

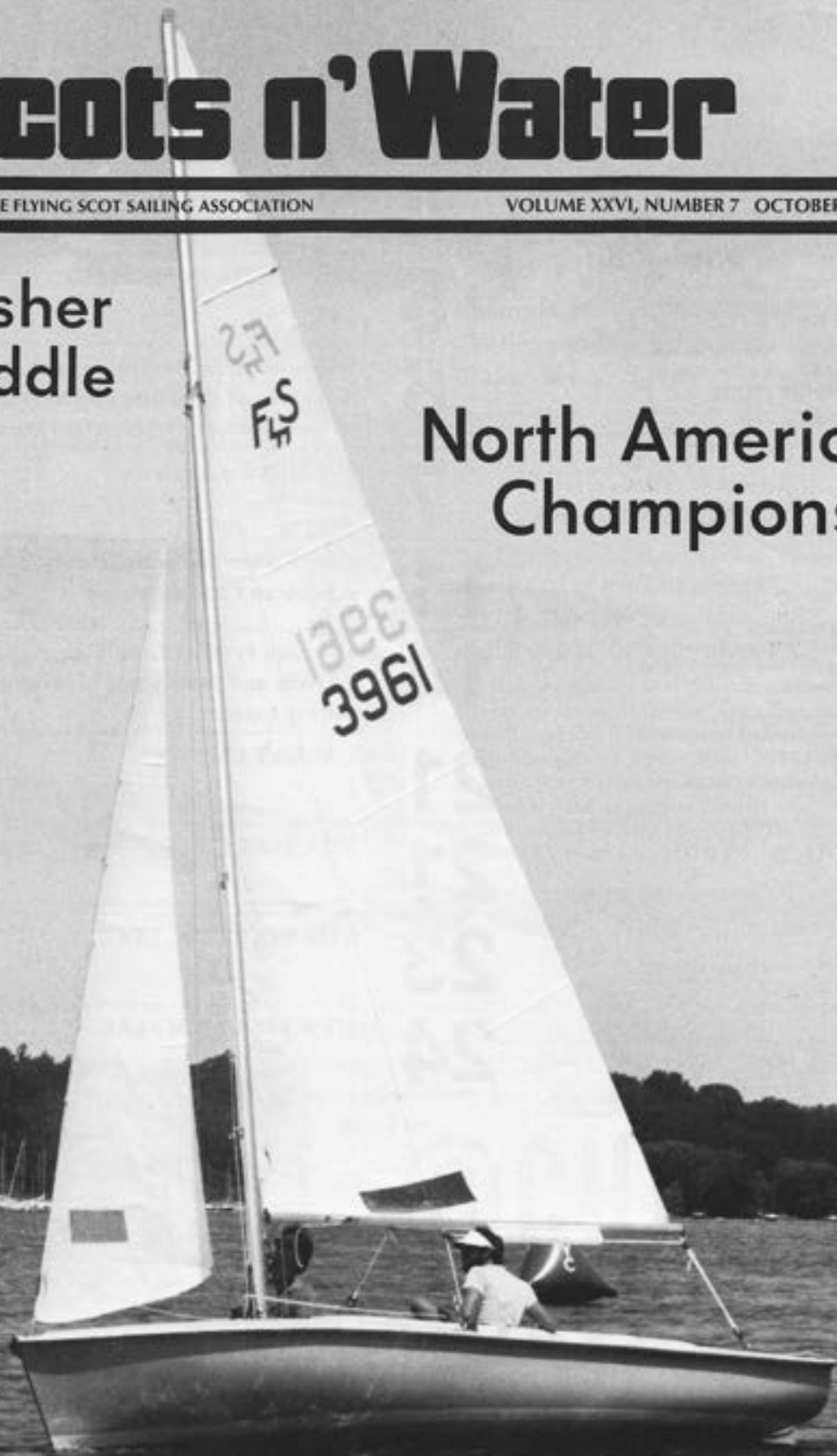
# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 7 OCTOBER 1984

Greg Fisher  
John Riddle

North American  
Champions



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NAC winners sail to victory. Photo by  
Ann Collier

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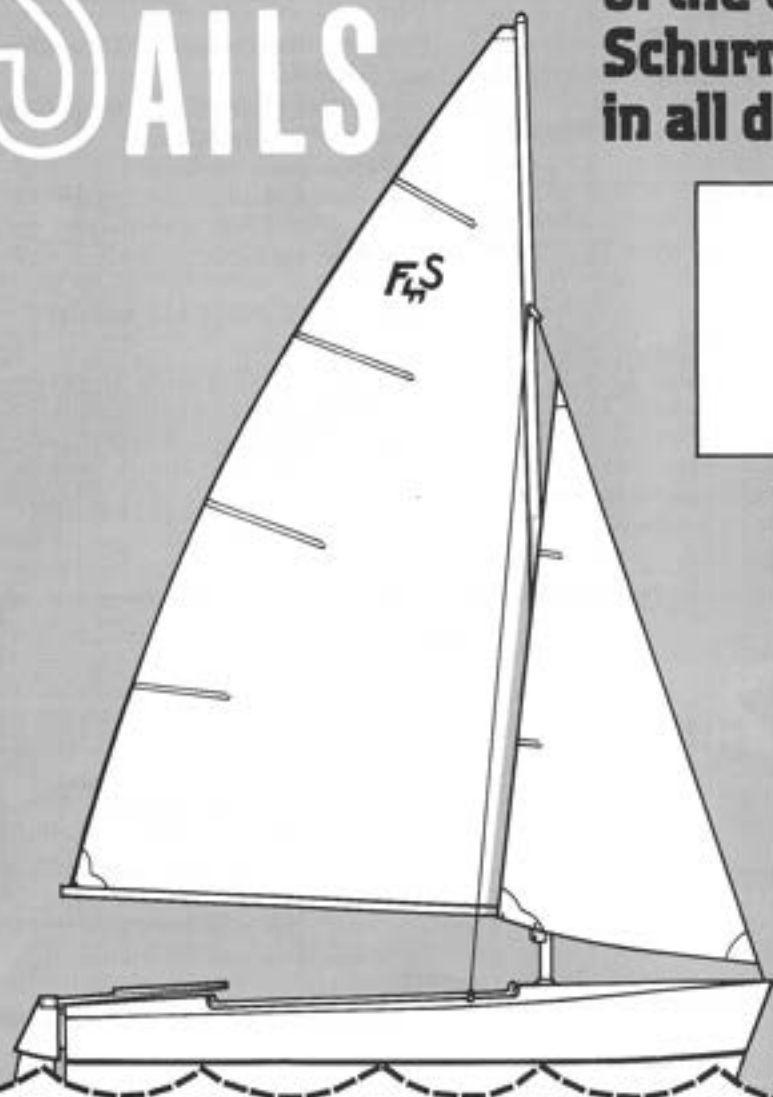
### Scots n' Water

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# Officer Profile: Larry Taggart Measurer

Over the last several years there has been no one in the association who has been on the 'hot seat' as often as Larry Taggart. As measurer, he has had to make numerous decisions that have and will affect both the stability and popularity of the Scot for years to come.

Larry sails out of New Orleans, on Lake Ponchartrain, right in the heart of the vaunted "Gulf Coast" region that has consistently been a hot-bed of Scot sailing for the last decade. Racing the Scot for the last 12 years, Larry has been active at all levels of yachting. He is a past board member of his home club, Southern YC, and has served as chairman of the Gulf Yachting Association Racing Rules and Sail Measurement Committees. He had also served as a Scot fleet captain and Gulf District governor prior to becoming measurer several years ago.

Larry's progress in the Class, in both administration and sailing, seems to be due both to his ability and his tenacity. He has steadily improved as a racing skipper and has become one of the class's finest, finishing many times in "top 10" at Mid-Winters and at the North American Championships. In the last two NACs, Larry finished third and fourth; certainly a testimony to his fine sailing ability.

Sailing with junior sailors out of the fine training programs in the Scot in the GYA, Larry often credits them for their enthusiasm and the effect it has on his sailing. At this year's NAC, for example, junior sailor and frequent crew Peter Merrifield enthusiastically urged Larry to go for the seldom-seen pin-end start that helped Larry jump out to win in that race. Larry recounts another example of their infectious enthusiasm:

*"While jibing the spinnaker during the 1977 NAC, the boat went completely over on its side. My crew and I immediately jumped on the centerboard and righted the boat. As the boat was coming up, both crew were able to climb back aboard and began to sheet in the spinnaker, thinking that I, too, had made it back aboard! They were somewhat surprised to hear me ask, as I held on to the transom line, 'Hey guys, how about letting me get aboard before we continue racing?'"*

Having sailed numerous other boats,

## IMPORTANT NEWS

### New Publication Dates Announced

Pursuant to a change in the number of issues and dates for 1985 *Scots n' Water* (see this month's 'From the Editor'), the following are the publication deadlines for '84 and '85.

As always, I will hold space until the last possible moment for regatta notices.

Issue	Copy Deadline
January '85	November 1 '84
March '85	January 7 '85
May '85	March 7 '85
July '85	May 7 '85
September '85	July 7 '85
November '85	September 7, '85

### 1985 Mid-Winter and NAC Locales and Dates Set

The 1985 Mid-Winters will be held April 2-6 at Panama City, Florida. The NAC's will be hosted in Riverside, Connecticut from August 12-16. For additional information, see "The Starting Line."

### Measurer's Rulings and Annual Meeting Minutes

Complete information from the Annual Meeting, including minutes and 1985 budget, and Measurer Larry Taggart's recent rulings, will be published in the December '84 issue of *Scots n' Water*.

*Read "From The Editor" to  
find out more about new  
publication dates for Scots N' Water*

### FSSA Dues Statements

You will be shortly receiving your 1985 dues statement. Be aware that we are going to publish a new **Membership Directory** this year and you must be paid up by January 1, 1985 in order to be included. Also know that the last issue of *Scots n' Water* you will receive will be the **January** issue, unless your dues are paid. Remember: All but \$8 of your dues is tax deductible!

### Measurement Certificates

If you participated in the 1983 NAC at Bay Waveland YC, were measured in, and have not yet received your Measurement Certificate, contact Measurer Larry Taggart.

including one-design and cruiser/racers, Larry likes the Scot because of its stability, ease of rigging and ease of sailing. For racing, he likes the one-design aspect and the ease of trailering the boat about.

### Fleet Captains and District Governors

Please get your Year-End Reports into the association office as soon as possible.

It is especially important to notify us of any changes of leadership in your fleet or district. Please include **name, address and phone number** of new leader.

We need this information to help provide the local and district officers with the information they need.

### THE FLEETS IN

If you haven't seen the results you've been waiting for, be patient. Recent staff changes at headquarters have slowed the publication of some results, but things are in hand and you'll see them soon.

Larry, 38, is currently a business consultant. He enjoys diving, snow skiing (in New Orleans?) and photography.

And, apparently, Larry enjoys being in the hottest seat in the association, that of measurer.



## The President's Column

Seventy-three Scots sailed the NAC at Hamilton, Ontario, and a new class champion emerged. Sailors from as far away as Texas and the Gulf enjoyed cool Canadian weather, tall ships, dependable air (well, mostly) and the excellent facilities of the Royal Hamilton Yacht Club. The FSSA is grateful to this club for its warm reception and cooperation. Fleet 20 from Huron Portage YC in Michigan was well organized and pulled off a most successful regatta away from the home base. Thanks to Regatta Co-Chairmen Ib Bentzen-Bilkvist and Dave Pryor, as well as to the many who put it all together.

FSSA also thanks Commodore Don Hott for his long labor in getting the new official plan of the Flying Scot, which was approved at the annual meeting. Don and Measurer Larry Taggart produced a plan of the current Scot, with all elements correct. We regret that the reduction of the plan did not come out well.

Other annual meeting actions included allowing a new owner two spinnakers in his first year. Announcement was made of budget items for a new class directory and for class advertising.

The final day of the regatta was marred by an accident when a falling mast injured Bob Cowles of Detroit. We were all concerned by his injury and the need for safe procedures with our boats. Our '83 NAC had a grave accident with overhead power lines, you will recall, and USYRU and FSSA have been campaigning to eliminate such dangers. Mast raising or lowering can be hazardous, but we can easily check the condition of the mast hinge and use a safety line. Run a line from jib halyard through the bow fitting to control mast weight and leverage. With the line passed through a deck cheek block, even a weak person can hold up a falling mast.

Another danger was demonstrated at Hamilton when a hoist chain and lifting bridle parted. The boat was just out of the water at the time, but many sailors were observed cleaning bottoms under suspended hulls, courting disaster.

The dangers of water sports are well known, but the message came

## ASSOCIATION SPOTLIGHT

### Joan M. Burnside Memorial Fund Created

As you know by now, the death of Scot sailor Joan Burnside early this summer was a terrible tragedy and the first such fatality in the history of the Class.

In an effort to continue Joan's longstanding commitment to competitive sailing, and women's sailing in particular, a memorial fund has

been established. The initial objectives of the fund will be to purchase a perpetual trophy for the annual L.I.P.S. (Ladies in Pursuit of Silver) regatta and to provide an annuity to fund annual "keeper" trophies.

Checks should be payable to:

Joan M. Burnside Memorial Fund

They may be sent to:

Robert L. Kaplan

6739 Baron Road

McLean, Virginia 22101

Fund organizers have filed for IRS tax exemption. That status will be reported when granted.

## FROM THE EDITOR

*Change is in the wind*

As some baseball pundit once said, "you can't get to second base unless you leave first." That thought is in my mind as I complete this issue and prepare for another year as your Editor.

The first major change is that our top behind-the-scenes person on *Scots n' Water* is leaving Ed Eubanks' employ. Ann Collier is leaving after four years with Ed in order to study for a MBA in corporate communications at the Wharton School, University of Pennsylvania. Her work on all the layout and numerous suggestions for improving the look of the magazine have been invaluable for both former editor Paul Newton and myself. Ann is now on retainer to Eubanks' firm and will continue to lend her talents to *Scots n' Water* each month. I wish her luck and

look forward to continuing working with her.

A small, but important, change in this issue is the more extensive coverage afforded this year's North American Championship. While I know I risk incurring the wrath of members not interested in racing, I do so feeling that this one, big annual gathering of the Class is more significant than any other single activity we have. This is the occasion when our most active members and supporters meet to build the Class through the Annual Meeting and by sailing together and strengthening the tie that binds the association together: friendship. Let me know your thoughts on this more extensive coverage, for my future consideration.

*(continued on page 23)*

home tragically this spring with the drowning of Scot skipper Joan Burnside of Potomac, MD. I was saddened to have to report to the members the first fatality in Flying Scot history and the loss of a fine woman skipper. Freak accidents can happen, and your personal flotation

device is simple and effective insurance.

I am sorry to end on a somber note, but we are engaged in a risk sport. A clear view of its requirements for safety will give us good sailing. This is what I wish for you all.

*Hal Walker*

# IN PRAISE OF SERENDIPITOUS SAILING

*A dedicated daysailer explains the lure of sailing beyond a triangular race course.*

*Roger Damio*  
*FS 1097*

This is not a polemic against racing. Nor even a polarization of racing vs. daysailing. No, no... there is indeed a place for the race, a firmly entrenched place for the excitement, exhilaration and competitiveness of one-design racing. As well as a deep, rewarding sense of achievement in squeezing that last inch or ounce or second of speed out of a finely tuned Scot.

Some of my best friends are racers. But I am not. I prefer to derive other pleasures from sailing my Scot. The point of this piece is not to defend, but rather expand upon those other nautical delights... beyond the "combat zone."

At a recent meeting of our fleet, there was considerable discussion about raising the dues to underwrite more comfortably the awards program. Along with the dues, the question was raised whether the non-racing fleet members should also participate in the higher assessments. The question was raised, incidentally, by some especially equitably-minded racers. There were no objections at all from the non-racers, all of whom were, and are, genuinely pleased to invest an extra \$10 (or was it \$12) in the "bottom line" (or is it the finish line?) enjoyment of our fellow racing Scotsmen and Scotswomen.

There was, however, a nuance in the discussion; an unspoken observation that has stimulated this response. In the watery world of the Flying Scots, are the daysailors, the gunkholers and the waterway wanderers some kind of seaborne second-class citizens?

When I acquired my seemingly ageless Scot, #1097, two years ago, I also inherited a library of Scot lore dealing largely with the probability of capsizing and the capability of righting that wrong. That and clam-

*(continued on page 20)*



# N.A.C. Race Analysis

In the calm that surrounds the conclusion of any major regatta, there seems to be a consistency in the type of questions asked. Most frequent are "Who went fast?" and "What was the right way to go?". In many cases, of course, those who went the 'right way' weren't really fast and, unfortunately, some went real fast in the wrong direction!

This post-mortem is provided to provide you with as complete as possible, yet brief, race-by-race of both divisions of the NAC.

Remember, the accomplishments of those sailing well are, perhaps, even more significant this year as there was no 'local knowledge' at this neutral site. And further, what little could be pumped from any local cruising sailor usually ended up to be dead opposite what the sailors found. Indeed, following this regatta, the new knowledge locally may well be the theme of most windward legs: "Go right, good sailor, go right."

## Elimination Series

With the fleet broken into four divisions, three races were run so that everyone sailed against every competitor at least once. There is no qualifier regatta at FS NACs, as in many other classes, and the purpose of this three-race series

is to separate the fleets. The top 55 percent of the fleet sails in the Championship series; the bottom 45 percent sails in the Challenger. When this series is over, and the fleets split, everyone starts fresh, with zero points, for the final five-race series.

**Conditions:** Westerly, 5-15, building at the end of race 2 & 3. Waves less than one foot. Sunny. Low 80's.

## Summary Analysis

The fleet leaders quickly found out that there was, indeed, a very heavily favored side to the course. Although it did not appear that significant in the map of the bay, there was a land mass on the right side of the course that produced a very large geographic lift. Since

*(continued on page 8)*



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## Race Analysis

there was no practice race on Sunday, sailors did not learn about this until the first weather leg of the first race.

Throughout this series it became important that one must get a good start then go as soon as possible to the right side, where at 'point X', a large header would occur. Once on the inside of this geographically produced lift, one needed to play the small shifts within the 'alley', continually working further right and further into the lift which took the racer

As you can see, most of the top 10 finishers in the Championship division were also there in the Elimination Series, with only Keleher not represented here, as he finished in 12th overall, but took ninth in the actual regatta.

### RACE 1

**Conditions:** Westerly, 5-15, building at end. Waves less than one foot throughout the series. Sunny, low 80's.

#### Championship Division

The pin end was heavily favored so the leaders bunched up with Elam winning the start. Elam continued hard left

wind during this race was more variable and the right side was not as favored throughout the race, as it was with the Championship group. He started two-thirds of the way down the line, towards the pin, then went to starboard immediately. Eventual series winner Dan Kolenich reached the lift sooner and led throughout the race, though More slowly closed on him. On the last leg, More went farther to the right than did Kolenich and lifted to the finish.

### RACE 2

**Conditions:** Westerly, 8-12, puffy. Sunny, low 80's.

#### Championship Division

Bubby Eagan executed one of the more observant and creative maneuvers of the regatta to win this race. He went right immediately off the line as others held on port tack longer to the center of the leg. As Eagan approached the expected header to leeward of the group of Leweck, Barnes and Fisher he found them being lifted to the inside so much that he was falling far behind. Looking up the course, though, crew Marc Eagan saw a cruising boat lifting big up the shore line. Seeing this, the Eagans decided to go for the shoreline even faster and actually reached off to the now-bigger expected header. When they hit it, they crossed the fleet by a wide mar-



right to the lay-line, often earlier than one wanted, but necessarily early. While the lift was almost always there, where 'point X' was was often more elusive. At times tacking to port immediately at the boat end of the line produced a big lead; at others, to do so took one in so deep that the wind velocity died. Generally the winning skippers went a little to the center of the course then went to the right side. While sailing a little more conservatively did not produce the occasional big win that gambling and going deep right did, it did produce consistently good finishes; ones that ultimately were more important to one's overall success.

What was peculiar about this favored right side was that while it was usually favored for the Championship Division, it often was not by the time the Challengers started. Thus, even more than in the Championship, Challenger fleet sailors had to be conservative.

<b>The Standings:</b>	1. Fisher	1	1	2	3.50
	2. Eagan	3	1	1	4.50
	3. Fox	2	2	1	4.75
	4. Barnes	1	2	3	5.75
	5. Taggart	2	3	2	7.00
	6. Leweck	2	4	4	11.00
	7. Hall	4	3	7	14.00
	8. Elam	5	6	3	14.00
	9. Beaney	6	5	5	16.00
	10. Wade	8	6	4	18.00



as one-by-one each boat tacked to the right side. Fox went about half-way up the course on stbd., then went right. When he hit the 'alley', Fox tacked just to the inside of it and then played the shifts within it, as opposed to those who went deeper into it sooner. He built up a big lead which he held to the finish. The other top positions held pretty much, as well, after the first windward leg.

#### Challenger Division

Winner Brian More found that the

gin. Positions held until the last leg when Fox caught Wade, who had gone hard right with Eagan.

#### Challenger Division

All the lead boats started at the pin end, but went onto port quickly. Bob Schneider got to the favored side first and led throughout the race. Previous race winner More snuck into second on the inside of a group of three boats at the final downwind turning mark and held on to finish second.



## Race Analysis

### First Day Standings

Championship	Challenger
1. Egan 2.75	More 2.75
2. Fox 5.75	Schneider 5.75
3. Leweck 7.00	Goldberg 8.00
4. Fisher 7.00	Kolenich 10.00
5. Barnes 10.00	Christensen 14.00

### RACE 3

Conditions: Easterly, 5-12, building at end. Fog at start; slowly cleared.

#### Championship Division

All the leaders started at the pin end and went left towards yesterday's favored side, now the left side, since it looked as though it might be favored again, due to its geographical influence. Unfortunately, though, the expected knock and following big lift never really came. The leaders group looked hopelessly buried as adventuresome Keleher, Faget and Elam went to the right. Coming across to the mark on starboard with both a big lift and more velocity, it looked as though they would easily beat the left-siders to the mark. Fortunately for those to the left, though, a small lift and more velocity did come towards the end of the leg and a few of them — those going less to the left — recovered and rounded the first mark in good position. Lead positions held until the last windward leg when Faget and Elam again tested the hard right side and found a big lift, overtaking eight boats and moving quickly in on the leaders, to take fifth & sixth respectively. Finding

cover his opposition and never went to the right that was so successful on the last Championship weather leg.

### RACE 4

Conditions: E/NE, 5-12. Fog has cleared. Championship Division

Larry Taggart pulled off both an unexpected and highly daring start to put him in an early commanding position to eventually win this race. With the pin end heavily favored due to somewhat predictable 10-20 oscillations, too many

when he was going to go left to cover, he looked up the course and saw the boats on the right side lifting big. He headed to the right side until the apparent leaders, Hall and Wade, were in sight, then short-tacked under them to leeward. Taggart then lifted to the mark on starboard while Hall and Wade had overstood. Around the mark Taggart led Hall, Wade, Fisher and Leweck. Fisher worked up to second, Leweck pulled another third, and Fox recovered to overtake Wade on the last leg. Day one leader Egan had an eighth.



the large lift on the new right side set the strategy for races 4 and 5, and once again showed that going right — any right! — was usually going to pay in this regatta.

#### Challenger Division

Observing the leaders in the first race, Dan Kolenich went hard left, deeper than they did, and found a big shift near the shoreline. Lifting to the mark he was never headed. On the subsequent two weather legs he stayed middle-left to

boats jammed the pin end forcing a general recall. Watching the boats line up for the second start, Taggart reasoned that though the pin end was still favored, people would be a little more wary of being over early, with the one-minute rule in effect. Seeing this to be the case, he came in at the pin on port and crossed the entire fleet, though just by two feet, by some accounts. He stayed on port while the rest of the leaders went to the left side on starboard. About

#### Challenger Division

Following the lead of the championship division, Kolenich started at the pin end, but unlike Taggart, was shut out and had to circle twice, trying to find clear air to move from the line. He went hard left and found a big lift to take him to the mark first. He led for most of the race until Schneider broke loose from a cover and went to the left of the course where he caught Kolenich, who had gone farther to the right.

#### Second Day Standings

Championship	Challenger
1. Fisher 9.75	Kolenich 12.75
2. Leweck 13.00	Schneider 15.50
3. Egan 14.75	More 16.75
4. Taggart 16.75	Goldberg 26.00
5. Fox 18.75	Lee 28.00

### RACE 5

Conditions: E/NE, 5-10. Heavy fog at start delays race nearly two hours. High 70's.

#### Championship Division

With time to think about the race standings, it came apparent that while he had a five point lead over defending

(continued on page 10)

## Race Analysis

champion Eagan, Fisher would have to sail a solid race to win the series. When the gun finally went, most of the leaders went off the line to the left side of the course, including Fisher. Eagan took a short hitch to the center to cover the fleet lower to the left and was clearly ahead of Fisher, by several positions and a great deal of distance, as the wind began to fill in from the right, burying those deep left. Taggart, Fox and Leweck all went hard to the right, thus splitting the fleet's leaders. Deeply buried, Fisher took a port clearing tack to go to the center of the course, then he tacked back on port to stay near Eagan, who had held still left and had not covered Fisher. The right side, again, began to look better and better as Fox, Leweck and Taggart began coming across the bay on starboard. While it looked like Fisher was in trouble as Eagan squirmed ahead and to leeward and those above him lifted, he, too, began to be lifted on starboard, though Eagan did not. Eagan finally went to the port tack layline and came out still the leader as he got the little lift he needed as well as some velocity. Fisher went close to the layline but dove back into the right side a little to pick up some more lift. Around the first mark it was Eagan, followed by Leweck, Elam, Taggart, Barnes and Fisher.

Eagan had a large lead, but Leweck and Fisher sailed well downwind to close some of it. Fisher eventually passed Leweck to pull into second behind Eagan. Having made his big comeback earlier, he now needed only to sail conservatively to win the series. He did so and stayed with the front-running Eagan throughout the final legs. On the last beat, Eagan went farther to the right than did Fisher and when they tacked on the starboard tack layline, Fisher was able to gradually work up as Eagan was

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*See complete N.A.C.  
results on page 15.*

---

overstanding just a little. Coming up inside of Eagan, Fisher just cleared the line at the boat end while Eagan finished seconds later at the pin. With the change in position at the end, the incredibly consistent Leweck maintained enough of a position to hold on to second in the series as Eagan finished just back by .75 points. Last year's third place finisher, Larry Taggart, finished fourth as Andy Fox, two-time NAC champ fell back in the final race and finished fifth overall. Mid-Winter champ Chuck Barnes fin-

ished sixth.

Though they continued to sail well, the 'southern sailors' loosed their solid grip on the top 10 standings over the last several NAC's as five 'yankees' made their way into the top 10, including winning both first and second. The last time a 'northerner' won the NAC was in 1979, when Bruce Goldsmith won at Lake Carlyle, Illinois.

### Challenger Division

Steadily improving Paul Lee, from Detroit Yacht Club, won the final race of the series by going hard right off the starting line. He led Goldberg and Kolenich to all marks but it became exciting as Goldberg and Kolenich closed enough on the final run that all three rounded the final turning mark overlapped. Lee dug into the right side for the final leg, followed closely by Goldberg and Kolenich. Being backwinded, Goldberg took a short clearing tack to port, but came quickly back. It was not quick enough, though, as Kolenich, with clearer air, followed Lee to the right side and lifted past Goldberg as he approached from to weather on port.

The series win was aided by the absence of Bob Schneider, second in the standings the day before, who went home a day early, much to everyone's surprise.

Kolenich's victory was, perhaps, as surprising to him as any one else since he had only sailed the Scot a very short time and had never won a race before, let alone a championship!

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# GREG FISHER AND JOHN RIDDLE WIN 1984 NORTH AMERICAN CHAMPIONSHIP

**Speed, good tactics, and consistency win this year's regatta at a neutral site.**

Sailing a consistently sound and fast series, Greg Fisher and crew John Riddle won this year's running of the North American Championship. Seventy-three boats representing 18 states and Canada participated in the series held at Royal Hamilton Yacht Club, Hamilton, Ontario, Canada. Sailing against most of the Class' finest, Fisher and Riddle demonstrated an excellent ability to analyze the conditions present in this neutral locale, one in which, unlike most regattas, there was no real "local knowledge" on which to rely.

Most class officers, nine District Governors, numerous class notables, and several outstanding Scot sailors travelled to Hamilton with the promise of a great location, good races, and hopefully, good weather. They were not disappointed.

## **Saturday and Sunday**

The regatta began on a very positive note as the weather for the usually hectic, often frustrating measuring-in activities changed from the typical hot, humid conditions of the last several years to clear, sunny skies, temperatures in the high 70's, and a refreshing 10 mph breeze. With the right combination of a well-prepared and very efficient measurement committee and the fortuitous timing of arriving boats, the normally tedious boat, sail and equipment measurement — that hurdle that must be surmounted before "the fun begins" — went so smoothly that many competitors found themselves completely measured in 15-20 minutes, prompting numerous sailors to comment that "it was the smoothest measurement at any NAC that I've ever seen!" Certainly contributing to its success, though, was the unfortunate breakdown of the 'official' scale after some early measurement

on Friday evening. Unable to weigh hull and centerboards both Saturday and Sunday, most contestants were denied the opportunity of being granted a Measurement Certificate that would permit them to by-pass several steps of the process in the next several years. (Chief Measurer Larry Taggart reports, however, that all other items on the certificate aside from hull and centerboard weight will be certified, necessitating only those two measurements in the future.)

In addition to the swift measurement and pleasant weather, the participants had the unplanned pleasure of witnessing a celebration of the "Tall Ships" as they visited Hamilton Harbor as part of a trans-Atlantic crossing from Poland. Thirteen ships were moored nearby, with two tied to the Yacht Club's front pier. With flags flying, horn's honking, and people cheering, the ships paraded for three hours in the harbor as Sunday's measurement ac-

tivities and official Opening Ceremony were conducted. It truly added a gala atmosphere to the already pleasant days.

While numerous tourist attractions were afforded by Hamilton and nearby Niagara Falls and Toronto, host Fleet 20, from Portage Lake, Michigan did its best to provide some fine social gatherings as well. The opening ceremony was capped with free refreshments and snacks under a yellow and white striped tent erected for the weekend's festivities. With the liquid refreshment provided by Shore Sails and the first raffle of several duffles provided by The Sailor's Tailor, friendships of past years were renewed as the sailors relaxed and enjoyed each other on this last 'calm' day before the racing would begin. Finally, with the arrival of Jerry Hartman and "the Bay Hilton", the perennial unofficial regatta central and gathering place of the great and

*(continued on page 17)*



# And The Winner Is . . .



Championship Division  
First Place  
Greg Fisher  
John Riddle



Championship Division  
Second Place  
Craig Leweck  
Martin Keen  
Rick Kirby



Championship Division  
Third Place  
Bobby Eagan  
Marc Eagan



Championship Division  
Fourth Place  
Larry Taggart  
Peter Merrifield



Championship Division  
Fifth Place  
Andy Fox  
Larry Klein



Championship Division  
Sixth Place  
Chuck Barnes  
Steve Bellows  
Greg Craddock



Championship Division  
Seventh Place  
Kelson Elam  
Pat Barry



Championship Division  
Eighth Place  
Dave Beaney  
Brian Warner



Championship Division  
Tenth Place  
Graham Hall  
Morgan Hall  
Spike Coleman

## Congratulations





Challenger Division  
First Place  
Dan Kolenich  
Terry Rees



Challenger Division  
Second Place  
Brian More



Challenger Division  
Third Place  
Paul Lee



Challenger Division  
Fourth Place  
Kathy Kennedy  
Jim Starr



Challenger Division  
Fifth Place  
James Cavanaugh  
Mike Terry



"Nancy Roman" Winner  
Terry Dees



Farthest Travelled  
Richard Wade



Youngest Skipper  
Jeff Irvine



"True Love" Winners  
Griff and Carol Williams

# Congratulations

# Winner's Profile:

## Greg Fisher

*Friends and family ties highlight a successful sailing career.*

Sitting around a table at Royal Hamilton YC long after most competitors had begun their long drive home, what Greg Fisher did not seem to want to discuss was his current and past victories. Instead, Greg talked of long-time friendships established in sailing and sailmaking and of his clearly affectionate feelings for his family.

---

*Greg talked of long-time friendships established in sailing and sailmaking . . .*

---

Not that he hasn't been immensely successful. His competitive credits include winning two Highlander Nationals, the 1983 Thistle NAC, and being named a Collegiate All-American in 1975, while attending Miami University, of Ohio. Relatively new to the Scot class, Greg has won several invitationals since 1980 and has crewed with his dad, George, to a fifth in last year's NAC and to a first in this year's Ohio District Championship.

---

*What is clearly more important to him is his relationship with friends and family . . .*

---

What is clearly more important to him, though, is his relationship with friends and family that have been unified by sailing. Greg grew up in a sailing family headed by a father who is a long-time Lightning sailor and former Lightning Class President. Sailing at Buckeye Lake, outside Columbus, Greg spent a lot of time sailing with his dad and brother, Matt. In fact, Greg transferred to Miami from several years at Ohio

Wesleyan just to be able to sail on the same team as Matt. He recounts that the highlight of his sailing career came when his brother Matt finished first in the 1977 Lightning NAC and he finished second, just one point behind.

Leaving Miami, Greg went to work for sailmaker Bill Shore in Newport, R.I. He stayed with Shore for four years, leaving to open his own Shore loft in Columbus in 1978. He opened a new loft in Cleveland this Spring. The Columbus loft specializes in one-design sails while the new loft is working on Cleveland's predominant big-boat market. A recent addition to his staff has been Craig

Leweck, who took second in this NAC.

Throughout our conversation Greg stressed how much he has enjoyed the social aspect of both sailing and sailmaking, citing several examples of people he has become good friends with over the years. Greg was especially happy to have had John Riddle sail with him, recounting a long list of skills that John had that contributed significantly to both his sailing success and enjoyment at the regatta.

Greg well demonstrates what most people in competitive sailing have come to know: Success is sweet, but so much sweeter when combined with caring for others.

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# COMPLETE N.A.C. RESULTS

## Championship Division

1.	G. Fisher/J. Riddle Columbus, OH	FS 3961	5	2	11	2	1	10.50
2.	C. Leweck/R. Kirby/M. Keen Columbus, OH	742	4	3	3	3	3	16.00
3.	B. Eagan/M. Eagan New Orleans, LA	3599	2	1	4	8	2	16.75
4.	L. Taggart/P. Merrifield New Orleans, LA	2710	3	11	2	1	4	20.75
5.	A. Fox/L. Klein Orlando, FL	3866	1	5	9	4	10	28.75
6.	C. Barnes/S. Bellows/G. Craddock Pensacola, FL	GYA18	6	4	14	7	8	39.00
7.	K. Elam/P. Barry Dallas, TX	3207	10	9	6	14	5	44.00
8.	D. Beaney/B. Warner Riverside, CT	2295	7	15	8	12	6	48.00
9.	T. Kelcher Duxbury, MA	2802	9	8	12	9	16	54.00
10.	G. Hall/M. Hall/S. Coleman Gloversville, NY	3707	11	12	13	6	13	55.00
11.	R. Wade/Wade Dallas, TX	2714	13	6	29	5	9	62.00
12.	B. Faget New Orleans, LA	C171	16	7	5	31	11	70.00
13.	C. Lancaster Marcellus, NY	C193	19	13	17	18	7	74.00
14.	G. Williams/C. Williams Marcellus, NY	3211	22	19	7	11	15	74.00
15.	J. Hartman/E. Turnipseed Champaign, IL	3578	8	10	19	20	22	79.00
16.	G. Spencer/P. Darling Tavares, FL	2847	17	14	16	30	14	91.00
17.	J. Leipper/R. Leipper Salem, OH	1858	24	27	18	15	12	96.00
18.	R. Mance/E. Mance Toms River, NJ	4000	12	17	21	21	34	105.00
19.	D. Winston/J. Winston/E. Prudeneau Dexter, MI	3288	21	16	26	25	17	105.00
20.	H. Carpenter Oakland, MD	4019	20	21	15	32	18	106.00
21.	J. Stewart/M. Stewart Alliance, OH	1342	31	23	20	22	20	116.00
22.	D. Solomon/J. Solomon Shaker Heights, OH	2950	15	24	30	10	DSQ	121.00
23.	P. Nickerson/C. Nickerson Cleveland, OH	3911	35	DSQ	10	16	21	124.00
24.	J. Irvine/D. Irvine/D. Irvine Jamestown, OH	3560	18	34	27	19	29	127.00
25.	T. Hohler/C. Hohler/C. Starr Pittsburgh, PA	3883	14	30	24	36	24	128.00
26.	J. Orr Bricktown, NJ	3877	26	18	11	38	35	128.00
27.	J. Anderton/J. Anderton Bricktown, NJ	3773	30	25	28	13	32	128.00
28.	J. Besse/M. Pratt/B. Elkins Skaneateles, NY	3350	33	28	25	26	25	137.00
29.	G. Bednark/C. Henry Detroit, MI	C16	40	39	23	17	27	146.00
30.	J. Dees/G. Dees/E. Ingram Fairhope, AL	2708	27	38	34	33	19	151.00
31.	S. Eustis/N. Irvine/B. Barrett Cincinnati, OH	3850	41	32	31	23	26	153.00
32.	D. Gregory/A. Gregory/K. Gregory Boswell, PA	2589	25	20	38	37	33	153.00
33.	P. Salmon-Cox Pittsburgh, PA	3524	39	22	39	28	31	159.00
34.	H. Walker/E. Wilt Davidson, NC	171	37	DNF	35	24	23	161.00
35.	D. Caldwell/B. Richards/P. Richards Centerville, OH	2514	28	35	36	35	28	162.00
36.	D. Hopkins/K. Anderson/B. Crossley Centerville, OH	2666	34	33	37	29	30	163.00
37.	E. Viemann/M. Viemann Neshanic Station, NJ	2248	23	29	32	39	DNS	165.00
38.	D. Pryor/C. Pryor/P. Eddings Pinckney, MI	3853	32	31	33	27	DNF	165.00

(continued on page 16)

## Results

39.	B. Murdock Durham, NC	1720	29	26	40	40	36	171.00
40.	E.P. Moore/B. Moore Ballwin, MO	3820	38	36	22	41	DNS	179.00
41.	B. Knight/L. Knight Chesterfield, MO	3076	36	37	41	34	DNF	190.00

### Challenger Division

1.	D. Kolenich/T. Dees Fairhope, AL	FS C211	3	7	1	2	2	14.75
2.	B. More Cincinnati, OH	3886	1	2	8	6	9	25.75
3.	P. Lee Detroit, MI	C15	11	8	6	3	1	28.75
4.	D. Goldberg/K. Kennedy/J. Starr Pittsburgh, PA	3637	4	4	13	5	6	32.00
5.	J. Cavanagh/M. Terry Sharon, MA	3806	17	12	3	4	5	41.00
6.	M. Kiely/S. Rayman/D. Burgoon Dedham, MA	3890	7	14	11	7	3	42.00
7.	K. Wright/P. Wright Lexington, MA	471	12	11	4	8	13	48.00
8.	B. Schneider/D. Schneider/B. Schneider Bayville, NJ	3262	5	1	9	1	DNS	48.50
9.	A. Ryder/S. Beatty/D. McCumber Ontario, CN	3694	15	8	12	12	14	59.00
10.	D. Gregory/A. Gregory/K. Gregory Boswell, PA	3993	8	DSQ	8	17	4	64.00
11.	D. Smith/B. Reinke	3768	19	18	5	15	10	67.00
12.	G. Collins/G. Braund Don Mills, CN	3746	10	9	16	27	7	69.00
13.	D. Christensen/D. Cooke/B. Wehr Pinckney, MI	1190	9	5	21	19	17	71.00
14.	I. Bentzen-Bilkvist/D. Scherer Ann Arbor, MI	1687	2	19	14	10	DNS	78.00
15.	R. Hellendale/R. Hellendale Riverside, CT	3214	6	10	23	25	15	79.00
16.	J. Downes Birmingham, MI	C7	16	24	19	13	8	80.00
17.	M. Dickson/J. Stone/P. Dickson Willowdale, CN	693	18	3	7	20	DNS	81.00
18.	J. Collins	3302	21	16	10	11	DNF	91.00
19.	B. Cowles/R. Cowles/D. Armstrong Birmingham, MI	C17	14	15	18	31	18	96.00
20.	J. Kovacik Parma, OH	3122	27	23	27	9	12	98.00
21.	W. Singletary/M. Singletary/J. Singletary Durham, NC	3595	20	27	20	22	11	100.00
22.	E. Theisen Detroit, MI	C11	22	25	24	14	16	101.00
23.	T. Bresser Grosse Pointe Park, MI	C12	29	13	26	16	19	103.00
24.	G. Kunkle/S. Kunkle/H. Gendleman Brighton, MI	2114	23	17	30	18	20	108.00
25.	P. Maassen/E. Maassenn Ann Arbor, MI	1559	13	22	15	26	DNF	109.00
26.	B. Mackenzie/N. Mackenzie Muncie, IN	2865	24	20	22	21	DNS	120.00
27.	J. Lytle/J. Lytle Falls Church, VA	2301	26	30	29	24	22	131.00
28.	T. Terhune/D. Terhune Plymouth, MI	2548	32	29	28	23	21	133.00
29.	R. Collins Don Mills, CN	747	31	21	17	DNS	DNS	135.00
30.	T. Proffit/T. Kreger/M. Kreger Detroit, MI	C10	30	31	25	30	24	137.00
31.	D. Osler/J. Evans Old Greenwich, CT	534	28	26	31	30	24	139.00
32.	D. Hott/C. Hott/V. Jeffrey/J. Athey Keyser, W. VA	3029	25	28	32	29	DNF	147.00



## Championship

near-great, the regatta could "officially" begin.

### Monday

A refreshingly short skipper's meeting preceded the sailing of the first two elimination series races. Scanning the room, it became obvious that this would be a talent-filled series. Last year's NAC winners Bubby and Marc Eagan trav-

elled from New Orleans to defend their title, as did the defending Mid-Winter Champion Chuck Barnes. Andy Fox, holder of four major FSSA championships would sail again with Larry Klein, who was fresh off a Soling Olympic campaign. Long-time successful class competitor Kelson Elam travelled from Dallas to participate. Like Larry, Kelson had just finished a seven year effort to qualify for the Olympics in the Flying Dutchman class. Greg Fisher, defending Highlander and Thistle champion who crewed to a fifth last

year with his father, George, returned this year on his own as George was heading for the Lightning NA's in California. Class newcomer Craig Leweck, defending West Coast Snipe champion was also to be reckoned with, as those who knew of Craig were aware. Amongst this group, and with others, most of the active sailmakers in the class were represented. A formidable collection of talent, indeed!

As sailors headed to their boats, contemplating the competition, they wondered aloud if the good weather and light winds would continue throughout the week, especially since so many came prepared to sail 'light'. They couldn't know then, but would appreciate later, that the light to medium winds and moderate temperatures would be around all week. Only as if to provide some variety, Thursday and Friday's early races were sailed in a moderate fog that burned off as the days wore on.

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Ohio Districts - 1, 3  
Midwinters - 3  
Nationals - 5  
Northeast Regionals - 3  
Maryland State Championships - 2  
President's Cup - 1, 2

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Following the successful completion of the first day's two races, Monday evening was the major social event of the week as an outdoor barbecued chicken dinner provided another chance for all the sailors to gather. With complimentary tickets from both Douglass Boat Company and Schurr Sails, nearly all the competitors showed up to talk over the racing, explain their mistakes and listen attentively to those "lucky" enough to have figured out the local conditions. With only one more elimination series race the next day, many looked forward to sailing the "real" series in a few days, while

## Championship

many others tried to assure themselves that if "we only have a good race tomorrow, I think we can make the cut to the Championship division." Not worrying about the cut were the top sailors, including Eagan and Barnes, who each won a race, and Fisher who won two.

### Tuesday

Tuesday's weather, much like Monday's, allowed the only race to be run as scheduled and the competitors returned to the dock quickly. As boats were moored or pulled, those on the fringe of the "cut" huddled around the score board with Monday's posted standings, trying to remember where they and their competitors finished and where they might sit in the standings. As computer wizard Doug Christensen prepared the second of many print-outs that week, most sailors put these races behind them and went sight-seeing and partying. When the final elimination results were posted, Fisher led the group, followed closely by Eagan, Fox, Barnes and Taggart.

### Wednesday

Wednesday brought the good or bad news depending on which division you sailed in, and people headed out to the course, many with their sail adorned by the red Challenger division pennant. As the good wind and weather continued, both races were run close to schedule, punctuated only with a lunch break during which the Annual Meeting was held. (Complete minutes will appear in the December issue.) An Annual Dinner was held on Wednesday night, giving over 100 contestants a chance to change from sailing gear and casual wear to somewhat more formal attire. In surveying the scene, many commented that they didn't know so-and-so "could fix up that good!" Those not attending sampled the local fare and many, with the competition in both divisions very close, chose to relax, preparing for the position-setting races of Thursday.

### Thursday

On Thursday morning early series leaders Eagan (Championship) and Brian More (Challenger), both with 2.75 points, and the other 71 contestants arrived to find little wind

and much fog covering the bay. As they rigged their boats and sailed out, however, the wind filled in, even if the fog only gradually cleared. By the afternoon race the wind was moderate and the fog had dissipated, much to the relief of those without a compass who had no way to find the mark, save follow others. As the sun set, numerous sailors fussed over their boats for the last time knowing that tomorrow brought the final race in a week that seemed to go all too quickly. While serious partying took place by some, most contented themselves with a good dinner and good night's rest. As the standings were put to bed, first-day leader Eagan found himself five points behind Fisher while Dan Kolenich took over in the Challenger fleet.

### Friday

The final brought fog again, only this time thicker and without the breezes of Thursday. As rafts were formed, the largest with ten boats, the races were postponed until, and if, the wind filled in. Those in contention drifted aimlessly or rafted with others and tried to divert their attention from the "what if" that

nagged in the back of the mind. Inevitable water fights and dunkings ensued as the race was postponed nearly two hours.

When the wind did finally fill in, the race was sailed and the Championship series decided as Greg and John worked their way back from an early-race hole to nip Bubby and Marc Eagan, who had led the entire race. Dan and crew Terry Dees again finished strong to win their division.

With no protests to hear, the race results were quickly tabulated as sailors prepared their boats for the long ride home. As the Awards Committee began the task of sorting out who received any of the 18 perpetual awards, 15 placing awards, and numerous recognition awards, the competitors gathered for a final post-race party sponsored by Ullman Sails on an elevated patio outside the club.

As the ceremony concluded and many walked away with awards, most walked away feeling good about their effort, enjoying their stay, and satisfied with their renewed friendships. And, of course, vowing "wait until next year!"



# At the N.A.C.



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## Daysailing

orous, amorous paragraphs about the ingenious Sandy Douglass design that combines in one small boat the virtues of a lively one-design racer and a reasonably safe and comfortable family day-sailor.

To quote from a four-page brochure headed "The Versatile Flying Scot":

"Yes, the FLYING SCOT is in a class by herself. Created for fiberglass more than other boats, she combines those qualities most wanted for family daysailing, strict one-design class racing, and exciting planing (without the need for acrobatics). We think this is why we are told 'the SCOT is like no other family or racing sailboat on the market!'"

So daysailing with family and friends would appear to be as legitimate a function of the Scot as racing. Perhaps even a preferred activity since it is invariably mentioned first in printed Scot materials.

Regardless of the letter of the law, a better lure for me, at least, is an afternoon of serendipitous sailing shared with a variety of congenial guests (including family) and, hopefully, someone who has never sailed before (a racing 'no, no').

The idea of traversing the same triangle, tacking or jibing around the same two-gallon Clorox bottles with the same one-or-two person crew, week-in, week-end, and week-out, seems like such a waste of beautiful boat and glorious day. As unthinkable as confining one's spouse to the kitchen, bathroom, or bedroom in a magnificent palace!

We are situated in Westport, Connecticut, on Long Island Sound. The waters are sparkling, but the harbors are 'dirty' with shoals, rocks, islands, even a lighthouse. Just getting in and out is an adventure!

Just east of us is Cockenoe Island with a partially hidden interior lagoon, a delightful spot for a dip or a picnic. A few miles further east is incredibly beautiful Southport Harbor nestled deep in the heart of a narrow waterway lined with stately colonial mansions reminiscent of a bygone era. Then there's Fairfield Beach, Black Rock Harbor, the Housatonic River, and Stratford, with



"Casting for blue"



its American Shakespeare Theater.

Or, on a whim, one might head west past Srite Island's Scot Fleet 142 and poke a curious bow into Norwalk Harbor or Wilson's Cove or Rowayton's Five Mile River or Stamford's busy Yacht Haven complex.

This summer I want to cross the Sound and explore the Long Island shore from Port Jefferson west to Northport, Centerport, Cold Springs Harbor, Oyster Bay... who knows?

That's the point, the whole point... serendipitous sailing, exploring secluded coves and busy town beaches, openly admiring handsome, unforgettable, waterfront estates and inwardly admonishing those regrettable, ugly, waterfront industries. Then mooring or berthing for the night at a Mariner's Inn I've never seen before.

Yes, I wish the Scot were a more comfortable overnighter and five feet

longer. But a versatile, fun, go-almost-anywhere daysailer she is and I wouldn't trade my nautical ramblings for any prescribed, restricted triangle no matter how golden trophied!

This summer I also intend to drop the hook, drop the sail, drop a line and fish. Yes, fish! For flounders and stripers. You'll see me out there, you racers. As you chase the gold and the silver, I will hopefully be chasing a 'blue.' I wish you luck and a great day and I'm sure you wish me the same as we both enjoy our Scots... in our fashion. All of us, in Scot-land yar!

When Roger is not out happily daysailing and cruising the beautiful and interesting area in which he is privileged to sail, he spends his shore time working in advertising and marketing in Westport, Connecticut. He usually sails his *Bonita* with at least three other kindred souls.



# THE FLEET'S IN

## Oriental Sailing Social

The Oriental Sailing Social, sponsored by FS Fleet 27, was held July 14-15 at Oriental, NC. This multi-class invitational regatta saw 54 boats competing on the open waters of the Neuse River.

Saturday saw light wind with only one race run. Two races were planned for Sunday but only the first was completed as a storm started down the river just minutes after the second race started, forcing it to be abandoned. The Ragun Trophy, which goes to the winner of the largest class entered (the Scots had 22 boats) was won by Harry and Karen Carpenter, of Deep Creek Lake, MD.

1. H. Carpenter	Deep Creek Lake, MD	4	1	4.75
2. P. Newton	Carolina SC, NC	7	2	9.00
3. B. Murdock	Carolina SC, NC	5	4	9.00
4. T. Ward	Carolina SC, NC	8	3	11.00
5. L. Lewis	L. Townsend YC, NC	2	9	11.00

Ted Ward, FS 2290

## Carolina District Championship

Twenty-four boats met at Lake Townsend Yacht Club in Greensboro, NC for this year's Carolina District Championship on June 8-9. The five race series netted awards for the top six finishers.

In the "Battle of the Officers", Paul Newton, former Editor of *Scots*

*n' Water*, ran away with the competition, making the final score somewhat close only because of a final race eighth. Former District Governor Dick Schultz finished fourth and defeated newly-chosen Governor Bob Murdock in sixth. Carolina Sailing Club dominated in team position taking three of the top six places, including first and second.

1. P. Newton	Carolina SC	1	1	3	2	8	14.50
2. D. Kanchel	Carolina SC	10	5	1	1	3	19.50
3. K. Taylor	High Rock YC	3	11	7	3	2	26.00
4. D. Schultz	L. Townsend YC	2	6	10	6	5	29.00
5. L. Lewis	L. Townsend YC	7	9	2	2	11	31.00
6. B. Murdock	Carolina SC	6	5	5	9	15	36.00

Ted Ward, FS 2290

## Carolina Governor's Cup

The competition for this year's Governor's Cup, sponsored by the Carolina Sailing Club on Kerr Lake, was one of the closest in recent memory. Three classes met on June 16-17th to contend for the trophy which goes to the skipper of the yacht who beats the largest number of competitors. Although they didn't actually race against one-another, the competition was between the Scots, Tanzer 16 and Isotope catamarans.

The Tanzer's had the best chance of winning since they brought 32 boats to Saturday's race. The Scots and Isotopes each brought 29. As of

Saturday night it looked like the Tanzer fleet had the cup well in hand as Bob and Pattie Lamb had two bullets for a total of 61 boats beaten. The Scots had a chance as Craig Leweck, of Columbus, Ohio, also had two firsts to compile 54 points.

While the Scots and Isotopes each had two less boats on Sunday, the Tanzers lost six, thus giving the Scots a chance at the cup if they won and the Tanzers had a seventh or worse. Craig did his best for the cause, again winning the final race, but the Lambs again won giving the Tanzers a total of 86 boats beaten to the Scots 80. The Isotopes finished third with 77.

Congratulations to visiting Scot sailor Craig Leweck who did his best to keep the cup in Scot hands.

## Scot Fleet Results:

1. C. Leweck	Columbus, OH	1	1	1	2.25
2. P. Bernhardt	Durham, NC	2	4	5	11.00
3. D. Schultz	Reidsville, NC	4	3	6	13.00
4. D. Trull	Raleigh, NC	11	2	4	17.00
5. B. Murdock	Durham, NC	5	15	2	22.00
6. M. Singletary	Raleigh, NC	10	5	8	23.00
7. T. Ward	Durham, NC	13	6	7	26.00
8. J. Johnson	Raleigh, NC	6	10	11	27.00
9. H. Crowe	Raleigh, NC	3	15	14	30.00
10. D. Miller	Raleigh, NC	7	8	15	30.00

Ted Ward, FS 2290

Ed. Note: Sounds like a neat idea! Maybe more clubs should try something like this!

# CAVEAT EMPTOR

**FS 1594** — Lofland, White with red stripe. Tilt Trailer, one set racing sails, one set storm sails, one spinnaker. Motor mount, dry sailed, good condition. Many extras. \$2,800. Contact Al Sholl, 6064A W. Britton Road, Apartment B, Oklahoma City, OK 73132.

**FS 503** — White, seldom used, never raced, new lines, mint condition. spinnaker never used. \$3,100. Contact Florence Forman, 650 Shore Road, Long Beach, NY 11561. (516) 432-3975, evenings and weekends.

**FS 2780** — Douglass built, all Harken blocks, yellow hull, black cove stripe, light gray deck, main, jib and all black spinnaker. St. h.d. galvanized trailer. Sailed only three years, no dings in hull, etc. \$4,300. Delivery can be arranged. Contact Tom Gutzke at Rt. 1, Box 238, Seward, NB 68434. (402) 643-3436.

**FS 2924** — 1977 Douglass, blue hull, white deck, Murphy & Nye main, jib and spinnaker. Second complete set of Boston sails. Rigged for racing and easy sail handling with Harken

blocks and many other features. Excellent condition. Bridle and Gaiter trailer. \$4700. Contact Jack Clark, 7 Azalea Drive. Andover, MA 01810 or 617 - 475 - 3517 evenings.

**FS 3060** — Douglass, white hull, off white deck, red boot top. In excellent condition, race equipped. H.D. galvanized Sterling trailer and many many extras. \$5,500 also 3 hp British Sea Gull motor \$400. Norm Stickney (203) 261-0082 123 Greenwood Lane, Monroe CT 06468

# 1984 NAC WINNERS

## Rigging, Sails and Crew Information

Name	Hull #	Crew #	Total Skipper/ Crew Weight	Max. Aft Mastake	Rig Tension	Sails
1. G. Fisher	3961	1	330 lbs.	28'6 1/2"	Medium	Shore
2. C. Leweck	742	2	450	28'6 1/2"	Medium	Shore
3. B. Eagan	3599	1	390	28'4"	Med-Tight	Schurr
4. L. Taggart	2710	1	320	28'5"	Medium	North M.J. Shore spi.
5. A. Fox	3866	1	390	28'6"	Medium	Ullman
6. C. Barnes	GYA 18	2	415	28'2"	Sloppy	Schurr
7. K. Elam	4010	1	390	28'5"	Medium	Ullman
8. D. Beaney	2295	1	330	N/A	N/A	Sobstad
9. T. Keleher	2802	1	430	N/A	Medium	Schurr
10. G. Hall	3707	2	415	28'6"	Medium	Boston M. spi. Schurr J

### Notes:

1. While people seem interested in new boats, there seems to be little evidence that they are faster than older ones.
2. While hull weights were only taken on about 20 boats, all were above minimum on both hull and centerboard weights.
3. #742 is about 50-60 lbs. heavy, according to last year's weigh in. Does that put an end to speculation on the effect of weight in a Scot's performance?
4. Until 1981, NO FS NAC had been won with only 2 people in the boat. Since then, boats with only 2 aboard have won NAC's in '81, '83, and '84.
5. Within a normal wind range of 5-15, it appears that having more or less weight on board makes no difference in sailing the boat to speed.
6. Though hard to measure exactly, a 'sloppy' rig tension would allow the mast a great deal of fore-aft, and side-side movement. A tight rig would allow virtually none. Most everyone sails with something in between.
7. 6 sailmakers are represented in the top 10.

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# THE STARTING LINE

**April 2-6** — 1985 Mid-Winter Championships. St. Andrews Bay YC, Panama City, FL. Entry form and information in January and March issues of *Scots n' Water*.

**August 12-16** — 1985 North American Championship. Riverside YC, Riverside, CT. Measurement August 10-11. Three Race Elimination Series August 12-13, followed by five race championship August 14-16. Entry form and information in upcoming issues of *Scots n' Water*.

**July 13-14** — 1985 Capitol District Championship. Tentative dates. Host Fleet 42, Potomac River. Contact Dennis Morris, 7412 Elgar Street, Springfield, VA 22151.

## CAPITOL DISTRICT

For details on regattas in the Capitol District contact the host fleet, shown in parentheses, or any one of the following: Governor

Harry Carpenter, 214 N. 11th Street, Oakland, MD, 20815; CBYRA Representative Larus Newby, 3105 Edgehill Rd., Alexandria, VA, 22302; District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach VA, 23464.

**Oct. 20** — Last Chance Regatta, GRSA, Richmond, VA (155)

## FLORIDA DISTRICT

Fleet 131, The Rudder Club, Jacksonville, FL, invites your participation in the following regatta. Contact Denis Burgoon, 1670 Atlantic Blvd., Jacksonville, FL, 32207. (904) 398-1670.

**Dec. 1-2** — Gator Bowl Regatta (FSSA sanctioned).

## GULF DISTRICT

**Oct. 20-21** — Second Annual FSSA Cajun Country Championship, Fleet 153, Lake Ar-

thur YC, LA. Buddy will be back to defend; won't you come sail with us, too? Contact Al Rees, 111 Ronald Blvd., Lafayette, LA, 70503m (318) 234-6878.

**Oct. 20-21** — Great Scot, Fleet 118, Birmingham Sailing Club, Lake Logan Martin. Contact: John Fundin, 3020 Brook Hollow Road, Birmingham, AL, 35243, (205) 967-8234.

## OTHER REGATTAS

**Nov. 10-11** — 1984 Sandy Douglass Regatta, Rudder Club of Jacksonville, FL. Contact: Dennis M. Burgoon, J.D. 1670 Atlantic Boulevard, Jacksonville, FL 32207, (904) 398-1670.

## From The Editor

More changes will be occurring starting in the new year. The biggest is that *Scots n' Water* will now be published **six** times a year instead of eight. The reasons for this are numerous. First, since we have been increasing ad columns somewhat over the past few years the 16 page format began to be limiting in the amount of information that could be provided to you. While 8 issues of 20 pages would solve the problem, your Board of Governors and I felt that it was prohibitively expensive at this time. Second, there seemed to be much genuine confusion about when the magazine came out, prompting both irritation and misplaced anger directed at the Association. Third, there has been some repetition in announcements and regatta notices that I felt could be reduced somewhat without causing a problem. For these, and many more reasons, the magazine will be published six times a year and should arrive the **15th** of the month (the U.S. Postal Service willing). You may

want to take note of the new months you will be receiving *Scots n' Water*:

**January  
March  
May**

**July  
September  
November**

Regatta organizers, *especially*, will want to review the revised schedule and due dates for information, including regatta notices. The magazine will always be at least 20 pages and will be 24 pages at least twice, most probably after Mid-Winters and the NAC. As we hopefully generate more income through an expanded membership base and increased advertising revenue we will be able to increase the page amounts, thus improving communication, and become more valuable and entertaining.

In an effort to increase the involvement of *all* members of the Association, I will be adding a few more regular columns. I am asking all District Governors to submit reports of activities happening in their area so you, and the rest of us, can learn more about each other. I am also going to begin a Fleet Spotlight in which a different fleet will be

described each issue. Again, the purpose being to increase contact with one another and share good ideas. Are you proud of *your* fleet? If so, drop me a line so we can highlight your fleet in a future issue!

This magazine should be **yours**. My role should be to guide it and organize it for you. For most members of the Association, *Scots n' Water* is the *Class*. Thus I feel it is not only your right to have input into its direction, it is your *obligation*. Let me know what you want to see and read about. Drop me a postcard! If you're afraid I'll ask you to write the story, send it anonymously! But *do* tell me what you want and need to know about!

It's been a good first year for me as your editor. I hope that you have enjoyed the magazine as much as I have enjoyed putting it together for you. My greatest fun, though, has come in getting my new boat and traveling to regattas to meet with you. Like Hal Walker, I'm open to your invitation to sail! Here's hoping I'll be able to meet with you to begin or renew sailing friendships. Good Sailing!

# NEW FSSA MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
3987	Northeast		Gary Werden	1949 Bay Rd.	Sharon	MA	02067
1164	Northeast		G. Robert Jackson	9 Woodland Dr.	Cohasset	MA	02025
2780	Prairie		Tom Gutzke	Rt. 1 Box 238	Seward	NB	68434
0669	Capitol		Kenneth A. Esmark	4530 Bucktail Dr.	Allison Park	PA	15101
2094	Carolinas		John W. Fox	16 Settler's Cove	Beaufort	SC	29902
	Carolinas		Ronald E. Miller	411 Bazemore St.	Windsor	NC	27983
3983	Carolinas		Bruce Schrader	Rt 1 Box 246	Lost Creek	WV	26385
9089	Greater New York		Dan R. Sabbah	45 W. 60th St. Apt. 7F	New York	NY	10023
	Greater New York		Betsy Jorgensen	P.O. Box 158	Hamburg	NJ	07419
0367	Greater New York		Richard Lewis	90 Dean St.	Brooklyn	NY	11201
3895	Gulf	092	Con Lancaster	PO Box 177	Pascagoula	MS	39567
	Gulf	092	Randy Kirksey	218 N. 20th Ave.	Hattisburg	MS	39401
2636	Gulf		Charles Smith	1504 Sparrow St.	Longwood	FL	32750
2168	Gulf	133	Samuel B. Caruthers, Jr.	3029 Hidden Valley Dr.	Little Rock	AR	72212
3746	Michigan-Ontario		Garry Braund	820 Burnhamthorpe Rd.	Eto Bicoke	CAN	
1272	Michigan-Ontario		Richard Cooke	1649 Hillridge	Ann Arbor	MI	48103
	Michigan-Ontario		Paul Lee	17546 Parkside	Detroit	MI	48221
	Michigan-Ontario		Gordon Collins	Gen. Del.	Lakefield, Ontario	CAN	
2117	Midwestern		Gary Personette	RR2-Bow Lane	Barrington Hills	IL	60010
3282	Midwestern		Terry R. Bladholm	622 Southwood Dr.	Fargo	ND	58102
3958	Midwestern		Robert Benson	723 Monticello Pl.	Evanston	IL	60201
2518	Midwestern		Orrin Shane III	1020 23rd. Ave S.E.	Minneapolis	MN	55414

## NAC Trophy Winners

<b>J. Edgar Eubanks Executive Secretary's Cup</b> <i>Person having done most for FS Class</i>	Don Hott
<b>Nancy K. Roman Trophy</b> <i>Woman finishing highest in Challenger Division</i>	Terry Dees
<b>Mary Douglass Trophy</b> <i>Best family-sailed boat with ladies aboard</i>	Dave and Jodi Solomon
<b>Detroit Yacht Club Cup</b> <i>Best sailed club-owned Scot</i>	Chuck Barnes
<b>Ted and Florence Glass "True Love" Trophy</b> <i>Best boat with husband/wife crew</i>	Griff & Carol Williams
<b>Gordon K. Douglass Trophy</b> <i>1st, Championship Division</i>	Greg Fisher
<b>John C. Jones, III Memorial Trophy</b> <i>1st in 3rd Race, Championship Division</i>	Greg Fisher
<b>Fleet 7 Trophy</b> <i>1st in very last race</i>	Greg Fisher
<b>Paul C. Schreck Trophy</b> <i>Most 1st places</i>	Greg Fisher
<b>Howard Boston Yacht Sail Trophy</b> <i>2nd, Championship Division</i>	Craig Leweck

<b>George L. Foster Trophy</b> <i>3rd, Championship Division</i>	Bubby Eagan
<b>Schaeffer Marine Trophy</b> <i>1st in 2nd race, Championship Division</i>	Bubby Eagan
<b>Ratsey and Laphorn Trophy</b> <i>4th, Championship Division</i>	Larry Taggart
<b>Buddy Pollak Trophy</b> <i>1st in 4th race, Championship Division</i>	Larry Taggart
<b>Maxine Elam Trophy</b> <i>1st in 1st race, Championship Division</i>	Andy Fox
<b>Max and Mary Doolittle Trophy</b> <i>1st, Challenger Division</i>	Dan Kolenich
<b>Sam Tellschow Memorial Trophy</b> <i>2nd, Challenger Division</i>	Brian More
<b>Fred Crapo Trophy</b> <i>1st in 1st race, Challenger Division</i>	Brian More
<b>Terry Schroeder Trophy</b> <i>3rd, Challenger Division</i>	Paul Lee
<b>Youngest Skipper</b>	Jeff Irvine, 15
<b>Oldest Skipper</b>	Bob Hellendale, 66
<b>Farthest Distance Traveled</b>	Richard Wade Dallas, Texas

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