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Scots n’ Water

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Scots n' Water

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Dear Editor:

The writers believe there is a safety issue with Flying Scots that should be addressed by the class association.

The writers are all long time sail boat racers and members of Berlin Yacht Club in Deerfield Ohio. Our Club requires that each member do their yearly duty on our Race Committee boat. This year the winds were good for our Sunday (15Kts and up) in gusts.

Two Flying Scots capsized and both were able to right the boat with a minimum of water on board.

The safety issue is that both boats had significant problems getting the crew back on board after the boats were righted.

The first Scot was righted about the time we arrived on the scene. There were three people that had been on board and were still in the water after the boat was righted. It took a couple of minutes for the youngster (about 10) to get back aboard. It took several more minutes of struggling for the first adult, 50+ to get on board. The last adult about 50 had great difficulty getting aboard even with the aid of the two people already on board. He eventually climbed on board by the shroud. We were about ready to pull him into the Committee boat as it was obvious he was very tired. Fortunately he had a life jacket on. This boat was equipped with a line across the transom.

The second Scot was still on its side when we arrived. The crew was a woman in her sixties and skipper was a man in his seventies. They had capsized with the spinnaker up and it took several minutes for them to get organized. Eventually the boat was righted with very little water on board. The skipper tried unsuccessfully to get on board for several minutes. He eventually got hung up in the main sheet and the boat started to sail dragging him through the water. One of the committee went into the water to assist. It was obvious he was very tired and we felt we needed to take some action. We had to approach the boat from the stern while sailing away and were eventually able to grab the stern from our pontoon race committee boat, not very easy. While we held the boat so it could not sail away the skipper tried unsuccessfully to get on board. He could not. Eventually we got him and the crew into the committee boat and they then boarded the over the Scot's transom.

We believe that this is a serious safety problem. The Flying Scot® Class has long prided itself as having a safe family day sailor/racer that provided older sailors the opportunity to remain active in the sport of sailing. It is for this reason we feel that the problem of boarding the boat from the water be addressed.

We are not certain what the solution is, possibly a folding platform or ladder on the stern, but this is a problem that deserves attention.

Harold Bauer, Ron Fiedler, Dick Lilley

The Great 48 (May 4-5)

Thirty five Flying Scot® sailors and their crews descended on the Lake Norman Yacht Club for the annual Great 48 regatta. Two of the three scheduled races were sailed in moderate winds. Larry Lewis won followed by Don Griffin and Bill Ross.

RESULTS

Larry Lewis 3933 .75 5 5.75
Don Griffin 2259 3 3 6
Bill Ross 1290 5 2 7
Starling Gunn 1104 7 4 11
Kent Taylor 1290 6 7 10

Lawrence D. Vitez

Dear Editor,

The Sandy Douglas Regatta was held at Lake Norman Yacht Club May 15-16 and 36 boats participated. Lake Norman could not have been more beautiful with mild temperatures and steady winds from the Southwest at 10-15 on Saturday and 6-10 on Sunday. 19 Flying Scots sailed and Geoff Spencer was the big winner in a very tight race with Dick Shultz and Larry Vitez. Also participating were 6 Highlanders and 11 thistles. Geoff Spencer also won a newly donated perpetual SANDY DOUGLASS TROPHY awarded to the winner of the largest fleet. Irmgard Shildoth was asked by Flying Scot®, Inc. to present the trophy. She also photographed the event.

This important regatta needs more support from the class, and I encourage sailors from all around to plan on coming to one of the best 5 race regattas around.

RESULTS

Geoff Spencer 2647 9 .75 .75 3 .75 14.25
Dick Shultz 1865 2 5 3 2 3 15.00
Larry Vitez 839 3 2 4 4 75 2 15.25
Bill Ross 1290 4 4 5 4 6 23.00
Chuck Gise 2070 7 11 9 5 4 35.00

SCOTS N' WATER
MAKING THE MOST OF THE WINTER DOLDRUMS
by Dan Goldberg FS 4761

So you've just bought your first Flying Scot and are anxious to start racing. Or perhaps you've raced a year or two and figure that it's time to start your move towards the top of the fleet. For those of us from the North, there's no way to race Scots over the winter. However, if you really want to improve your racing skill, there are actually a lot of things you can do during non-racing months to get you up the "improvement" ladder.

1. Go to your local library and read all their books on sailboat racing. Most big-city libraries will have at least some books on the subject. If you're really serious, consider buying one or two. The books by Stuart Walker are considered the "classics." However, they are a little hard to follow at first. In fact, I found his "Wind and Strategy" totally indecipherable. For the money, I think the best book by far is Dave Perry's "Winning in One Designs." It can be ordered directly from U.S. Sailing. It's very complete yet easy to read. Perry also has a good book understanding the rules.

2. Go to a racing class. North Sails offers a one-weekend course called "The Smart Course" that covers strategy, tactics, starting, finishing, sailing upwind and downwind, and rules. Don't bother with their "fast course" since your sailmaker can tell you how to trim your Scots sails to go fast. The "Smart Course" is given on winter weekends at various locations around the country.

3. If you can't make it to a class, buy some videotapes. J-World Sailing School has very good tapes on Starting, Upwind Sailing, and Downwind Sailing. I think they are the best I've seen. Don't bother with the Gary Jobson series. There are also tapes on the rules which I believe are available from U.S. Sailing. I saw some good ones by Dave Dellenbaugh, but they may be slightly outdated.

4. Go to a sailing school. It makes for a great one-week mid-winter vacation! Both J-World and the Offshore Sailing School have good racing courses combining coursework and on-the-water instruction. J-World uses J-24's and Offshore uses Solings. Both have Florida locations.

5. Think about what you need to do to get your boat in racing shape. Do you need to patch up the dings in your hull and centerboard? Is your frayed outhaul down to its last strands? Have you recently checked under your deck to make sure the wires leading up from the toogle are still intact? How about your centerboard cable? I have, in the past, had to replace each of these at least once! The wires under the deck are the ones to be suspicious of because, obviously, they are normally out of sight. Are your sails in reasonable shape? Many sailmakers offer winter discounts.

6. Talk to your crew. Have you ever actually taken the time to go over things with your crew before you launch your boat? You can probably teach them a lot about their job at a more leisurely pace off the water, instead of barking out commands on the boat.

7. Although it doesn't quite fit into the category of things you can do during the winter, one other thing that will really help you improve is to get a regular crew and practice, practice, practice! Once your boat handling becomes automatic and you can get your eyes and brains out of the boat to see what the wind is doing and what the other boats are doing. It's almost certain that your performance will dramatically improve. Although some remarkable sailors like Jim Starr from my fleet are the exception, I think it's virtually impossible to race well while training a crew at the same time.

8. Talk to the top teams in your fleet or district (skippers and crew). Ask them what they do and how they do it. They will usually be glad to talk to you and share their knowledge.

Sailboat racing is like anything else — the more you put into it, the better you'll get. You may not become the fleet champ overnight, but learn as much as you can and you should start to see an improvement. I hope that you'll find at least some of these suggestions practiced and useful.

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November/December 1993
THE KEY ELEMENTS THAT LEAD TO A SUCCESSFUL
1993 NORTH AMERICAN CHAMPIONSHIP

by Bill Pope

Now that the 1993 Flying Scot® North American Championships are over, I can reflect on the goings-on that went into the successful outcome of the event. Let me also say that although I may have been the regatta chairman for the 1993 NAC, I truly deserve the least praise. The following paragraphs will show you what I mean.

KEY ELEMENT NUMBER ONE:
The location.
We start with Pensacola Yacht Club and some of the best attributes for sailing that one can find, not to mention a great vacation spot with the beaches and all that stuff. With many of the competitors from inland lakes, the sailing on Pensacola Bay was an interesting challenge from the get go. One must admit though that having the bay right off the club is quite nice. Then there is the club and its grounds covered with massive live oak trees which provide shade for those weary participants on the hot afternoons.

Whoa! Stop! Don’t get me wrong. I’m not saying that this location is the greatest or the best, I’m merely saying that Pensacola Yacht Club is a good location for an NAC, just like hundreds of other locations in North America. The point here is that a good location is one of the keys to a successful event.

KEY ELEMENT NUMBER TWO:
Hard working volunteers.
Did you realize that over 70 volunteers did various tasks before, during, and after the 1993 NAC. Just think about it. There were sponsors to line up. There were Port-a-Lets, barricades and trophies to order. Race instructions had to be revised, copied, and placed into the packets. Boats, sails, and centerboards had to be measured (it was pretty hot out there wasn’t it Bob Neff). There were members that had to be contacted about being able to move their boats during the week to help accommodate the Scots. Did I say over 70 people? I might have under estimated but whose counting.

Whoa, again! Stop, again! Don’t get me wrong. I’m not saying that those hard working volunteers that helped me are the greatest and that any successful event needs them. What I’m saying is that we were fortunate to not only have enough volunteers, but also the right kind of talent to go along with these bodies. The point is that hard working volunteers are also a key to the success of the event.

KEY ELEMENT NUMBER THREE:
A hard working staff.
It is sometimes hard to realize what is going on behind the scenes. Do you know what time the people have to get to the club in order to be able to start serving breakfast at 7 AM? Do you realize how late it was when the last staff member locked up at night just to be back at 8 AM? Do you realize how much planning and scheduling took place before and during the event? Everything from the entrance of the club to the end of the dock had to be ready for anybody’s use while Pensacola

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TWENTY-FIFTH BUCKEYE REGATTA
Hoover Yacht Club

We’re pleased to report that 27 Flying Scots® sailed in the Buckeye Regatta on May 22 and 23. After two races on Saturday, Fleet 37 participants and guests consumed delicious appetizers and hors d’oeuvres prepared by fleet members. They gave their appetites a brief rest before eating a buffet dinner with grilled chicken. The party in the evening featured a DJ who provided a variety of music complete with colored lights and smoke. Everyone enjoyed the vigorous dancing and still managed to show up on Sunday morning for two more races. Fleet Captain Dick Staet presented trophies after lunch and thanked all the Fleet 37 members for their help.

BUCKEYE REGATTA RESULTS
1st Mike Cullen/Christopher Vehar Hoover
2nd Barry VanderHoe/Will Miller Hoover
3rd Brian & Pam Pace Hoover
4th Jay Huing/Mark White Hoover
5th Jack & Rosalie Leippe Berlin Yacht Club
6th Charles & Karl VanderHorst Hoover
7th Donald & Barbara Griffin Deep Creek Lake

FLYING SCOT® FLEET 177 NEW HAVEN REGATTA

On Saturday, August 21, 1993, the newly formed Flying Scot® Fleet 177 held its first ever regatta at New Haven Yacht Club in Connecticut. Although this was a new event, the turnout was pleasing, with 14 Scots from four states taking part as boats from New York, New Jersey and Massachusetts joined those from several Connecticut fleets.

New Haven Regatta prizewinners

Included in the participants were three District Governors, the National Vice President and two first-time racers, so it was a very varied fleet that took to the water.

The morning’s weather was bright and sunny with a good breeze of at least 15 miles per hour out of the north. Sixteen boats registered for this one-day event, but after seeing the breezy conditions, two skippers decided to leave their boats on dry land and volunteer their services as third crew, for which there was a strong demand. During the day the wind diminished somewhat to 12 mph, but those who took on the extra weight, including the eventual winner, did not seem to regret their decision.

The format was to sail three races back-to-back, and despite a delayed start occasioned by an extreme low tide, the first of the hour-long races began at noon. The committee, led by chief race officer Forest Rogers, set Olympic courses all within the breakwater with the windward legs being approximately a half mile long. It was soon apparent that Bill Ewing in FS4246 was the strongest sailor as he led in all three races, but he was closely challenged by a number of others. The breeze conditions deterred a few skippers from flying their spinnakers, but generally most enjoyed the breeze.

At the end of the day, the winner was Bill Ewing from New Jersey Fleet 157 in FS 4246 with Eileen Ewing and Peter Seldman with 2.25 points. Second was Jim Cavanagh from Massachusetts Fleet 76 in FS 4699 with Jay and Leila McNeill with 8 points. Third was David Jacobson from the host fleet 177 in FS 4127 with John Cooke with 10 points.

JOHN PRIDMORE

THE FOUNDERS CUP
Riverside Yacht Club, Connecticut
October 9 & 10

Flying Scot® Fleet 7 recently held its third annual regatta, named The Founders Cup, in memoriam of Chuck Rettie (#27, #273, #906) and in honor of Lew Howe (#28 and #2828), who together started our fleet in 1959 and helped build it to over 50 boats today.

Lory Island Sound was at its finest with brisk autumn breezes on both days of the regatta. Saturday brought slightly overcast skies and steady winds from the Southeast at 12 to 15 knots and perfect racing conditions. At the end of the day, Harry Carpenter held a small

(Continued on page 10)

FLEET 162 REPORT

Fleet 162 is once again happy to report that the 1993 was another successful season. This year the fleet once again experienced strong growth and a full schedule of racing and social events. The fleet’s active sailing schedule ran from March to November. The fleet established an informal objective to race every month of the year which we missed by only two months, January and February. Maybe in 1994!

The fleet is especially proud of the accomplishments of several of its younger members. The team of skipper Allan Terhune, Jr., and his crew, Josh Kohut, Jody Kohut and Bill Demand, represented the fleet in the Sears Cup finals in Houston.

In addition to the usual full slate of social events regattas, the fleet also began several unique events. In order to celebrate Easter, the Rabbit Bowl regatta was held with Allan Terhune, Sr. (FS 709) taking home first prize. A Husband and Wife (or couples) regatta was held with eight couples participating. Jim Leggette and Barbara Zimmer (FS 1518) narrowly took first place honors. Scheduled for later in the year is the Turkey Bowl and a Santa Bowl regatta.

The fleet started the sailing season with the Spring Frostboite series beginning in early March. Once again this provided sailors to get an early jump on the season and an excellent opportunity of practice tactics and boat handling on short courses. Bruce Kohut (FS 3869) took first place. The small, but hardy fleet which braved the elements were able to race four out of the five scheduled days. It was only 50 knot winds and below freezing temperatures left over from the March blizzard that hit the east coast prevented the full schedule from being sailed.

This season the fleet instituted a season championship composed of the Toms River Yacht Club Spring Series, the Pine Beach Yacht Club Summer Series and the Beachwood Yacht Club Fall Series. In the Spring series, first place went to Allan Terhune, Sr. (FS 709). Finishing in second place was Matt Smith (FS 4276). In third place was Bruce Kohut (FS 3869). In the summer series, Jim Leggette (FS 1518) was first, Ed Summerfield (FS 4736) was second and Paul Brown (FS 4341) was third. In the fall series, first place went to Jim Leggette (FS 1518) and second place to Ed Summerfield. For the overall championship, first place went to Jim Leggette, second place to Ed Summerfield and third place to Paul Brown.

Fleet 162 also cosponsored the first annual New Jersey Flying Scot® Championship with Fleet 31 from the Shore Acres Yacht Club and Fleet 157 at the Monmouth Boat Club. Each participating fleet hosted a regatta which was scored for the Championship. To cap off the season, the Toms River Yacht Club hosted a fall frostbite series. This series features five short races a day providing the sailors one last opportunity to squeeze out a few good sailing days before winter sets in. Fleet 162 is hosting the 1994 Greater New York District Championships at the Toms River Yacht Club tentatively in early June. Please look for an announcement in Scots’ Water for further information. Sailors interested in learning more about Fleet 162 are encouraged to contact, the Fleet Captain Ed Summerfield (609-461-9446).
lead over Dave Crawley, with Dave Jacobsen and others not far behind. The winds lessened and warmed from the South near sunset, allowing for a picture postcard evening cookout at Riverside Yacht Club.

A cold front passed through during the night and we met challenging and oscillating 15 to 20 knot winds out of the North on Sunday. But it also was a beautiful, crisp day. The race committee stayed with the preferred windward-leeward twice-around courses. The racing was exciting with a number of changes in the lead, but Harry Carpenter prevailed with two firsts.

During the awards presentation, Li Rettie presented two permanent trophies: plaques with sail numbers 27 and 28, one of which will be placed at Riverside Yacht Club and the other at the Old Greenwich Yacht Club. This is an annual event and we welcome everyone back and new entrants next year.

Steve Criffield, #3623

FINAL STANDINGS

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4th Gary Powell
Taylor Smith
5th Josh Goldman
Marty Wainke

FLEET 13 NEWS

Rob Fowler, Fleet Captain

I thought I would write and bring everyone up to date on fleet activities so far this summer. First bit of good news...we now have eleven boats in the fleet! Early this summer, Stan and Cathy Groff bought Alan Winger's boat. Stan won his first race a couple of weeks after buying the boat. Next, Ed and Yvonne Craig drove to Detroit to pick up one of their club boat specials. Chuck Castileman picked up his second boat on the same trip. Next, Bill Berry bought Neil Mathew's boat and brought it up from Atlanta. Unfortunately, AYC will be losing a great Scot sailor. Finally, Wes Ezzell purchased the Scot that had been listed on the bulletin board for the last couple of months. He is now the proud owner of FS #4012, a really good looking boat. I want to welcome the Groffs, Craws, Berens and Ezzells to the Flying Scot family.

Next bit of great news...we now stand at fifteen or so races for the year! Myra Brown is our score keeper, and has been keeping track of the races so far this season. Thanks Myra! Competition for fleet champion is heating up with four or five challengers, and several other skippers have sailed a few races, but could still qualify easily for goodies at the annual banquet. All in all, this has been Fleet 13's best year so far.

FLEET 23 OPEN HOUSE REGATTA

October 16-17, 1993

The 1993 Open House Regatta was held October 16-17 on White Rock Lake in Dallas, Texas. Forty-one boats sailed five races in two divisions. We were thrilled to have boats from Lake Charles, New Orleans, Houston, and Wichita Falls. We were also very happy to have the Dees-Kolenich family, the soon to be Damagala couple, and the Illinois Navy guys fly in to sail and party with us.

The weather gods smiled and gave us partly sunny skies and 12-15 knot winds Saturday. The Championship division was filled to the brim with tough, competitive sailors. The first race was won by Bill Canrell, (Escape From Waco), with Kelly Gough taking second after recovering from a PMS. We're happy to report that John Damagala won the second race with Richard Wade coming in second. The third race Saturday was won by Kelly, with Jack Seifrick Sr. finishing second. The Challenger

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division was also highly competitive with John Payne (sailing his very own Flying Scot® this year) winning two races, and our local hero Ed Lockey also getting a bullet.

The winds tapered off Sunday to 3-8 knots with overcast skies. Kelly, with his crew of his lovely wife, Heidi and party-trophy winner Estrella Barrett won the first race. Bill Cantrell, sailing with local sailmaker Bill Dreheim and friend Lori won the last race and captured second place overall for the regatta. Richard Wade and his daughter, Stephanie were able to finish third overall, and Kelly, winning for the second year in a row, took first. John Payne and crew Tom "the C-15 guy" Forgue continued to dominate the Challenger division winning with four bullets. Another new Flying Scot® owner, Steve Comen with crew Jeff Perna finished second, while Ed Locke and crew Lisle Eddy finished third overall.

Like many other Flying Scot® gatherings, the social activities were quite well attended. Friday night we all had a lot of fun greeting traveling sailors and waiting for Larry Taggart and Carrie Haydel to drive in from New Orleans. Saturday night's Killer Margaritas and Texas steak dinner were wonderful, and Ed's homemade gravy and biscuits tasted great Sunday morning. Richard Wade worked tirelessly to get all the loaner boats organized, Pat Maniccia found lodging for everyone, and Joni Safrick and Candace Cady kept everyone fed, fat, and fearless all weekend.

Our next big effort and challenge will be the 1994 Wife-Husband Championship Memorial Day weekend, May 13-14th. Bonnie and Roland Foester are heading up this event. Any ideas or thoughts about the Wife-Husband regatta would be welcomed. We can't wait to see more people traveling to Texas to sail and visit with us.

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November/December 1993
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**November/December 1993**
### FLEET 23 OPEN HOUSE REGATTA RESULTS

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- 1st Championship: Kelly, Heidi and Estrella
- 1st Challengers: John and Tom
The 1993 Wife-Husband North American Championship, held at Delavan Lake, Wisconsin on August 14 and 15, 1993 was a big success. Located 60 miles southwest of Milwaukee in southeastern Wisconsin, Delavan Lake is 1/2 to 1 mile wide and 3 miles long.

This year’s host, the Delavan Lake Yacht Club, is an organization of 125 member families from southern Wisconsin and northern Illinois. The facilities consist of a clubhouse with snack bar and kitchen, meeting rooms, grounds with a large grassy park area with playground equipment, and a small beach. The parking area has room for many drydocked boats, as well as one hoist and two ramps for launching.

The club sponsors races for five fleets each weekend. Delavan Lake Sailing School operates the learn-to-sail program both during the week and on weekends for children and adults.

This year’s races were divided into two fleets with each Flying Scot® choosing their fleet, the “Honeymooners” (championship), and the “Lovers” (challenger). Five races were scheduled for each fleet and two separate courses were sailed by the fleets on different parts of the lake. The race organizers of this year’s regatta felt that “Honeymooners” would best describe the attitude of couples who have sailed together for a long time. They must still be on their honeymoon!

This year’s event had 17 boats in the Honeymooners fleet, and 15 boats in the Lovers fleet. The boats were from Ohio, Pennsylvania, Maryland, Michigan, Illinois, Missouri, Wisconsin, Texas, California, Florida and Minnesota. The participants included two FSSA officers and two past national champions.

The Welcoming Committee, headed by Joe and Debbie Feihsenfeld, FS426, surprised us all with a champagne reception at the Friday night registration.

The first day’s conditions brought the sailors light winds from the east, which gradually drifted towards the south. There were mostly sunny skies with a light chop on the water. The wind came across the lake in seams, and the key to the first day’s races were to be able to find and be in those seams of wind. The Honeymooners raced three races on the north course, and the Lovers raced two races on the south course.

Saturday evening’s event was a Western Party hosted by the members of Delavan Lake Yacht Club. The wind came up significantly after dark. The race committee considered issuing

(Continued on page 14)

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November/December 1993
BREAKER SAILING SHORTS
AND LONG PANTS
WITH REMOVEABLE FANNY & KNEE FENDERS
Rugged, Bermuda-length shorts and slacks have been developed
by Sailing Angles to protect your body from the rigors of competitive
sailing.

Our unique options—the Fanny and Knee Fenders—distinguish this
handsome clothing. Fenders are made of 1/2" closed cell foam to give
full buttock, thigh and knee protection. They’re completely
removable!

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zippers, and waist adjustment straps add
to the uncommon quality, strength,
value and utility of these garments.
Available in quick-drying
Supplex™ Nylon or 14 oz. cotton
twill (shorts only).

Sizes 28-44 Shorts, 30-40 Longs
Cotton Shorts - $48
Nylon Shorts - $52
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Fenders: Fanny $5, Knee $4/pair
Colors: Cotton - Khaki, White, Navy
Nylon - Royal, Red, Teal/Navy,
Khaki/Navy, Magenta/Navy,
Royal/Red, Sporty Color
Shipping not included

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Wife-Husband Results
(Continued from page 13)
flashlights and starting an evening
series, but unfortunately the
instructions didn’t permit it, and the
sailors were worn out from the day’s
sail and apres-sail activities.

Late evening brought rain and the
front that was supposed to have moved
on through on the previous Thursday.

On Sunday, the second day, the
sailors woke to dark, overcast skies.
The wind was a very steady 10 knots
from the east with no chop and no
other boats on the lake except the
sailors. Both fleets completed one race
when lightening first appeared. Both
race committees abandoned at that
point, with the sailors returning to shore
just as the skies opened up.

By the time all boats were on their
trailers and the awards were handed out,
the skies were sunny and clear with
a nice steady breeze again. What luck!

Special awards were presented to
Roland and Bonnie Foerster for
traveling the farthest with their boat, to
Carol and Dick Frankland for the
longest married, to Carol and Bill
Langlois for the shortest time married,
and to Don and Pat Schultz as the
masters champions.

Honeymooner Fleet winners.

For the first time this year, a
perpetual trophy was presented to the
first place boat in the Lovers Division.
This trophy, designed and handcrafted
by Charlotte Fisher, is a beautiful
addition to the Wife-Husband NAC.

Delavan Lake Yacht Club and Fleet
114 would like to thank the FSSA for
selecting DLYC to host this year’s Wife-
Husband Regatta. Special thanks to all
who participated in the regatta, and we
hoped everyone enjoyed it as much as
we did!
Rick and Jo Baugher turned a neck-and-neck dual with Jim Starr/Rick Reynolds into a rout and won the 1993 Ohio Districts. The Baughers, returning to the scene of several previous Whiskey Sour Regatta victories, topped the all-time record 31 boat fleet.

Jim Starr made things interesting with 1-2 finishes to Baugher's 3-1 in the first two races. Starr came from mid-fleet at the windward mark to loop the field on the first reach, and went on to hold off Mike Cullen for the victory in the first race. Baugher "recovered with a second race win, but had to settle for a third in the third race, won by John Meredith. All three Saturday races were sailed in light-to-medium shifty winds, placing premium on finding the puffs and hitting the shifts. Starr could do no better than 10th in the third race, leaving Baugher well ahead going in the Sunday Bridge-to-Bridge race.

Saturday night featured the Fleet 80 dinner, complete with whiskey sours. After dinner, a question-and-answer session was held with panelists Graham Hall, Harry Carpenter, and Rick Baugher. The panel gave the gathering an interesting fill-in on the America's Cup scene (Graham), new developments at Flying Scott (Harry) and the secrets of small lake sailing (Rick). Everyone left tired and stuffed.

The wind filled in solidly for the Sunday long-distance race from Bridge to Bridge. Baugher led the fleet down the lake and back to clinch the championship. The next ten places saw lots of lead changes as the fleet battled through huge holes and crazy shifts caused by the steep hills and geographical features of beautiful Lake Arthur. After sorting it all out, Mike Cullen ended up second overall with Paul Blonski in third, John Meredith in fourth, and Jack Carpenter in fifth. Trophies were awarded by Fleet 80 Captain Kathy Kennedy to the Top Ten, as shown on the final standings shown below.

The regatta also featured one of the oldest boats still racing, FS 200, skippered by Charlie Cullen, one of the newest, FS 4848, owned by Jack Carpenter, and Fleet 80's newest skipper, Betty Harris, in her first major regatta.

In 1994, the ex-Whiskey Sour Regatta will assume its new name, but it will be sailed the same weekend in September. Stay tuned for details!
WHY I STARTED RACING AGAIN
By John R. (Bob) Stanley, M.D.

I had been sailing only twice in my life when I returned to Muncie in 1964 following four years of residency training. While I was away, a reservoir had been constructed and a sailing club had been organized. My friend and classmate Dr. Jack Walker took me sailing in his new Flying Scot®. I was hooked so I purchased a used Scot (#325). My children crewed for me and in 1966 we scored a third place in the District Regatta held in Muncie. It was the high point in my racing experience.

A friend began crewing for me after my children began leaving the nest. My wife finds racing frightening so she cannot be pressed into service.

We raced regularly with modest success after I obtained my third Scot purchased from Tom Ehman Jr. (#2851) I still have it. Our best effort was a 20th place in the Championship Division at the North American Championship on Lake Charlevoix, Michigan. We were very pleased.

My crew moved away ten years ago and my interest dwindled. I developed other hobbies especially bicycling. I sailed occasionally but did not race. My efforts at recruiting a crew were unsuccessful.

Last spring Don and Paula Pell asked me to sail with them in the Midwinters. I had a marvelous time even though our results might have been otherwise very discouraging. The thrill and excitement of the starts (we had five in one race), the force of the wind, and some gradual improvement in teamwork and boat handling renewed my enthusiasm for the sport. I especially enjoyed seeing some old friends and meeting some of the new talented skippers.

During the summer sailing season I have been able to recruit two neighbors to sail with me at our summer home on Clear Lake, Indiana. One is an experienced Scot racer and the other is a novice. Our results have been only fair but hopes springs eternal. Tom Ehman said the winning skipper is the one who makes the least mistakes. I am trying very hard to reduce mine but as everyone knows it takes time.

I have a few suggestions for recruiting and keeping a crew.
1. Family is always the closest and probably the most reliable source but don't be a Fletcher Christian type press gang or become a Captain Bligh.
2. Keep asking friends, acquaintances, associates, and others sailing. Let them handle the tiller while you tend the main sheet. Test their interest by asking them again.
3. Take the most interested racing but try to be sure there is a breeze — neither very light or very heavy air.
4. To maintain interest let him or her have the tiller occasionally and you crew. It is enlightening for both.
5. Show your appreciation by inviting your crew as your guest to sailing club functions.
6. Loan your crew books on rules and on racing in general.

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To get the maximum performance from your boat, you need to know wind and water speed. These instruments are highly useful in learning how to get top performance from your boat.

SPEEDWATCH
THE REVOLUTIONARY KNOTMETER
- Reads water speed through your boat's hull without the need for any holes
- Solar powered, waterproof & compact
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- Reads to 99.9 knots with digital accuracy
- Retains maximum speed attained in memory

SKYWATCH
THE ULTIMATE WINDMETER
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Fax (703) 759-0509

SCOTS N' WATER
STARTING LINE

FLYING SCOT RENDEZVOUS
February 11, 1994
Atlantic City

Harry and Karen Carpenter will be manning their display at Sail Expo in Atlantic City from February 5th through 13th. As always they welcome Scot sailors to drop by. But at this Sail Expo there will be an opportunity for us to show class support and promote the Flying Scot to a large audience of new sailors drawn to this show. Here’s the concept - a Flying Scot Rendezvous, a winter activity bringing Scot sailors together in a special environment.

Plans are in progress to gather on Friday the 11th. We’re working on getting a hospitality suite and finding some good rates on rooms. We are working on a special admission ticket price and plan to provide promotional materials. We would like you to bring a nice photograph of Scot(s) or Scot sailors doing their thing.

This show offers lots of activities and some close-by fleets are already planning to come in groups. If you are interested in attending, or have any helpful ideas, call either Mary Ellen or Bob for information. Hope to see you there. Call (410) 798-4146.

DOUGLASS / ORR
INVITATIONAL REGATTA
June 11 & 12, 1994

First Annual Invitational Regatta at New Haven Yacht Club, New Haven, CT. Hosted by Fleet 177. The New Haven Harbor was the best kept secret around. Now we want to tell the world. It is the largest protected body of water on Long Island Sound, with fantastic sea breezes.

Open to all
FLYING SCOTS & THISTLES
"IT DOESN'T GET ANY BETTER"
Contact Forest Rogers
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"Home of the 1995 International Special Olympics and "Sail in Fly Scots"

WIFE-HUSBAND NATIONAL CHAMPIONSHIPS
Memorial Day Weekend
May 28 and 29, 1994
White Rock Lake, Dallas, Texas

Flying Scot Fleet 23 invite Y’all to come down to Big "D" and compete in the 1994 Flying Scot Wife-Husband National Championship Regatta. White Rock Lake and Corinthian Sailing Club, home of Fleet 23, is located in northeast Dallas, virtually nestled under Big "D's" downtown skyline. This will be a 5 race series with two divisions, highlighted with plenty of other activities. We will attempt to house as many participants as possible; camping is not permitted at the lake, but several motels are within 10-15 minutes of the Club. Several loaner boats will be available on a "first-come" basis. Start planning now to enjoy a Memorial Day weekend of superb racing and great Texas hospitality. More details will be in the March/April issue, or contact Bonnie and Roland Forster for additional information; (214) 424-0490.

FSSA
Mid-Winters
Panama City, Florida

Monday, March 28 through Friday, April 1

Sailing Master™ A Regatta on your Computer Available now on Mac, coming soon to Windows!

New Mac Version 1.1 includes sound, hazards, windward/leeward legs, and many other new features.

RACE AGAINST YOUR MACINTOSH. Control steering, sail trim, and boat heel on a single-handed racing yacht using the standard Macintosh mouse interface (in full color on the Mac II, I.C., and Quadra). If you like flight simulators or golf games, you’ll enjoy Sailing Master. $59.99 + $5 S & H. Satisfaction guaranteed.

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Makes a Great Gift!
 TECHNICAL REPORT

Date: July 19-23, 1993
Place: Pensacola, Florida
Subject: Flying Scot
        North American Championships
Boat: Built by Gordon Douglass
      Boat Company
Sails: Schurr Sails
Results: Rod Steiffel with Bubby Eagan
         crewed this year's
         North American
         Championships,
         scoring all firsts
         and winning the
         regatta by over
         20 points.

The Alternative:

Schurr Sails

For more information on how to
Tune Up for Top Performance
(get the fastest sails out there)
Call Steve Bellows at
904-438-9354

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<td>☐ Spinnaker Triradial/Biradial $420</td>
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<td>☐ Keel</td>
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<td>☐ Deluxe Tapered Battens $22.50</td>
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Price includes bag, buttons and royalty.
Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.