at work (817) 566-2400 or home (817) 387-2485. Dallas area.

FS-4676 - 90 Douglass, white hull/deck, red stripe, blue factory bottom paint, Schurr sails with windows, spinaker pole/ribs/ratches, Jiffy reef, outboard bracket, Waco 360, anchor, full cockpit cover (white), Tee Nee trailer, dolly, dry sailed, factory-stored during winter. $8500. Contact Tom Garske, Beachwood, N.J. (201) 897-5673.

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(919) 467-3512

FLORIDA DISTRICT
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Palm Bay, FL 32907
(407) 725-3008

GREATER NY DISTRICT
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Woodbury, CT 06798
(203) 263-0769

GULF DISTRICT
Terry Dees-Kolenich
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Spanish Fort, AL 36527
(205) 626-7175

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Pinekney, MI 48169
(313) 425-3510

MIDWESTERN DISTRICT
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Minneapolis, MN 55422
(612) 546-1042

NEW ENGLAND DISTRICT
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Sharon, MA 02067
(617) 784-5088

NY LAKES DISTRICT
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Ballston Lake, NY 12019
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Huntington, WV 25701
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Discovery Bay, CA 94415
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Flying Scots Sailing Association
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