**A couple of old salts from Fleet 83 – FSSA Past President’s Jim Harris and Paul Moore**

By Bill Vogler FS#6140

Carlyle Sailing Association (CSA) Fleet 83 in Southern Illinois has been the center of FSSA activities for many years. Fleet 83 has hosted multiple FSSA North American Championships and has been the member club of multiple FSSA presidents including Jim Harris, Paul Moore, Ted Glass, Bernie Knight and FSSA Chief Measurer, Bob Neff. What a collection of old salts! Jim, who still races Scots at age 86, and Paul who recently hung up his sailing gloves, have interesting stories and perspectives on the boat, the organization and the people in it. The following is a compilation of responses to some questions recently asked of Jim and Paul.

**How did you get started in sailing Flying Scots?**

Both Paul and Jim had relatively inauspicious starts in Scot sailing. Paul recalled a time watching sailboats on a reservoir in Oklahoma City, OK when a boat came within hailing distance and the skipper offered him a ride. He loved it so much he bought a how to sail book and read it from cover to cover. While on his next ride, Paul realized he knew more about sailing than the host skipper convincing him to purchase his own sailboat which turned out to be a Flying Scot.

Similarly, Jim was motivated by a ride he took in a sailboat around 1971 with a colleague from the Monsanto Corporation where he worked in St. Louis, MO. Jim enjoyed his experience so much he sought a ride with a Y-Flyer sailor at nearby Lake Carlyle, IL who for some reason suggested he purchase a Flying Scot. None other than Paul Moore helped him set it up and taught him about the boat. Forty years later, Jim is still sailing a Scot and is still good friends with Paul!

**What drew you to the boat?**

Paul cited the simplicity of the boat, that it was well built and stable. Jim spoke of the good combination between day sailing and racing. Both appreciated that fact that there were controlled specs and that it was ideal for inland sailing lakes with low waves.

**What is your impression about the kind of people sailing Flying Scots?**

Paul indicated that sailing a Scot was for people from every walk of life. The diversity of folks you would meet out on the lake made it so fun and popular. Jim thought Scot sailors were mature, understanding, gentlemanly/womanly, were folks willing to help, friendly, and the kind of people that would make you feel welcome. FSSA was simply an outstanding organization and attractive to all kinds of people.

**Who were some of the more memorable and/or significant figures in FSSA history?**

Paul said, of course, designer and builder Sandy Douglass, and current builder Harry Carpenter but he also spoke of folks like former president Don Hott who at one point had attended every NAC for several decades and Jerry Hartman who was not a professional sailor but sailed like one. Jerry and cousins Mike and Steve Hartman were key figures in the fleet as they traveled and “cross fertilized” FSSA fleets around the country. Their own original Glow in the Dark regatta in Clinton, IL brought in upwards to 50+ boats from states like Wisconsin, Minnesota, Florida, Texas, Ohio, Missouri, Indiana to name some.

Jim’s comments about the Hartman family echoed Paul’s but he interestingly mentioned FSSA Chief Measurer Bob Neff as an important figure in the class. It was through Bob’s guidance that the Flying Scot boat stayed true to its one design and that radical new technology would not overwhelm the boat’s original simplicity.

**What were some of the most important issues that have come up over the years?**

Both Jim and Paul talked of various technology issues with the boat and how important it was to keep the new and old boats similar. Paul remembered what an issue it was to change over from the old snubbing winch to a cleat for securing the jib sheet. Jim spoke of getting control over the misuse of illegal centerboards in racing as a big issue. Jim said, however, that the #1 issue for FSSA is membership. The reason the boat has kept its’ value is that a strong membership has exerted it’s will and interest in keeping the boat popular and the same over the years.

**Did you ever meet or get to know Sandy Douglass? Impressions?**

Paul said he had an arrangement with Sandy as a Flying Scot dealer not only for selling boats but having parts and equipment available for folks in the Midwest who didn’t have access to the factory. Today with UPS and Fed Ex, there is not as much as reliance on sailors like Paul who were “remote” Flying Scot, Inc. agents. For a long time, however, people came to rely on Paul for getting their boats fixed and rigged properly.

Paul described Sandy as a nice person, old school, not a braggart, and a good communicator with great thoughts and ideas. Jim recalled the time Sandy Douglass came to Lake Carlyle for an NAC and stayed a whole week. Given that Jim was regatta chair, he spent considerable time with Sandy and got to know him fairly well. Jim described Sandy as a hard-headed Scotsman, i.e., he was single minded and focused on his ideas which helped him in his success.

**Any good sailing stories?**

Jim talked about the time at a Lake Carlyle regatta when local Scot sailors broke a Florida record for having the most people aboard a Scot without it sinking. Despite Jim’s apprehension, thirty-two people with a keg of beer climbed aboard his new boat before it started to sink. To Jim’s knowledge, the record still stands!

Paul’s favorite stories centered around having his family sail with him including his daughter and two sons. His older son Trey and Paul traveled extensively around the country attending regattas as far away as Connecticut, Florida, North Carolina, Texas and even Canada. He said his son Barry still sails occasionally in the Dallas, TX area.

One story which came up was about the Fleet 83 couple for whom the NAC True Love Trophy was named, former FSSA President Ted Glass and his wife Florence. Prior to an NAC race on a particularly windy day, Florence was concerned about being physically overmatched as octogenarians. Her comment revealed the nuanced relationship the two had aboard their boat. “Gunner” she called him, “I’m going to give you two gybes today”. “Use them wisely!”

**What were some of the great regattas you went to?**

Both Paul and Jim described having fun at various FSSA sanctioned regattas but singularly described the Glow in the Dark regatta hosted by the Hartman brothers in the Champaign, IL area as being a favorite. It was a non-traditional regatta where there were no entry fees, free food and drink, winners but no results posted, and no protests allowed short of a tongue in cheek $500 filing fee. If you did file a protest, you would not be invited back the next year! It was all meant for fun with the emphasis on participation and not having any pressure to win. Prizes were most unique including a toilet seat for winning the “party” trophy and a hooky set of neon colored sails for the overall winner who had to use them at the next years’ regatta. The regatta also included things like skits, Reggae dress up contests, pumpkin carving and a wedding (Jerry and Sunshine Hartman).

**Have any good place finishes at NAC’s or other regattas?**

Both Jim and Paul modestly described themselves as competitive but not great!

**Any other thoughts?**

Both Paul and Jim just wanted to convey how fortunate they had been to have aligned their lifetime recreational pursuits with Flying Scot sailing and the folks surrounding it. The reason Flying Scot sailing had worked for them was that it appealed to so many of their personal and human interests. Scot sailing was social (many friendly folks), physical (you could get a workout), cognitive (sail trim, tactics and strategy), and emotional (the joy of competing and connecting with nature). This experience has worked out wonderfully for them!

Final thoughts from the author!

Hopefully, you enjoyed hearing from Paul and Jim! There’s nothing like a couple of old salts sharing stories that should be similar to some of the reader’s own. If you have as much fun and get as much enjoyment out of Scot sailing as these two, you will have a great “sailing” life!