

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXV, NUMBER 3

MAY, 1983

The Arctic Journey Continues



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before the start." Photo by G. S. Sleeman

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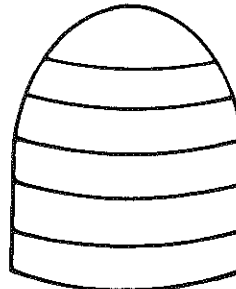
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NAC in '83

Marc Eagan

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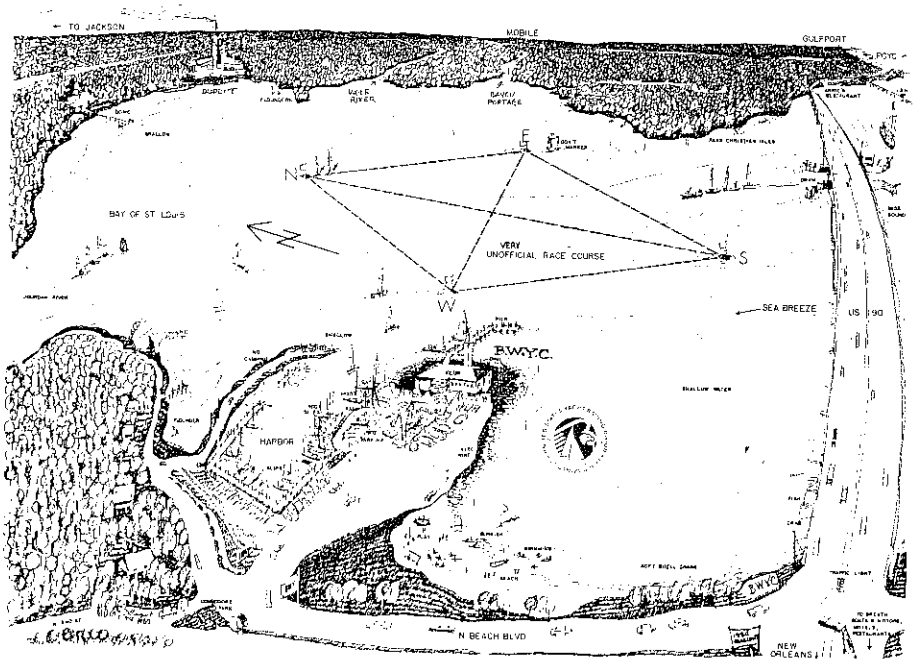
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For the NAC in '83

Please accept this invitation to join us July 25 - 29, 1983, for sailing competition in the FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS.

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When visiting the CLUB you will find the facilities full, modern and capable of handling large regattas. The dining room, bar and regatta deck overlook the Bay and provide easy viewing of the races. Spacious CLUB grounds assure adequate parking and boat storage, with ramps and hoists accessible for launching.

Sailing conditions vary — but a typical July day brings light shifty northerly winds clocking southward



Junior NAC
Registration Form (Neither skipper nor crew can be 18 during 1983)

Registration Fee: \$25.
(Check payable to "NAC '83")

Skipper _____ Birth Date _____
Address _____
Crew _____ Birth Date _____
Crew _____ Birth Date _____

and increasing by afternoon. Temperatures range in the 90s. Since Flying Scot fleets, numbering over 75 boats, are within a few hours driving time — make your reserva-

tions early and ya'll come down for general fun, stiff competition and Southern Hospitality.

See the map and registration forms.

Invitation to Greater N. Y.
Districts

Welcome to Moriches Bay

John Foley, FS 1293

It's probable that every Flying Scot Fleet is of the opinion that the waters they sail on, and the facilities that they have for conducting their races, are the best there is. At least that is the impression a visiting sailor receives from the brochure prepared by most Scot Fleets when they are conducting an invitational regatta. Because of this, I hesitate to continue to write what I intend writing. I am afraid you will not believe me, but in this case I don't have to exaggerate, there are too many good

things to say about Moriches Bay on Eastern Long Island.

This beautiful bay is the home of Fleet #10 and two yacht clubs devoted to sailing. The Moriches Yacht Club and the Westhampton Yacht Squadron. Scot Fleet #10, with 15 Scots, is represented by both clubs in approximately equal numbers.

I began by implying that there were some very favorable things to be said about Moriches Bay and the

(continued, page 5, column 3)

SCOTS N' WATER

1983 Flying Scot
North American Championship
Registration

Registration Fee: \$50. (Check payable to "NAC '83")

Skipper _____

Address _____

City _____ State/Zip _____

Telephone _____

Boat Name _____ No. _____

Fleet No. _____

Accommodations desired for _____ people

_____ Camping _____ Motel

_____ Condominium

NOTE: Mail checks and forms to Pinky Baxter, c/o BAY-WAVELAND
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Crews may be available upon request. For further information
contact:

Marc Eagan Office - 504-529-5811
Home - 504-488-3822

Moriches Bay, *continued*

Moriches Yacht Club. Well, there are very few yacht clubs in the country that can boast of being founded in 1891 and formally chartered in 1899. In spite of the club's long life, it still maintains its owner-member tradition. The country club atmosphere has been intentionally avoided. Virtually all its members are active in some way with sailing. The club has prospered by fulfilling the needs of those who love and use this beautiful bay.

Considering that sailing is our sport, our bay is not just another body of water. When discussing water, one must consider all the variables involved. First there is its location. Moriches Bay is located within sight of the Atlantic Ocean, yet protected by Fire Island with the most beautiful ocean beaches in the world. In addition, wind, the second requirement for sailing, is always there and pleasantly variable between 5K and 15K, most always from the southwest. The aesthetics of the water are important too. On Moriches Bay it

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In Stock: New SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° centerboard control along with our custom spinnaker gear for a superb, race equipped SCOT. T-J SALES rigged boats won the '82 NACs and three previous NACs (and everybody knows it's the boat and not the crew or sails!).

Previously owned SCOTS: All with new-boat warranty. Call or write for details.

Parts and Equipment in Stock: All the parts for DOUGLASS or CUSTOMFLEX boats and also WACO 360° cleats, hiking aid, shroud covers, custom cockpit covers, stainless or aluminum cranks, sailcloth centerboard gaskets, HAWK windvanes. Do-it-yourself instructions and photos for all our kits.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/KENYON gooseneck. ONLY T-J SALES has an uncollapsible stainless universal part to replace the inadequate universal which appeared beginning about 1971, \$6.00.

Accessories: AIGLE boots, absolutely the best wet sailing dinghy boot, CHUCK ROAST jackets and jumpsuits, ATLANTIS foul weather gear and PVDs, racing timers, LASER compasses, and much more. Catalogue available.

Beginner/Intermediate Racing Clinic: Plan now to attend our 1983 clinic, noon Friday, May 6 thru noon Sunday, May 8 at Portage Lake near Ann Arbor. Single/multi-handed boats. This famous clinic will dispense with the esoteric this year and help folks new to racing get started on the right foot.

We'll also take our clinics on the road again this year and offer one or two-weekend day events. Call or write for clinic details.

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Tom Ehman, Owner

would not be surprising to see an Indian canoe appear from one of the several Indian Reservations that about the bay. Things have not changed very much for hundreds of years. Fishing, too, is taken seriously and those who are fishing become your friendly audience as they wave encouragement as you race by.

Time may well have been standing still on Moriches Bay; that is because there is no way that "progress" could improve the bay. Perhaps I should keep the secret of this heavenly place to myself but, you being Scot Sailors, I could not help but share the secret with you and invite you to the Greater New York District Regatta on June 18 and 19th. Registration will begin after 6 p.m. on June 17th. Moriches Yacht Club is located at the foot of Union Ave. in Center Moriches, 60 miles East of New York City.

Detailed information may be had from the Sailing Chairman of Moriches Yacht Club, Don Bauer at 66 Mayfield Dr., Mastic Beach, N. Y. 11951, (516)281-6754.

N. E. Regionals

**Flying Scot
Northeast Regional Championship
July 1, 2, and 3, 1983**

Bring your boat to the land of pleasant living on the Chesapeake Bay. Your host club will be the West River Sailing Club located in picturesque Galesville, MD. Galesville offers many fine eating places and a pleasant atmosphere. Enjoy the hospitality of Flying Scot Fleets 42 and 97, who are teaming up with the

West River Sailing Club to make this one of the best run and most enjoyable events ever.

We are located just 20 miles away from historic Annapolis, MD., the sailing capital of the world. Annapolis offers many historic sights, including the U.S. Naval Academy plus many fine restaurants and watering places of various types.

Race courses will be NAC style and are sure to be run in top manner.

Schedules look like this:

June 30 — Registration and measurement for out of town boats. Registration fee is \$35.00

Racing:

July 1 — Race 1 and 2, Northeast Regional Championship

July 2 — Race 3 and 4, Northeast Regional Championship

July 3 — Race 5, Northeast Regional Championship

The Capital District Championship* will also take place in conjunction with the Northeast Regional Championship, with two races planned on July 2, and one race on July 3.

(continued on page 7)

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'82 has been another great year for Schurr Sails. Our designs have once again shown to be the standard for which Flying Scot sails are judged.

Not only are our sails winning here on the Gulf Coast, they are consistently winning in the Carolina's, Great Lakes, and the New England areas. This fact shows the versatility of our designs to be able to propel the Scot in the lightest of airs and still generate maximum power for the heavy air chop conditions.

The sailmakers at Schurr Sails take pride in knowing their sails are constructed with the finest of materials. The end results being, a high quality durable product that shows its "heels" to its competitors.

We feel our sails epitomize the easy to trim techniques for which the Flying Scot is best known for. You won't need countless gimmicks or gadgets to attain top performance. Take a look at our winning list, no other Sailmaker can match it for it's consistently high finishes all over the nation.

'82 Midwinters 2nd, 5th, 7th

Individual wins in heaviest and lightest air races.

'82 N.A.C. 3rd, 5th, 7th.

Schurr Sails swept the heavy air elimination series with 4 wins in 6 races.

Continuing to finish consistently high in the Championship series and winning the Challenger series.

'82 Buzzards Bay Regatta 1st.

'82 Chesapeake Bay, High Point Trophy

'81 Capitol Districts 1st.

'80-81 Sandy Douglass Regatta 1st.

'82 Sandy Douglass Regatta 2nd.

'82 Azalea Festival Regatta 1st.

'82 Open House Regatta

'81-82 Punch Bowl 1st.

'81-82 Great Scot Regatta 1st.

And many more too numerous to mention. Please write or give us a call for information and prices.

IMPORTANT NEWS

Grant Awarded for Sailing Program

The Timberland Company of Newmarket, NH, makers of quality outdoor boots, shoes and boat shoes, will underwrite a new public television series introducing viewers to the sport of sailing.

"UNDER SAIL," the eight-part series produced by WGBH Boston, is scheduled to air nationally in the spring and summer of this year on the 277-station PBS network.

Robbie Doyle, four-time collegiate All-American sailor and former US Olympic team competitor, will host the series. A three-time veteran of the America's Cup series — including a 1977 win aboard Ted Turner's yacht *Courageous* — the Harvard University graduate was selected as host from among the world's best-known sailors.

The series is designed to show newcomers how easy it is to become

involved in the sport, with Doyle offering an on-the-water introduction to basic sailing skills, theory and safety.

In successive programs, Doyle will cover such topics as sailing terminology, knot-tying, "rules of the road" and seamanship, as well as such diverse sailing attractions as "downstream" activity, cruising, racing and board sailing.

Doyle will also visit with some of the sport's most influential figures, including famous sailors, boatbuilders, sailmakers and naval architects.

WGBH Boston is producing the series, in conjunction with *SAIL* magazine. *SAIL* will also publish its second annual single-issue magazine, *Learn to Sail*, featuring Doyle in eight special feature articles based on the television series. *Learn to Sail* will be available on newsstands nationwide when the first television segment airs.

1982 NAC Now on Film!

Graham Hall filmed the 1982 NAC's at Marion, MA, with his own running commentary. This film is excellent for Fleet and Club gatherings. If you are interested in seeing the film contact Graham at 85 East State St., Gloversville, NY 12078 or (518) 725-8534.

Notice to all District Governors:

Please appoint a Scots n' Water correspondent for your District. The correspondent's function is to write to the editor before the deadline for every issue informing the editor of items which the correspondent feels should be published in *Scots n' Water*. Since instituting this procedure last year, I have received responses only from the Gulf District, the New York Lakes District and the Carolinas District. Let me hear from you! As it stands now, I do not know whether you other Districts have nothing to report or nobody reporting. Therefore please write before each deadline either giving a report or informing me that you have nothing to report.

Northeast Regional

Social events planned are:

July 1 — Wine and Cheese Party, WRSC

July 2 — Crab Feast, WRSC

July 3 — Awards Luncheon

For those who would like to take a little extra time away from home, Washington D.C., offers the best Fourth of July celebration in the country, which would be sure to make this an event never forgotten.

For accommodations and further details contact: Warren Minners, 6413 Lybrook Dr., Bethesda, Md. 20817 (H) 301-469-7449, (O) 301-492-7581. *General Chairman, John Barnes*

*FOR THOSE BOATS WISHING TO SAIL IN THE CAPITAL DIST. CHAMP. ONLY, REGISTRATION FOR THIS EVENT CAN ALSO BE DONE ON SATURDAY JULY 2 & NO MEASUREMENT IS NECESSARY.

Letters to the Editor

To the Editor:

What ever happened to the notion of holding the Midwinter during the winter? That is the season for which it is named, isn't it? It seems that each year the event is pushed closer to summer. We could very well call the 1983 regatta the Midspring.

In the past, the Midwinter regattas have been very helpful in removing the cobwebs, getting us back into the racing mode after a few months of the winter blues. Now, unfortunately, it is increas-

ingly difficult to fit the event in amongst other sailing activities, especially for those of us south of the Mason-Dixon line who see some warm, pleasant sailing days in late March.

I cast one vote for returning to the tradition of holding events in the season for which they are named. Besides, my foul weather gear needs to see some action.

Bob Murdock, Fleet 27, FS 1720

BOSTON SAILS



- 1,6 '82 NAC
- 1 '81 NAC
- 1 '82 MIDWINTERS
- 1,2,4 '82 MICH. DISTRICTS
- 1,2 '81 MICH. DISTRICTS
- 1 '81 EGYPTIAN CUP
- 1 25th ANNIVERSARY
- 1,2,3, PORTAGE FIRST BURST

As you can see from the above list, Boston sails have won most of the recent major Flying Scot regattas. We are proud of this record. And we are just as proud of the middle of the fleet sailors who, with the help of their new Boston sails, were able to climb the ladder in their own clubs. We have two things in mind when we design sails. The first is to make them fast (our testing and regatta results show this). The second is to make them forgiving. We want all sailors to be able to make our sails go fast. Bostons come with a complete tuning guide and access to sailors who know the boat and are willing to help. And, of course, the traditional Boston Workmanship insures you that your Bostons will last. For more information, call or write Larry Klein at the loft.

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Sandy Sez:

Raising the Scot Mast

Jim Jacques (see his letter on page 4 of the Feb. S&W) most certainly has a good point in suggesting more cruising articles. The very first Scot owner I met, after my reading Jim's letter, spoke of how he enjoyed reading the article, "Cruising To The Outer Banks", by Nancy Parker.

Jim's proposed article, "How to Step the Mast, Solo," also should be welcome to many recent Flying Scot members, as well as to older members who may have forgotten the instructive article in the HIGHLIGHTS.

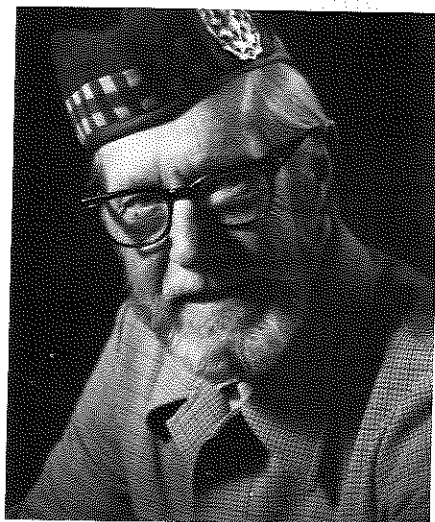
There are two basic methods for raising a Flying Scot mast. One uses the tabernacle in the way it was designed to be used, and the other uses a hinge pin. Each has its adherents; and of the two methods I prefer the tabernacle, which I find to require less physical strength, and, perhaps, to be less risky.

These methods, both intended for use by a man-and-wife team, both leave the solo erector with the mast standing on the step but guyed by only the two shrouds, leaving him in a situation similar to that of the man with a skunk by the tail and not daring to let go.

The solution is simple: in preparation, run a line, any line, forward through the handle of the bowplate and back to the jib halyard shackle. Once the mast is up, with one hand take up all of the slack in the afore-said line and belay it securely.

Now crank up the jib halyard until it is taut, in preparation for attaching the jibstay.

One admonition to those who use the tabernacle: the jib halyard should first of all have been run out from



Gordon K. Douglass

the winch all the way. Then, when the mast is standing in the *tabernacle*, held by the auxiliary step, take up the slack in the helper line so as to draw the jib halyard shackle tight against the bowplate, *before* you lift the mast up and onto the mast step. Then tighten the halyard.

I have not attempted to give a detailed description of the entire process of erecting the Flying Scot mast because this already is given in the HIGHLIGHTS article, "Raising the Mast." The article is incomplete only in the sense that it was written for, and assumes the presence of, a crew member.

I feel sure that Scots n' Water would welcome an article by Jim Jacques on this subject and about cruising. Writing from a different perspective, Jim may very well present some better ideas.

An Epic Scot Journey Continues

Don Stuart continues the tale of his journey North in FS 1258.

Editor's note: Our last issue recorded the first bit of Don Stuart's Scot journey around Quebec Province. In that first segment he and his crew sailed from Moosonee, Ontario, to Charlton Island. This issue he continues further north to Wemindji (or Nouvelle Comptoir), a village on the Paint Hills River in Quebec Province.

Don Stuart

It was two days later before we could leave the island, and our deflated claim was now a hundred miles in four days. Looking out past the harbor, we saw that, although

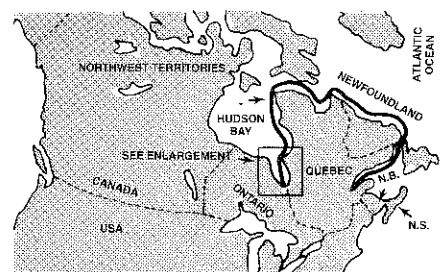
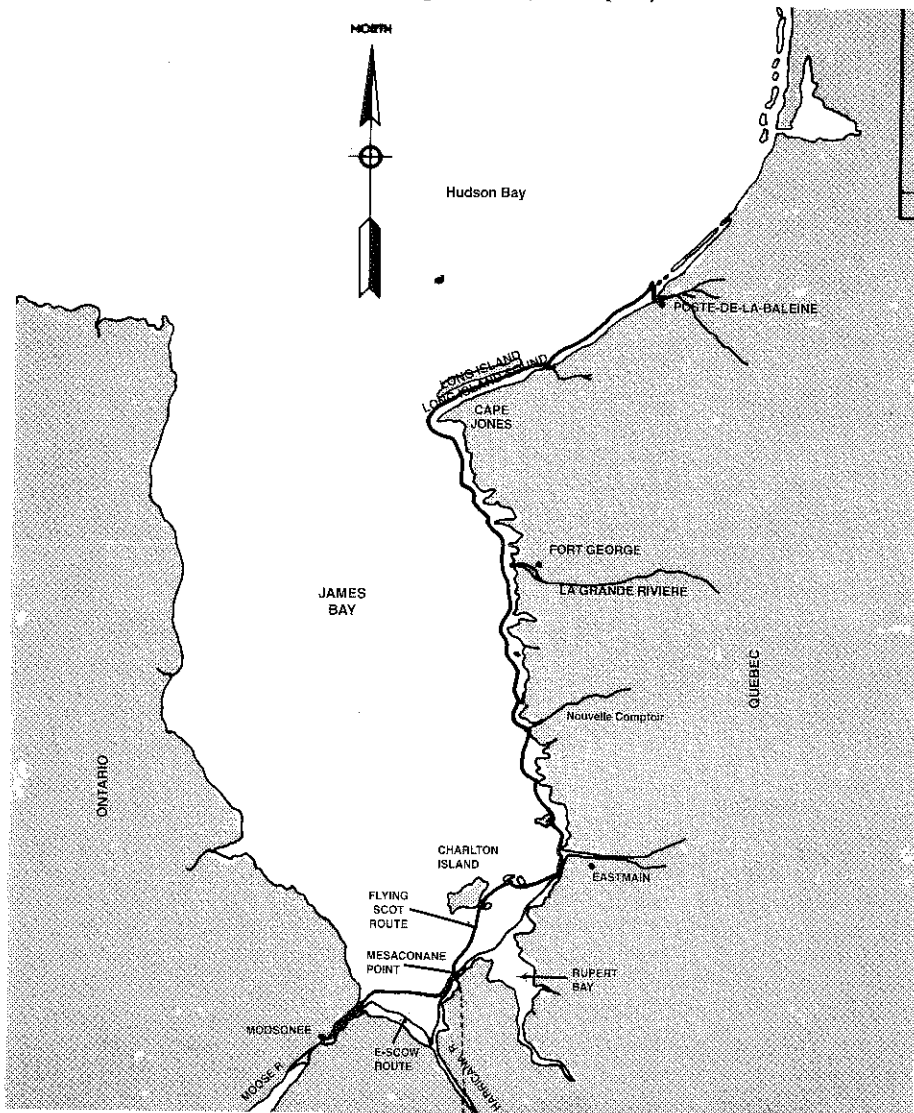
the sea was still rough, the wind had subsided to under 30 miles per hour. We had the urge to see some new sights. Next on the agenda was Strutton Island. Strutton, like Charlton, had been a shipping depot many years ago for a French company named Les Révillon Frères. For a brief period, that company was in a head-to-head competition with the Hudson Bay Company. Around 1900, the Révillons' ship ran aground and the humbled crew had to be rescued by the Hudson Bay Company people. Shortly after that, the Révillons' fur trade interests were bought out by the Hudson Bay Company.

We set the snipe sails for the 12-mile crossing in the brisk westerly wind. Three miles out, the swells were running about 4 feet, and, with some reservation, we decided to continue. Halfway across, the swells were well over 6 feet, but we had no choice but to continue. It was on this crossing that we became truly impressed with the Flying Scot. We were amazed by its stability and by its ability to ride with the swells.

For fear of placing my credibility in doubt, I shall not even speculate the height of the highest waves we encountered that day. In spite of the anxieties, the Scot was perpetually stable and under control. On only two occasions did waves come into the boat, one from the bow and one from the stern, but they were whoppers. A remarkable little boat indeed.

What a relief it was to sail through the narrow channel between the two Strutton Islands, sheltered from the wind. We agreed that we had tolerated enough open water nonsense for one day, and we pulled into our chosen camp site. Dave had picked out a small cove with a black sand beach, which we later named Camp David. We were extremely chilled from the bitterly cold winds and salt spray of the past couple hours. When we stepped on to the protected beach,

Don Stuart's long range goal is to sail from his starting point at Moosonee, Ontario, around Quebec and Newfoundland, then up the St. Lawrence Seaway.



Epic Journey

we noticed that the dark sands were hot from the sun's rays, not warm but hot. Immediately we took off our gloves and boots and buried our extremities in the hot sands, deciding that we might never ever leave that place of comfort.

Later, as we watched the tide come in, it was interesting to see that the channel not merely contained a current but turned into a very swift river with the waves standing 4 feet in calm air. We spent the remainder of the day exploring the old depot site, and Nord furnished fresh duck for supper.

Wednesday morning brought clear skies and fair wind. As we were rigging the boat, I commented, "I just happen to know where we can get a good home-cooked meal and a shower tonight." We exuberantly set an easterly course for the East Main River and the isolated Cree village of East Main, Quebec. The 30-mile trip from the Strutton Islands was uneventful, and, after the past two sailing days, we welcomed a nice leisurely cruise. Wing-and-wing, with the port wing being the scow reacher, we sailed up the river six miles to East Main. Low tide had left the river with little more than a foot of water in areas unknown to us; however, with the board up and the rudder pulled up to about 4 inches, that was of little concern. As we

approached East Main, half the village population stood on the high river bank. Knowing that they could not travel at low tide in their motor-driven canoes, they were watching for whatever it is that hangs down on a sailboat to hit bottom.

In 1980, 70 percent of the East Main River was diverted 80 miles to the north to become part of the LaGrande hydro project, which will supply electric power to the north-eastern United States. At the time of our visit, a group of French-speaking biologists were staying in the old R. C. mission house to study the environmental impact. We were treated like royalty by our French-Canadian friends, and we were grateful for the opportunity to clean up, chow down, and sleep in real beds.

The festivities during the evening attracted a few of the local Cree, who became well oiled with beer on top of brownies laced with pot. A cultural misunderstanding developed between the locals and the mission house residents, with us caught in the middle. In the morning, as we hastily left the village, some of our hosts left for the south, in fear of reprisal. I never did much care for East Main anyhow.

Clear of the river shoals, we headed northwest for the Hope Islands. Rising high above the water, they were visible for a great distance. We were close-hauled, attempting to make our destination in one long tack. By about seven miles out, the wind had risen to the point that the Scot was becoming difficult to handle, and it



The run to Strutton Islands using Snipe Sails.



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1983 Shore Sails are designed to perform equally well in a drifter or flat water as in a 20 mph blow in 4-foot seas. Shore Sails are not only fast, but also easy to trim. They're not gimmick sails—but they do deliver the performance needed to win races. Ask any Shore customer.

We also provide the best service available. Give Greg Fisher a call . . . or look for us on the regatta circuit.



Coming into Strutton Islands out of high wind with Snipe sails.



"Camp David" on the Strutton Islands.

was time to seriously consider alternatives. Within minutes, we could no longer remain close-hauled, and we decided to head for a small island that was a mile to the north, and 90 degrees off the wind. Then, we were forced to choose another island 120 degrees off the wind. Soon, the only option left was to sail straight before the wind toward shore. The wind had risen from a gentle breeze to gale force within ten minutes, and the sea was becoming heavy with breaking waves. All of that had happened under a clear cloudless sky that offered no warning and that left us unable to change or reef. Five

miles to the east, the coast was not sufficiently distinct to pick a spot to land, and our topographical map showed no coves or inlets within reach. The wind and waves were violent. The strength required to maneuver the boat was bending the tiller to the point that we were concerned about its breaking. Every wave we went into took the bow well under. Masses of water rolled up the foredeck and were warded off only by the high crowned deck and the spray rail. All the sail battens were either blown out or converted to splinters, and the mainsail was worn through from rubbing between the

boom and side stay. Now within two miles of the rocky shore, we had to determine a precise landing point as we had only a few degrees flexibility from the down wind heading. Off the port bow, a higher-than-average stand of spruce indicated high, well-drained ground that would offer a deeper approach.

Never did we doubt that we would reach shore, but we realized that the boat might be destroyed on the boulder-ridden surf. On the final approach, we selected a ten-foot diameter boulder to come in behind, and, just before crashing, we dropped the sails and jumped into the frigid waters. Holding the boat in chest deep water, we could see the incoming tide spilling into a pool behind the spruce stand, about 50 yards away, and reckoned that to be our best shot.

We waded the boat around into the shallow but rising pool. Minutes later, the boat was secure and a fire was roaring in the shelter of the spruce stand. A remarkable little boat indeed, this Flying Scot.

Before, I had always feared the arctic storms rolling in from the north, but now, I realized that a storm gives at least some warning, whereas a clear day gale gives none. A couple of hours later, the wind shifted from the north, and a typical northern fog bank moved through. The fog held us in camp the following day. I refuse to sail in fog, not because I am afraid of becoming disoriented, but because I cannot see weather that might be moving in.

Invariably, the features seen from a distance that cause us to select a landing or camping site such as high ground, natural protection, or available fresh water, are the same features that have attracted the natives in the past. Our camp was no exception; on the small high parcel were the cluttered remains of a Cree hunting camp, typical of the East Main band. Discarded items found in such areas are always interesting — a stone axe from the long past, a traded smoking pipe from the early historical period; an arrow tipped with a bird bill and a goose decoy chopped out of a log as present-day links to the past, and junked snowmobiles as reminders of the encroachment of civilization.

Investigating the shore line, we found that the spot we had picked for the emergency landing was the only one possible for several miles in

either direction. Also, we found the shattered remains of a Rupert House canoe that once belonged to someone less fortunate than ourselves.

Although the tide pool was safe and secure, like all good things, it had a drawback. Only during a one-hour period within each 12-hour interval could the boat be taken out. Should a south wind rise and hold the tide back, we could be landlocked for days. We would have to depart at the very first opportunity. At high tide on the third afternoon, the fog still controlled our destiny. However, as the tide started out, the fog commenced to blow off. We broke camp, and within 10 minutes, we were dragging the boat through inches of water and moving rocks in a desperate effort to avoid entrapment.

Once again, the destination was Hope Islands. Described as haunted by the Indians and as "tres magnifique" by Les Quebecois (the residents of Quebec Province), the Hope

Islands were one of the stopovers that we were looking forward to. Close-hauled to a fair westerly wind, we were able to reach the main island just as it obscured the setting sun. Pulling into a calm cove surrounded by wide sand beaches, we were greeted by an old wrecked wooden ship cast high on the desolate dunes.

"Venture" said the brass letters on the bow. The 40-foot boat had been built in Sweden for use during the fur trade era. An Eskimo named Wetalltok skippered the Venture for the Swedes. When the boat had seen its better days, Wetalltok purchased it for whaling. While she was in this cove for repairs to stop the persistent leaking, the boat was cast aground by a northeast autumn storm.

In July, 52 degrees north, sufficient light for making camp remains for two hours after the sun sets. Camp chores, finished by 11 p.m., were followed by front-row privileges to the always inspiring, brilliant Northern Lights.

Eager to scout around a bit, we were up early in the morning and searched out an abandoned Eskimo village. The word "Eskimo," from the Cree, means "eaters of raw meat."

As Eskimos prefer to be called "Inuit" or "man," in their language, I shall refer to them as Inuit from here on.

The village had been abandoned about 60 years ago when the Inuit moved to Vieux-Comptoir, and soon after to Poste-de-la-Baleine, to have access to the trading post. Log cabins in the village had fallen flat over time, but the canoe-building operation was still in reasonable condition. Boat molds were intact, and the steam cabinet was still recognizable.

Unusually plush vegetation dominated the south side of the island, and we reasoned that the boat building village probably existed for the cedar trees that would have grown there.

Historically, the Cree aggressively controlled all land south of the tree line, but, for some reason, they tolerated the Inuit on the offshore islands to the south. That possessive concept has not changed much to this day.

After lunch, we set sail to the north for the eight-mile crossing back to the mainland. As we left the main island, we noticed an Austin Airways plane flying south down the coast. As we watched, the De-

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Havilland twin-engine plane abruptly changed course and circled low overhead to bid us "bonjour." Austin Airways provides the only passenger and freight service to the otherwise isolated villages on the coast.

Shortly after the plane was out of sight, we rounded a smaller island and headed out into unprotected water. Less than a mile out, the wind was on the rise, and it was becoming difficult to hold the weather rail down. Now I may be stupid, but I am not ignorant. With the memory of the events that happened three days ago still working a hardship on our minds, we turned 180 degrees and returned to the lee of the small island that we had just passed. Inclement weather was not developing, and as we had no desire to call it a day, we anchored the boat, keeping it ready for an evening departure. We had an early supper that included fresh ptarmigan, and, by 7 p.m., we were underway on a near perfect westerly breeze.

An hour later Dave warned me of high winds, or at least rough water, on the horizon. Something did not look just right. Hanging close to the scattered islands, we continued cautiously toward the rough water and then straight into the violent cross chop, as if we knew what we were doing. Within a hundred yards, we were again on normal swells. The phenomenon was not difficult to explain. Riviere Du Vieux Comptoir, although out of sight, was straight inland from our location and was back filling with the incoming tide. The tide created a strong local eastward current, which clashed with the dominant southward current. The turmoil reoccurred when we approached the far side of the river basin.

Before dark, we had covered a notable 25 miles and beached on the south side of a long point of land protruding from the shore. Appropriately, it was called Longue Point. Devoid of trees but covered with caribou moss and flowers like alpine flowers, the point was the first indication of the impending tundra.

Exploring the area, we came across several Cree camp sites, but they were different from those we had seen to the south. Well-kept teepee frames similar to those used by the Plains Indians were sitting on clean, uncluttered sites. The garbage had been buried, and the camp tools

were orderly. It was not the pig pen one might expect to find. We learned later that such orderliness was typical of the Wemindji Cree band.

The high tide the night before had left the Scot high on the loose gravel shore line about 50 feet from the water's edge. Not wanting to wait for the noon tide, we had to move the boat Indian Fashion. We gathered several 8-inch round logs from the beach. Using the logs as skids, we dragged the boat to the water in just a few minutes.

The last day of open water for the year offered a little bit of everything. Periods of gusts and periods of calm were taken in stride. Sailing between the numerous islands in waters with many shoals and shallow areas kept Nord standing on the bow most of the day watching for submerged rocks in the clear water.

Three miles short of the Paint Hills River, we were becalmed for an hour or so. The calm spell was interrupted by a storm front that drove us through the Walrus Islands and to the entrance of the Paint Hills River. We set up a hasty camp, and the storm turned into a spectacular sunset.

By that time, word of our arrival had spread to the village seven miles up river, and at least a dozen families had motored out to look at the "wendigo." Why a sailboat is called wendigo, I am not sure. Of all the spirits and goblins of the North,

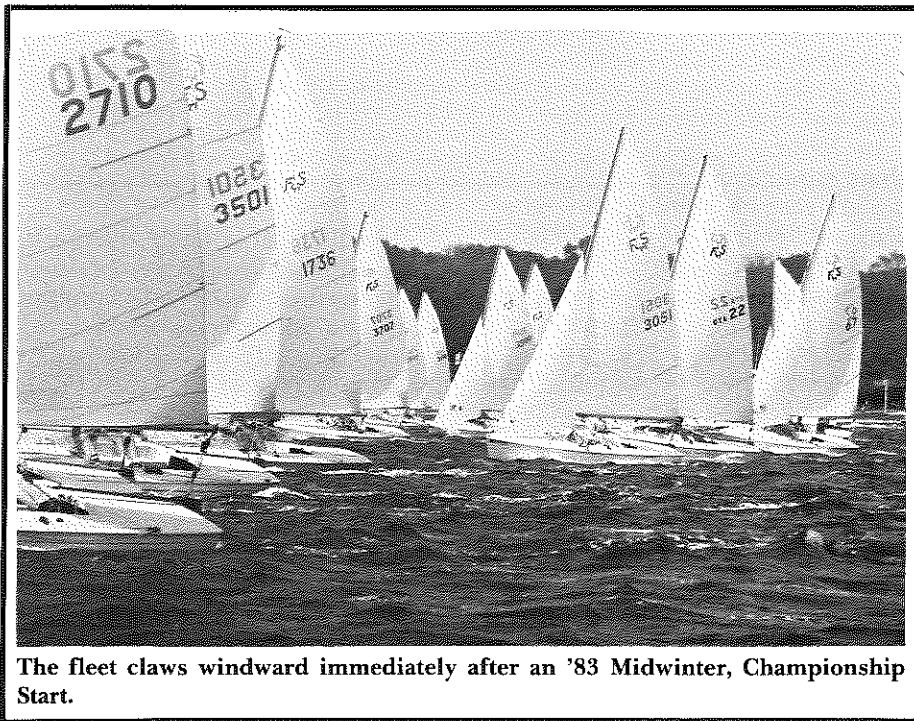
wendigo is the only one to be shared by both the Cree and the Inuit, and he is the worst of the bunch.

It was now Wednesday morning, 13 days since we had left Moosonee. As we neared Wemindji, it appeared that the entire village of 600 lined the banks for a better view. As with most villages on the bay, Wemindji is shown on different maps with different names, such as Nouvelle Comptoir (French), New Factory, and Paint Hills. It was named Paint Hills for the abundant "red ocre" (iron oxide) in the area or Wemindji in Cree.

Our plans had been to stop at the Hudson Bay Post and replenish our dwindling supplies, particularly coffee and peanut butter, and then to continue to Fort George. One hour in Wemindji changed our minds. There, the people were openly friendly and trustable. La Phoque would be safe with them during the coming harsh winter. Fort George did not have such a hospitable reputation.

Dave and Nord took the next day's plane back to Moosonee, and I stayed behind to inspect and secure the boat for the coming year. In 1982, we would continue north to Poste de-la-Baleine.

Editor's Note: Look for the continuation of Don's journey in the next issue of Scots n' Water.



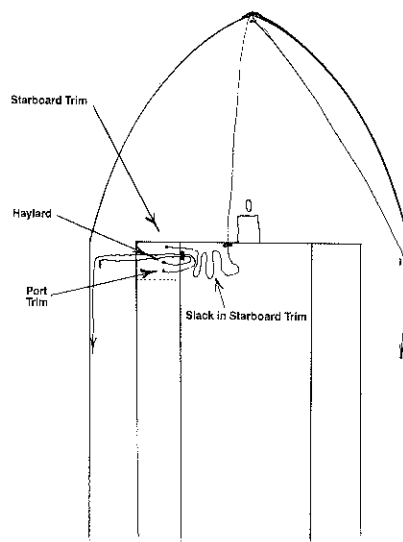
The fleet claws windward immediately after an '83 Midwinter, Championship Start.

Troubleshooting Spinnaker Work

Mike Johnson Jr.

In my experience, many places are lost or gained before, during, and after a mark rounding in which the spinnaker must be hoisted. I will share here what I consider to be some of the basics of that very important part of the race. This article refers to a standard Olympic course. The three aspects I will discuss are storing the spinnaker, setting the pole, and setting the spinnaker.

In finding a place to store the chute (spinnaker), the main priorities are ease of handling, low windage, and keeping the chute dry. For the upwind leg, I store the chute in the forward port seat corner (see diagram). Keeping the chute in the seat allows the chute to go up faster, with less chance of ripping than when it is raised from the floor or out of a basket. The halyard and port trim go around the hook on the shroud tong under the jib sheet and thence to a cam cleat on the lower seat flap. The chute is then tucked under those two lines. The starboard trim is kept tight by a cam cleat on the deck lip. Before the start, always pull four or five feet of the starboard trim into the boat on the port side.



The pole set is made during the final approach to the weather mark and requires good boat handling. The best spinnaker poles are light in weight, stiff, and thus easy to handle. A pole of fiberglass or aluminum, with beveled end pins, is preferable. For a reaching set, the pole should be put up when the boat is no farther than ten boat lengths from the mark. For a downwind set, the pole need not be put up before the mark rounding.

In heavy weather the slack previously pulled in the starboard trim allows the skipper and heavy crew to stay hiked out and sitting on the guy while the light crew sets the pole. In

most heavy weather, some mainsail power must be released to help the light crew make a quick pole set.

Setting the spinnaker is probably the most important segment of the mark rounding. Three common spinnaker set situations are the reaching set, the jibe set, and the run set.

The reaching set is the most difficult to do when the wind is blowing over fifteen knots. Before the halyard is raised, all adjustments such as loosening the cunningham or setting the centerboard should be made. Then the crew can go directly to the rail after the set, allowing the boat to accelerate rather than heel. The secret of getting the spinnaker pulling quickly is to get the tack to the pole without the pole flying back to the shroud. The best method I have found is to start trimming the guy before the halyard is raised. That is possible only if the chute is stored on the seat; otherwise, a rip is inevitable. Once the boat is on the reach and has accelerated, the centerboard must be readjusted to compensate for the changed center of effort of the sails.

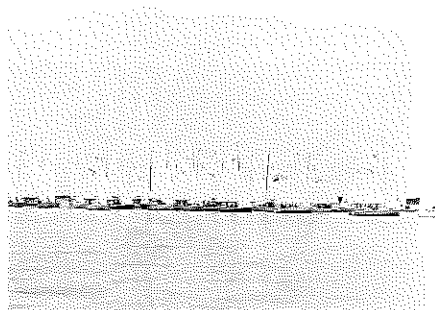
If the first reaching leg is too tight to carry the spinnaker, a jibe set is required. A jibe set is one in which the spinnaker is raised while the boat is carving an arc around the jibe mark. Because a jibe set is essentially a downwind set, the pole is set after the spinnaker. At the begin-

ning of the arc, the starboard sheet is trimmed while the halyard is being raised. During the jibe, the trimmer must fill the chute as quickly as possible. The helmsman must base his arc on how fast the trimmer can get the chute around the forestay. After the jibe, the helmsman should steer the boat under the spinnaker until the pole is set. A common mistake on the jibe set is that the helmsman steers too tight an arc, and thus does not allow the trimmer time to pull the spinnaker around the forestay. The spinnaker ends up blowing through the foretriangle.

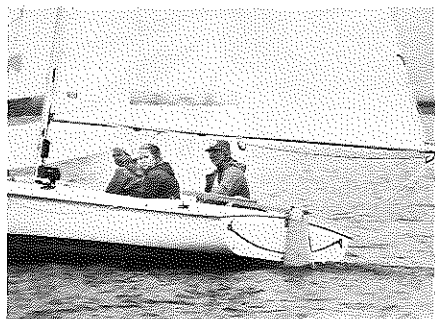
A run set from the windward side is sometimes necessary after the second weather leg. The helmsman must steer by the lee while the halyard is raised and the sheet is trimmed, until the spinnaker clears the foretriangle. The pole can then be set and the course resumed.

The best way to sharpen racing tactics is by reading. One then has the knowledge stored subconsciously. Boat handling techniques such as spinnaker sets and jibes, on the other hand, cannot be sharpened on a subconscious level. Such skills must be *practiced* until the balance, timing, and trim are automatic.

(Mike Johnson is a former Mid-Winter Champion.)



"Parking lot" at '82 NAC gybe mark.
(Paul Newton photo)



"Commodore" Don Hott grins at the camera at '82 NAC. (Paul Newton photo)

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District Governor:
Tim McCarthy
Box 414
Diamond Spring, CA 95619
(916) 626-4199

Fleets	Location
40	Inverness, CA (Tomales Bay)
100	Seattle, WA (Lake Washington)

NORTHEAST DISTRICT (28)

District Governor:
Ken Wright
53 Hancock Street
Lexington, MA 02173
(617) 862-0389

District Champion: Charles Winans

Fleets	Location
11	Rockport, MA (Sandy Bay)
57	Harwich Port, MA (Nantucket Sound)
58	Wollaston, MA (Boston Harbor)
76	Sharon, MA (Lake Massapoag)
77	Menauhant, MA (Vineyard Sound)

105	Cohasset, MA (Cohasset Harbor)
124	Duxbury, MA (Duxbury Bay)
149	Kittery Point, ME (Portsmouth Harbor)
116	Manchester, NY (Lake Massabesic)

PRAIRIE DISTRICT (40)

District Governor:
Peter M. Vogel
5982 South 92 East Avenue
Tulsa, OK 74154

Fleets	Location
39	Port Grove, OK (Grand Lake of the Cherokee)
59	Tulsa, OK (Keystone Lake)
89	Topeka, KS (Lake Perry)
106	North Platte, NE (Lake Maloney)
141	Northern, CO (Boyd Lake)

CAROLINAS DISTRICT (08)

District Governor:
Dr. Richard Schultz
2109 Meadowbrook Terrace
Reedville, NC 27320
(919) 349-8867

District Champion: Herb Bodman

Fleets	Location
27	Henderson, NC (Kerr Lake Reservoir)
48	Charlotte, NC (Lake Norman)

71	Roanoke, VA (Smith Mountain Lake)	10	Moriches, L. I. NY (Moriches Bay)
78	Morehead City, NC (Boque Sound)	21	Loveladies' Harbor, NJ (Barneget Bay)
108	Southmont, NC (High Rock Lake)	24	New Fairfield, CT (Candlewood Lake)
126	Greensboro, NC (Lake Townsend)	31	Shore Acres, NJ (Upper Barneget Bay)
134	Hilton Head Island, SC (Hilton Head Island)	46	Island Park, NY (Hempstead Bay)
		142	Norwalk, CT (Long Island Sound)

NEW YORK LAKES DISTRICT (29)

District Governor:
Cynthia Rea
924 Nottingham Road
Jamesville, NY 13078

Fleets	Location
35	Chautauqua, NY (Chautauqua Lake)
43	Syracuse, NY (Skaneateles Lake)
53	Whitney Point, NY (Whitney Point Reservoir)
104	Old Forge, NY (Fourth Lake)
109	Cooperstown, NY (Otsego Lake)
130	Lakewood, NY (Chautauqua Lake)
147	Piesco, NY (Piesco Lake)

GREATER NEW YORK DISTRICT (12)

District Governor:
Lawrence McCarthy
67 Great Hill Road
Ridgefield, Ct. 06102
(203) 438-5008

Fleets	Location
7	Riverside, CT (Long Island Sound)

GULF DISTRICT (16)

District Governor:
Ken Kleinschrodt
4118 Springdale Road
Mobile, AL 36609
(205) 342-4524

District Champion:
Randy Santa Cruz

Fleets	Location
28	Fort Walton Beach, FL (Choctawhatchee Bay)
38	Mobile, AL (Mobile Bay-BYC)
45	Jackson, MS (Ross Barnett Reservoir)
55	Mobile, AL (Mobile Bay-BYC)
75	Panama City, FL (St. Andrews Bay)
79	Gulfport, MS (Mississippi Sound-GYC)
85	Montgomery, AL (Lake Martin)
87	Pensacola, FL (Pensacola Bay)
90	Miami, FL (Biscayne Bay)
96	New Orleans, LA (Lake Ponchartrain-SYC)

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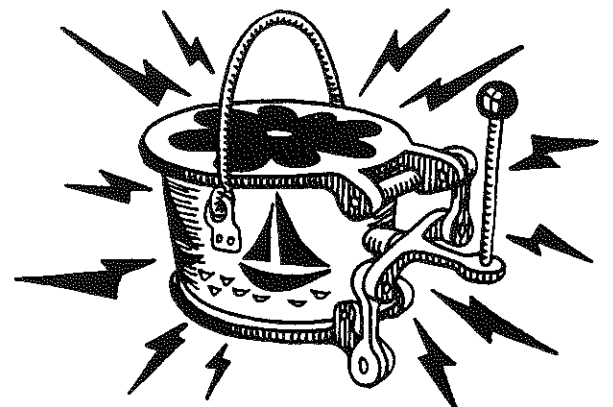
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131	Jacksonville, FL (St. John's River)
133	Little Rock, AR (Grand Maumelle)
150	Orlando, FL (Lake Conway)

OHIO DISTRICT (32)

District Governor:
Andrew Eustis
931 Paradrone St.
Cincinnati, OH 45202
(513) 579-0618
District Champion: Jack Stewart

Fleets	Location
1	Wilmington, OH (Cowan Lake)
4	Mansfield, OH (Clear Fork Lake)
12	Cleveland, OH (Edgewater YC -Lake Erie)
19	Canfield, OH (Berlin Lake)

34	Ray, IN (Clear Lake)
37	Westerville, OH (Hoover Reservoir)
65	Dellroy, OH (Atwood Lake)
80	Pittsburg, PA (Lake Arthur)
143	Andover, OH (Pymatuning Lake)

MIDWESTERN DISTRICT (24)

District Governor:
Thomas Dieschbourg
8213 N. Kedvale
Skokie, IL 60076
(312) 673-3569

Fleets	Location
2	Lafayette, IN (Lake Freeman)
3	Wilmette, IL (Lake Michigan)
9	Sturgis, MI (Klinger Lake)
25	Milwaukee, WI (Lake Michigan)
29	Muncie, IN (Prairie Creek Reservoir)
30	Carbondale, IL (Crab Orchard Lake)
44	Ephraim, WI (Eagle Harbor, Green Bay)
83	Carlyle, IL (Lake Carlyle)
88	Iowa City, IA (Lake MacBride)
95	Minneapolis, MN (Lake Minnetonka)

107	Neenah, WI (Lake Winnebago)
114	Janesville, WI (Delevan Lake)
115	Racine, WI (Lake Michigan)
123	Bottineau, ND (Lake Metigoshe)
135	Champaign, IL (Clinton Lake)

TEXAS DISTRICT (41)

District Governor:
Bill Berry
2301 West Shannon
Deer Park, TX 77536
(713) 479-8073
District Champion: Richard Wade

Fleets	Location
23	Dallas, TX (White Rock Lake)
32	Houston, TX (Galveston Bay)
67	San Antonio, TX (Canyon Lake)
132	Abilene, TX (Phantom Hill Lake)
138	Seabrook, TX (Galveston Bay)

**MICHIGAN-ONTARIO
DISTRICT (20)**

District Governor:
Pat Barry
14983 Cavour
Livonia, MI 48154
(313) 427-0797
District Champion: Pat Barry

Fleets	Location
8	Detroit, MI (Edison, BC- Lake St. Clair)
15	Kalamazoo, MI (Gulf Lake)
16	Detroit, MI (Detroit YC- Lake St. Clair)
18	Detroit, MI (Detroit BC- Lake St. Clair)
20	Pickney, MI (Portage Lake)
33	London, Ont, Can (Fanshawe Lake)
41	Crystal, MI (Crystal Lake)
52	Lake Orion, MI (Lake Orion)
113	Traverse City, MI (Elk Lake)
148	Stony Lake, Ont, Can (Stony Lake YC)

CAPITAL DISTRICT (04)

District Governor:
Harry Carpenter
204 N. Eleventh Street
Oakland, MD 21550
(301) 334-8329
District Champion:
Harry Carpenter

Fleets	Location
6	Oakland, MD (Deep Creek Lake)
42	Washington, D.C. (Potomac River)

(continued on page 20)



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May 14-15 — Eufala Sailing Club Heritage Regatta, Eufala Fleet 151. Contact: Andy Callaway, (205) 687-6288-3062.

May 21 — Grand Ole Open, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37013, (615) 834-0005.

May 21-22 — Flying Scot Wisconsin Cup, Milwaukee Yacht Club, Milwaukee, Wisconsin. Contact: Art Bartling, 3130A, South 25th Street, Milwaukee, WI 53215. (414) 671-0544.

May 21-22 — 1983 Flying Scot Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Columbus, OH. Contact: Jerry Levy, 375 N. Ardmore Rd., Columbus, OH 43209. (614) 258-2335.

May 21-22 — Texas District Championships, Lake Canyon Yacht Club, Canyon Lake (near San Antonio). Contact: Bob Killian, 7915 Teak Lane, San Antonio, Texas 78209, (512) 826-8631.

May 28-29 — One Design Invitational Regatta, Southern Yacht Club, New Orleans, LA. Open to all one-design classes with five or more entries — annually draws upwards of 200 boats. For information contact SYC, 105 N. Roadway Dr., New Orleans, LA 70124-1694 or call (504) 288-4221.

June 4-5 — Great Minnow Regatta, Port Oliver Yacht Club, Bowling Green, KY. Contact: Jim Morrison, Box 91, Rockfield, KY 42274, (502) 842-9674.

June 11-12 — Annual Invitational Regatta, Berlin Yacht Club, Berlin Lake at Deerfield, Ohio. Contact: Dale Bradshaw, 60 Curtis Dr., Canfield, Ohio 44406. Phone (216) 533-3559.

June 11-12 — Fleet 30 25th Anniversary Regatta and Annual Egyptian Cup Regatta. Free mementos for all participants. Contact: Don Corsrud, Route 6, Heritage Hills, Carbondale, Illinois 62901, (618) 457-8507.

June 18 — Fyr/Ball Regatta, Ephraim Yacht Club, Ephraim, Door Co., WI. Contact: Tom Tollette, P. O. Box 817, Appleton, WI 54912, (414) 739-6364.

July 16-17 — Clear Lake Regatta, Clear Lake Yacht Club, Clear Lake, IN, next to Ohio-Michigan border. Contact: John Shoaff, 3901 N. Washington Rd., Fort Wayne, IN 46804. (219) 432-6346.

August 6-7 — 77th Annual Ephraim Regatta, Ephraim Yacht Club, Flying Scot Fleet #43, host, Ephraim, Door Co., WI. Contact: Tom Tollette, P. O. Box 817, Appleton, WI 54912, (414) 739-6364.

September 10-11 — Ky-Tenn Flying Scot Championship Regatta, Port Oliver Yacht Club, Bowling Green, KY. Contact: Jim Morrison, Box 91, Rockfield, KY 42274, (502) 842-9694.

October 8-9 — Octoberfest Regatta, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37013, (615) 834-0005.

*The following regattas are open regattas to be held in the Carolinas District in 1983. For further information contact District Governor Dr. Richard Schultz, 2109 Meadowbrook Terrace, Reidsville, NC 27320, (919) 349-8867. The regattas noted with an * will be used to determine the 1983 Helms Series Champion.*

***May 14-15** — Great 48 Flying Scot Regatta, Lake Norman Yacht Club

May 21-22 — Oak Hollow Yacht Club Invitational Regatta, High Point, NC

***May 28-29** — High Rock Yacht Club Invitational Regatta

June 10, 11, 12 — S.A.Y.R.A. One Design Championship, Charleston, SC

***June 18-19** — NC Governor's Cup Regatta, Kerr Lake, NC

July 2-3 — Lake Norman Yacht Club 4th of July Regatta

***July 9-10** — Oriental Sailing Social, Oriental, NC

September 3-4 — Lake Norman Yacht Club Labor Day Regatta

***September 10-11** — Flying Scot District Championship C.S.C. Kerr Lake, NC

***September 17-18** — Mayors Cup Regatta, L.T.Y.C., Greensboro, NC

***October 1-2** — Virginia Inland Sailing Association Regatta, Smith Mt.

October 8-9 — Hilton Head Island Regatta, Hilton Head, SC (tentative)

The following list contains open regattas for Flying Scots that will take place on Chesapeake Bay and its tributaries during 1983. Except as noted all events are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association. Scots n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, MD 20815) can also provide further information.

April 23 — Norfolk Naval Sailing Assn Azalea Festival Regatta. Norfolk Va. (Fleet 137).

May 14-15 — West River Sailing Club Azalea Cup Regatta. Galesville, Md. (Fleet 97).

May 28-29 — Potomac River Sailing Assn Juvenile Diabetes Regatta. Washington, DC. (Fleet 42).

June 4 — Potomac River Sailing Assn Red Cross Alexandria Festival Regatta, Alexandria, VA (Fleet 42)

June 18-19 — Glenmar Sailing Assn Annual Regatta. Middle River, Md. (Fleet 64).

June 18-19 — Norfolk Naval Sailing Assn Annual Regatta, Norfolk, VA (Fleet 137).

June 30-July 3 — Northeast Regional Championship Regatta, Capital District Championship, West River Sailing Club, Galesville, MD. (Fleet 97 and Fleet 42) FSSA Sanctioned. Capitol Districts are 2 and 3 July.

July 16-17 — Plaid Crab Regatta — Podickory Yacht Club, Annapolis, Md. (Fleet 146).

August 13-14 — Havre de Grace Yacht Club — Havre de Grace, Md. (Fleet 63).

August 20-21 — Fishing Bay Yacht Club Annual Regatta — Deltaville, Va. (Fleet 137).

Sept. 2 — Annapolis to West River Race, West River Sailing Club, Annapolis, Md. (no CBYRA sanction). (Fleet 97).

Sept. 3-4 — West River Sailing Club Annual Regatta — Galesville, Md. (Fleet 97).

Sept. 10-11 — Walter Collier Regatta — National Yacht Club, Washington, DC (Fleet 42).

Sept. 17-18 — President's Cup Regatta — Potomac River Sailing Assoc — Washington, DC. (Fleet 42).

Sept. 24 — King's Mill Yacht Club Regatta, Williamsburg, VA. (Fleet 137).

Oct. 1 — Yorktown Day — Virginia Sailing Assn, Yorktown, Va. (Fleet 137).

Oct. 15-16 — Pumpkin Patch Regatta — West River Sailing Club, Galesville, Md. (Fleet 97).

NEW MEMBERS

The following are new members of the Flying Scot Sailing Association:

Prairie District: FS 1963, Randy Anderson, 73rd E. Avenue, Tulsa, OK 74145.

New York Lakes: FS 1467, Fleet 104, Fred Mertz, 8158 Warner Road, Leroy, NY 14482; and FS 3741 Richard Batterman, 6 Ann St., Massena, NY 13662.

Texas District: FS 1454, Bill Reiffert, 219 W. Ridgewood, San Antonio, TX 78212.

Capital District: FS 3629, Phillip Wright, 1646 Center Hill Drive SW, Roanoke, VA 24015; FS 2088, Dr. Michael L. Mann, 7021 Concord Road, Baltimore, MD 21208; and FS 0169, Fleet 006, G. Phillips Hanna, 6220 Loch Raven Drive, McLean, VA 22101.

Mid-Western District: FS 1465, Dale R. Larson, 113 S. Woodcrest Drive, Fargo, ND 58102; FS 0361, Stephen J. Wilson, 1936 Orrington, Evanston, IL 60201; FS 1257, Gerry L. Kaufman, 5421 Chantilly Dr., Fort Wayne, IN 46815; and FS 2397, Harold Gendelman, 22750 Timberline, Southfield, MI 48034.

Gulf District: FS 0715, Barbara Guthrie-Morse, P.O. Box 3028, Orlando, FL 32802.

Carolinas District: FS 1328, Fleet 127, Martin Otten, P.O. Box 5277, Hilton Head, SC 29928; FS 3771, Fleet 48, John P. Bolash, 630 Scalybark Tr., Concord, NC 28025; and FS 3771, Fleet 48, Philip E. Grady, 6631-B Yateswood Dr., Charlotte, NC 28212.

Michigan-Ontario District: FS 3584, Fleet 016, Jerry Gosnell, 1571 Shore Club Drive, St. Clair Shores, MI 48080.

North East District: FS 3290, Fleet 76, Bud Moorhouse, 39 Brook Street, Mansfield, MA 02048.

Greater New York District: FS 1101, Fleet 10, Kenneth E. Mockridge Sr., 79 Lake Drive, Ctr. Moriches, NY 11934; and FS 2746, Fleet 031, John D. Anderten, 41 Royal Drive, McLean, VA 22101.

Ohio District: FS 3719, Fleet 80, Lawrence N. Farkas, RD #2, Route 68, Beaver, PA 15009; and FS 3657, Richard D'Addario, 204 E. Fiedler Rd., Ambler, PA 19002.

FSSA Districts

(continued from page 17)

- 63 Harve De Grace, MD (Susquehanna River)
- 84 Leola, PA (Lake Clark)
- 86 Baltimore, MD (Magothy River)
- 97 Bethesda, MD (Chesapeake Bay)
- 137 Williamsburg, VA (Chesapeake Bay)
- 139 Hanover, PA (Lake Marburg)
- 146 Podickory, MD (Chesapeake Bay)

CAVEAT EMPTOR

(If you are a FSSA member and have a Flying Scot or Flying Scot equipment to sell, we will be glad to advertise it in Scots n' Water. The charge is \$5 for each insertion. Send copy (max. 50 words) and check to Scots n' Water, 619 Yarmouth Rd., Raleigh, NC 27607)

FS 2847 — Douglass, white hull, yellow deck. Schreck main, jib and spinnaker. Mooring cover for mast up and down for trailering. Tilt trailer and motor mount — \$4000. Burt Bell, 2 South Lake Howell Rd., Casselberry, FL 32707, (O) (305) 831-6215 or (H) (305) 788-6119.

SAILS: 1981 North yarn-tempered main and jib with windows — very good condition. \$325.00. 1976 Hard spinnaker — good condition. \$75.00. Larry Taggart, 5809 Memphis St., New Orleans, LA 70124 or (504) 482-7358.

FS 3266 — Douglass. Orange hull, off white deck. Schreck sails/main jib, spinnaker (never used). In the water two days — stored indoors. Sterling galvanized trailer with spare. Price: \$6000. Contact B. Stone, 609 Riviera Bay Drive N. E., St. Petersburg, Fl. 33702 Phone: (813) 577-6702 evenings.

FS 1328 — Douglass, 2 suits of sails (one set Super Schreck in excellent condition), motor mount, Harkin swivel main sheeting, thru-deck spinnaker sheeting, cammatic jib cleats, jiffy reefing on main, large racing compass, trailer, many other extras, ready to sail. \$4,000. Marty Otten, P. O. Box 5277, Hilton Head Island, South Carolina 29938, (803) 671-4646.

FS 3227 — 1978 Douglass, light blue and white, rarely used, excellent condition, Schreck M & J, multi-colored spinnaker, 3 hp Evinrude motor, trailer, sail cover & bags — \$5500. Monique Howard, 2919 Lake Forest Dr., Augusta, GA 30909, (404) 736-1447.

FS 3044 — Douglass, white hull, tangerine boot. Sterling trailer with special rollers, M & N main and jib, spinnaker and rigging. Used very few times, kept in closed garage. Better than new condition — \$5600. Larry Hanson, 5546 Woodson Tr., Atlanta, GA 30338, (404) 394-9322.

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