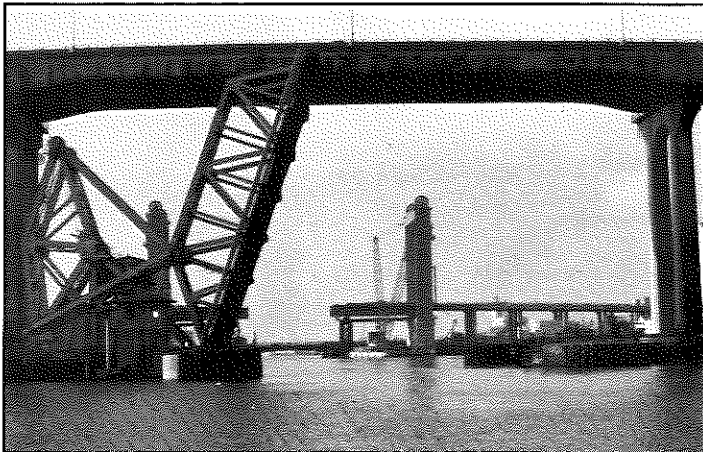
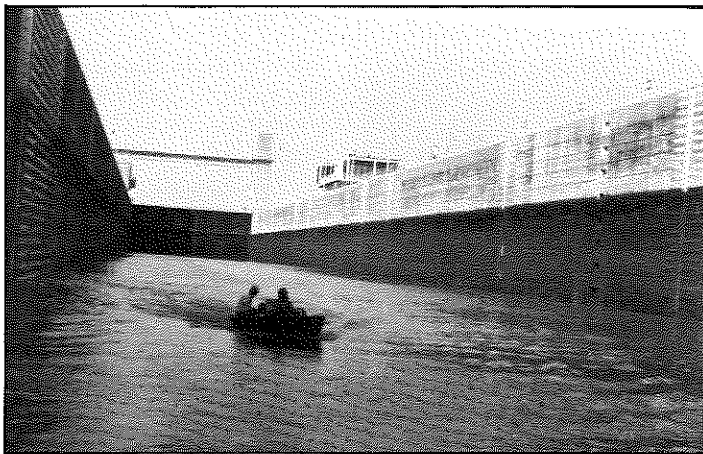


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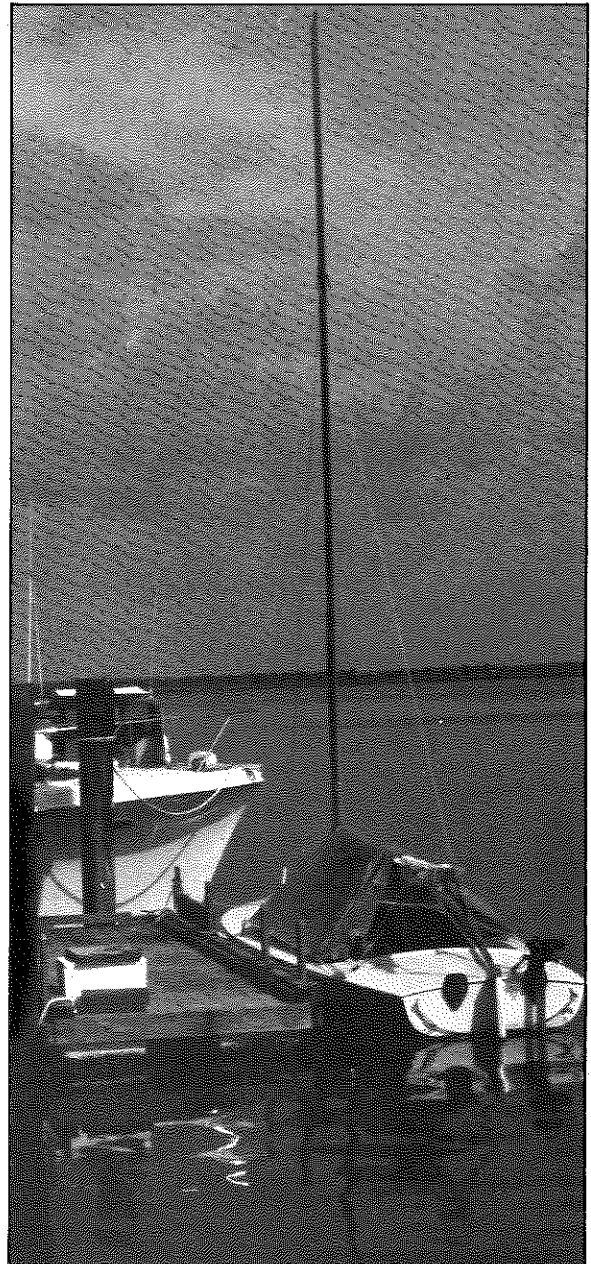
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VOLUME XXX, NUMBER 2, MARCH/APRIL 1988

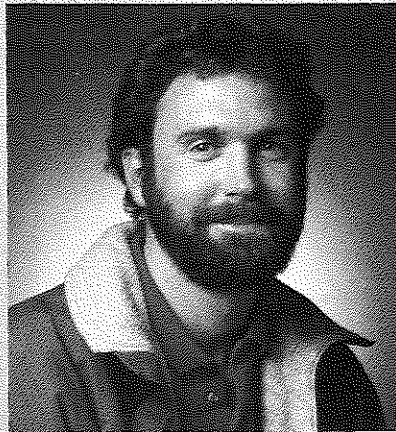
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Scots n' Water

COVER: Top Left: (Picture in Lock) Leaving Smithland Lock on the Ohio with some fisherman. Bottom Left: (Picture of draw bridge) A bascule bridge opens on the Industrial Canal between Lake Ponchartrain and the Gulf of Mexico. Right Side: (Vertical picture at Dock) Harm's Way docked at Rainboe Marina in Appalachicola, Florida.

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Scots n' Water

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FROM THE EDITOR

1987 seemed to be a great year, but in my talks to many members this winter I sensed some disappointment in participation at certain events. I talked to several large fleets that enjoy their fleet activities to the point that few boats ever travel to outside Flying Scot activities. To me, the fun of owning a trailerable boat has always (even before I bought a Scot) been hitching up and going different places. As a fleet activity this spring, think of having a "Bearing Packing Party." I think this issue will give you some ideas on where to go.

Maybe a cruise from Pittsburgh, PA to Tampa, FL is not for everyone, but I'm sure everyone's imagination has wondered past their local club dock. Joining the **1988 FSSA Cruise** should be an unforgettable experience that will generate some unforgettable friendships.

So your own club is the best place to sail, and your fleet is the most competitive of them all. What do you do to promote this and attract other boats to participate at your regatta? Word of mouth and **Scots n' Water** are just a start to this promotion. Let's try to make all regattas "perfect."

As a fleet activity maybe you should seriously get together three boats for the NAC and go after the **Fleet Championship** trophy. Or wouldn't you be proud if your kids, or some kids from your fleet won the **JR NAC**. They won't do it without some parental support! So, it will be up to Mom and Dad to check out Lake Norman first at the **Husband-Wife Championship**. Wouldn't the kids be proud?

Now you may be wondering, "Where is all this leading to?" If you haven't figured out by now, it's another issue of **Scots n' Water**. Have a great year in 1988! And, if by chance you have an enjoyable experience, let us all know about it through **Scots n' Water**.

TO THE EDITOR

by Sandy Eustis

Congratulations on a fine first issue as our new **Scots n' Water** editor. Unfortunately, I am writing not only to give you some well deserved praise, but also to express my unhappiness over the recent class decision to outlaw .5 oz spinnaker material. My source of distress is not that we shouldn't have done this, but that we did it in a manner which will create bad feelings among Scoters for years to come.

As you may recall, I was fairly vocal last summer at the NACs that we should set a final usage date rather than a final date of manufacture, in order to avoid a real or imagined competitive imbalance between those who purchased (and subsequently use sparingly) a new 1/2 oz chute in 1987 and those who did not. My fears about the potential for bad feelings were accelerated when I read in the Nov/Dec issue of **Scots n' Water**, that "...it is the intent of this amendment that to keep in the true one-design spirit of the Flying Scot Class, everyone should use a 3/4 oz spinnaker."

In the long term, the measure we passed does promote the kind of boat-to-boat equality that is the essence of "one-design spirit," but in the short and intermediate term it will have just the opposite effect. It encourages competitive racers to buy a new 1/2 oz chute before the end of 1987. A significant number of us, myself included did just that; Greg Fisher estimates 75-90 such purchases since July, virtually all by what he calls the "upper echelon" of the class. Statements in our class magazine which imply that those of us who will continue to use 1/2 oz spinnakers in races will be violating the true spirit of the Fly-

ing Scot Class (ie. acting unethically), misrepresent what was said last summer, and will only generate more bad feelings among friends. Frankly I wish I didn't feel that I had to buy a new 1/2 oz chute in 1987 in order to stay competitive, but I am not going to discard a brand new legal sail for which I just paid in excess of \$300, and I have no intention of being anybody's scapegoat for the failure of the FSSA to implement this new measure intelligently.

I do have a modest proposal which may help to minimize the ill will this whole situation is already generating. It is not too late to pass an additional measure imposing a final usage date for 1/2 oz spinnakers. I got 3 years of usage from my old one, and I would certainly be agreeable to being told that I would not be permitted to use the 1/2 oz beyond the next three seasons. If the class does not pass such a measure, there will be some sparingly used 1/2 oz chutes which will have a useful life of 7-10 years, conferring a real or imagined competitive advantage on their owners in the 1992 NAC or even, gulp, the 1995 or 1996 NAC.

I encourage our class officers to implement a 1991 usage limit as soon as possible. Let's at least minimize the period of time over which we have to live with the inequalities created by last summer's poor implementation of a fundamentally sound idea.

Editor: According to our FSSA bylaws, it is up to a fleet to submit such an amendment which will then be voted upon at the next NAC by the membership.

A SUMMER OF SAILING AT LAKE NORMAN

The Lake Norman Yacht Club in Charlotte, North Carolina has announced plans to host "The Sandy Douglass Invitational" on April 23-24, 1988. This regatta has for many years been sponsored by the Rudder Club in Jacksonville, Fl. It is open to Thistles, Highlanders, and Flying Scots; boats designed by Gordon K. "Sandy" Douglass.

With limited numbers of Flying Scots and Highlanders in the Jacksonville area, the Lake Norman Yacht Club with an estimated 80 Douglass designed boats approached the Rudder Club and proposed to shift the regatta to a more centralized location where there is another 100 boats within a 4-5 hour drive. The Rudder Club agreed to the idea at a meeting of its Board of Directors in November.

Richard Doyme, Commodore of LNYC said, "We are proud to have this opportunity to host the Sandy Douglass event and look forward to doing it for many years. These are strong one-design classes, and our club welcomes this occasion." Regatta Chairman Bill Ross said, "LNYC is a Sandy Douglass club and the adoption of this event by the club membership representing four other classes and PHRF is indicative of the commitment this club has to one-design racing."

Lake Norman Yacht Club will also host the Thistle Inter-districts, Flying Scot North American Championships, Thistle Old Salty, The Highlander Piedmont Pipers and Pluckers, and Y Flyer Midwinters in 1988.

Contact: Bill Ross, 1504 Laurel Ln., Gastonia, NC 28054 (704) 864-1040.

GREAT 48 REGATTA TO FOLLOW DOUGLASS HUSBAND-WIFE CHAMPIONSHIP

(Note change of date, April 30 & May 1)

The Great 48 Regatta hosted by Lake Norman's Flying Scot Fleet 48 will be April 30 and May 1. This event has grown to be an early spring classic and now being on back to back weekends with the Sandy Douglass Regatta will hopefully draw a few more boats.

The **Husband-Wife Championship** will also be run as part of the Great 48. This is the second year for the Husband-Wife Championship which last year was part of the 30th Anniversary Regatta. Make your plans now to par-

(Continued on page 6)



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Lake Norman:

(Continued from page 5)

ticipate in this popular event. Trophies will be awarded to the top five places.

Boats participating in either regatta may be stored at LNYC for the week. Also, Midwinter participants who plan to attend either regatta may drop off their boats on the way home.

Contact: Allan Stahle, 305 Florence Rd., Statesville, NC 28677 (704) 872-0662.

1987 LAKE NORMAN JULY 4TH REGATTA

by Larry Lewis

Editor: Lake Norman has a fickle reputation for summer winds, but as this report shows you should always expect the unexpected from mother nature at a Lake Norman regatta. One thing to always expect is a well organized, highly competitive, and fun regatta.

July 4th at Lake Norman usually includes light winds, hot days, cold beers, a professional fireworks display, and a great social. This year was normal except for the wind and weather. Saturday morning was cool and overcast with winds in the 15 to 18 MPH range. The weather forecast was for thunderstorms during the day. Despite the weather, there were 17 Scots in attendance. We quickly drafted the Spanish exchange student staying with my teenage son as third crew. This was to be his first sailboat race.

Despite the ominous weather, the first race was ideal. Everyone

hiked hard. The wind blew spray into the boat. The spinnaker reaches and runs were exciting. Our Spanish crew had a ball. We won the first with Doug Gregory, a transplant from Deep Creek, finishing second. Larry Vitez from Lake Norman was third.

By the start of the second race, the sky looked worse with a large dark cloud close by. The wind had increased to approximately 20 MPH. Everyone worked very hard on the first upwind leg with the main luffing at times. The two reaches were wild with the boat partly out of control at times. About half way up the second windward leg we spotted a squall line ahead. The Thistle directly ahead of us did not get his sails out quickly enough and went over immediately. A Thistle to windward broached and capsized with three heavyweights hiking and both sail luffing. We released both sails and pulled the board up two-thirds as the squall hit. As we hiked to keep the leeward rail from going under water, I noticed that our Spanish crew no longer appeared to be having fun.

Once we regained some control of the boat, I remember wishing that the upwind leg was toward the club instead of away from it, or at least some protected cove was close by. By the time we regained enough control to tack, we were well past the windward mark. No one suggested using the spinnaker on the run as we moved to the back of the boat to keep the bow from burying. From the leeward mark to the finish line was sailed with the main luffing

most of the time. Again we finished first with Doug Gregory second and Larry Vitez third. The Race Committee clocked the gusts during the second race at better than 30 MPH.

Despite the continuing rain, the Lake Norman fireworks display was its normal professional quality. However, the social suffered as some tired sailors elected to retire early.

The third race, held on Sunday morning, was a drifter. Our Spanish exchange student fell asleep during the first upwind leg. Dave Alkire from Lake Norman won the race which was shortened. Doug Gregory after sailing so well on Saturday, was disqualified because of an incident during the light air start and Larry Vitez decided not to race.

Lake Norman is a large inland lake with great sailing facilities and camping right on the lake. The Club members are friendly and knowledgeable. Two past NACs have been hosted by Lake Norman as well as numerous other championships in numerous classes. Please make plans to attend the 1988 NAC at Lake Norman July 18-23. It will be a great time.

Final Results	Race 1	2	3	Total
1. Larry Lewis, Lake Townsend	1	1	2	3.5
2. Dave Alkire, Lake Norman	4	4	1	8.75
3. Paul Martin, Lake Townsend	6	5	11	22
4. Doug Gregory, Carolina SC	2	2	19	23
5. Larry Vitez, Lake Norman	3	3	18	24

1988 NORTH AMERICAN CHAMPIONSHIPS Hosted by Fleet 48 and Lake Norman Yacht Club

The 1988 Flying Scot North American Championships will be held July 18 through 22 at Lake Norman Yacht Club near Charlotte, North Carolina. This event will include a Junior Championships to be held July 16 and 17 and the NAC which will include Championship and Challenger Divisions as well as a Masters Championship.

CHARTERING A BOAT AT THE NAC

by Jerry Smythe and Don Smith

Don: My story starts with a temporary move from Concord, NC to Longmont, CO. I didn't want to miss the 1987 NAC's but my boat was behind in NC. Therefore the Charter option became necessary. Simple enough, contact Lynn Cook, the charter chairman, and reserve a boat.

Jerry: No one can take care of my car, my camera, my tools, or my fishing tackle the way I want them to be taken care of, not even my wife. Isn't that the way you feel too? When Lynn Cook asked if I would charter my new (to me) FS 409, my first thought was never. But, I listened politely as Lynn explained Don's background and the circumstances of his need to charter.

Don: A major problem arose in a controversy over insurance that made the charterer only responsible for the running rigging, and the owner liable for the standing rig. I found insurance that would cover both for the charterer through my regular insurance company after checking out the USYRU insurance.

Jerry: Don was a champion sailor in his home state, owned a much newer boat which he in all likelihood took good care of, and old 409 seemed to be his best bet.

Now, wouldn't it be neat if he did well? FS 409 could win some laurels that I could be proud of.

Don: To ease Jerry's apprehension I called on the phone a few times so we could talk. I found out that the boat was previously owned and raced by Kurt Elmer. Kurt is a formidable racer at Lake Carlyle and had the boat rigged with most of the current gold plating hardware. The only additions that I saw were to bring my masthead fly and forestay extender. Of course, I had to use my sails (#3768), and I also brought my compass, life jackets, throwable, whistle and duct tape. Jerry left the paddle anchor, dock lines, spinnaker sheets, bumpers, and bailer.

Jerry: My first surprise was the several phone conversations with Don. He knew what was necessary from both parties and I knew that my decision to charter would be a good one. We agreed to meet for a Friday shakedown sail.

Don: My daughter, Trisha, and I flew from CO to NC to pick up our old VW Rabbit and the sunfish trailer. On the trailer we added a car top carrier to hold all of the camping gear and set out on the twelve hour drive to Lake Carlyle. We arrived Thursday evening and

set up camp at Hazlet State Park Campgrounds. We slept in 15 knot breezes anticipating our sail with the Smythes on Friday.

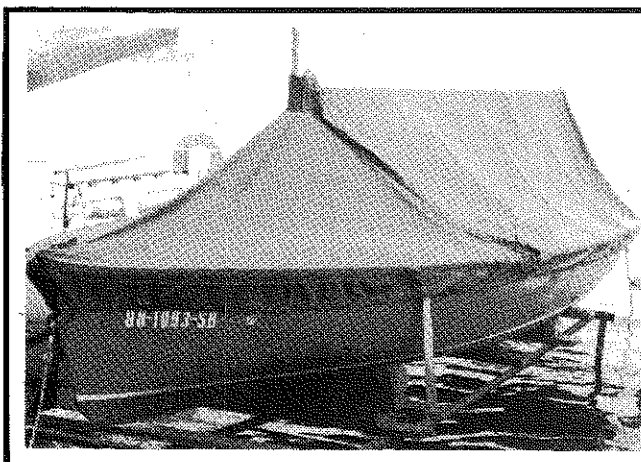
The wind was still blowing 15 as we set out of the protected harbor, Jerry at the helm, his wife Mary Lou, Trisha and myself on the rail. Jerry had just bought the boat and it was his fifth time out in it. We immediately hit it off.

Jerry: After our Friday cruise, I began to know I had done the right thing. Don obviously knew a lot about sailing Scots, and I wish I could remember all the pointers he gave me. Don also diagnosed a problem with the centerboard.

Don: With the shakedown cruise Jerry became more relaxed with my ability to handle his boat, and I became more comfortable handling his boat. He had replaced all of the woodwork including the centerboard cap. The new one left the centerboard trunk a little too wide.

Jerry: Saturday morning when I arrived to fix it I heard from Carlyle fleet members that the bottom of FS 409 had been sanded, she'd had a bath, and she already looked in better shape than I ever had her. Things went uphill from there.

(Continued on page 8)



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Chartering:
(Continued from page 7)

Don: We found in measuring that the underseat flotation did not have the required longitudinal strap. Fortunately, we were not alone. A total of four boats needed the operation. Fleet Captain Lynn Cook took over and I think we saw the inside of every general store this side of St. Louis looking for the right materials. We did three boats on Saturday, Lynn's, Jerry's, and Dennis Dugan's. Of course we had no worries as Harry Carpenter had arrived, and provided that "if anything goes wrong I'm here" backup. All boats were finished and the fiberglass work was commended by chief measurer, Paul Moore.

Sunday we put on the finishing touches, and FS 409 measured in. We did have one more problem in that the 40' spinnaker sheets were not quite long enough to be led around the forestay when lead internally. Greg Fisher came to the rescue and lent us a spare 46' set. This Scot organization is quite a group.

Sunday afternoon it was blow-

ing 15 to 20 knots for the practice race. Having picked up Dennis Dugan as a third crew, we finished a respectable fifth.

During the qualifying races it was just Trisha and I on board and we were still figuring out who does what. In the light air we sailed well enough to "make the cut." I rushed to the phone to let Jerry know the good news.

Jerry: Don's progress reports during the races kept me as excited about FS 409 as he was about the NAC. My decision to charter looked like a real winner.

Don: Jerry was able to get Thursday off of work and came over to say hello, and watch the racing. Hoping for the best for us, he reinvested the charter fee plus some into a new tiller extension. We also, with the help of Len McLaughlin, added a cunningham, replaced the outhaul and put in a new centerboard pennant. Golly, the boat was really getting decked out.

The boat was moving fast and we sailed with some of the best for a few legs. In the end we finished a respectable 21st.

Since our plans were to leave Saturday for Colorado, we had

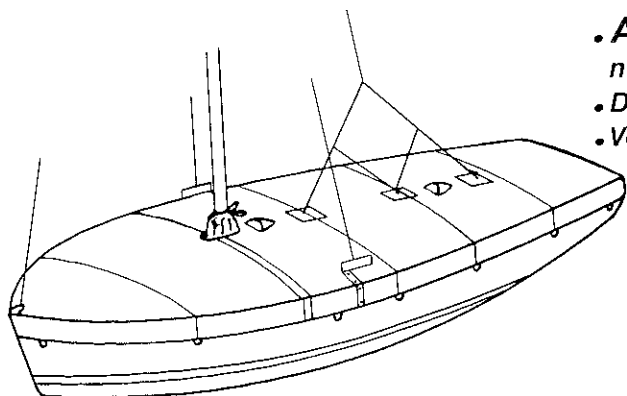
plenty of time to clean the boat and then attend the awards banquet. I went over the boat thoroughly, checking all the fittings, and doing a thorough cleaning. The boat looked good and I was happy to return it in tip top shape.

Jerry: Don left my boat in much better shape than he found it. He left Lake Carlyle with many new friends, and I am happy to be counted among them. Finally, he left several Fleet 83 members sorry that they had not volunteered their boats for charter. One member suggested that I should have paid Don the charter fee. You know, he is right and Don, "next time it's on me." Two weeks later, he called again to check and see that all was well with FS 409, a fact I greatly appreciated.

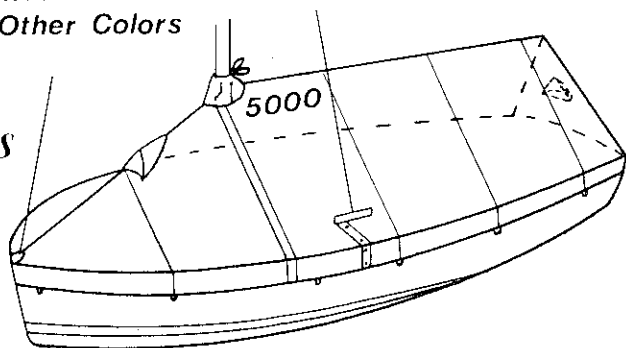
Don Smith has accepted the job of Charter Chairman for the 1988 NAC at Lake Norman.

Any thoughts or questions on chartering contact Don Smith (303) 678-5759 or Michael Duncan (704) 364-7842.

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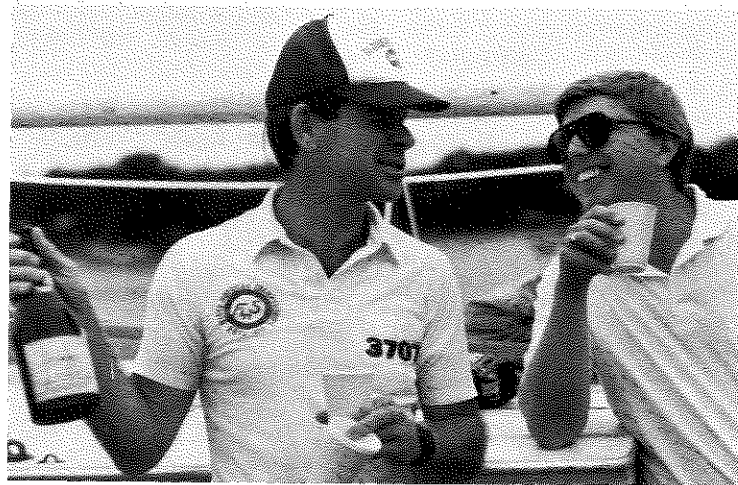
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FLYING SCOTS CRUISE LAKE CHAMPLAIN

by Pete Seidman,
FS 4254



Graham Hall and Harry Carpenter toast
the 30th Anniversary before launching.

Editor: Graham Hall, FS 3707, has taken the time to organize cruises the last two years open to any Flying Scot owners. While interest seems high, participation could be and should be greater. He tries to mix the ability to camp, sleep on the Scot or motel it for the participants so everyone can enjoy it. The 1987 cruise was on Lake Champlain in upper New York.

Pete Seidman, FS 4254, with his wife, Ann and 2.75 year old daughter, Sara provides the following account. They just purchased their Flying Scot in August of 1986 after three years of sailing a small dinghy. Pete reports they have sailed the Scot more in one year than they sailed in the three previous years. Having taken home some regatta hardware and enjoyed cruising, Pete says, "The Flying Scot was certainly the right choice for us." However, a long cruise with Sara may be a while away.

Sunday, August 9

The cruise announcement had stated "Departure 1200 hours." Our timing was therefore perfect when, at exactly noon, the Seidmans and the Carpenters, Harry and Karen, drove into the Willsboro, New York, boat launch. There were no other Flying Scots in sight. I just had enough time to walk over to the Carpenters' van and say "Is there more than one boat launch in Willsboro?," when Graham Hall drove in towing a Scot.

Graham explained that this was FS 2 which he borrowed from Lou Champlin for the cruise. FS 3707, Graham's **Adventure Galley** was just down the road in a marina, and in no time four Flying Scots were being rigged.

We stowed our gear under bow and stern decks; two coolers, and an unmatched set of plastic garbage bag lined duffels containing diapers, toys, goodies, foul weather gear, and clothes. These include one dress-up outfit, since we would be celebrating our 15th wedding anniversary on Wednesday.

After a brief champagne toast to the 30th anniversary of the Flying Scot, some of us started to paddle to the marina where we would leave the cars and trailers. We collected charts and crew, and set off north up the Willsboro inlet at a good drift. An hours drift brought us around Willsboro point into a light easterly headwind.

I will say this only once, but trust the reader will keep it in mind for the rest of this account. The cruise announcement said: "A reminder to bring your spinnaker and gear. We will be running with the prevailing winds, and even if you are not experienced, we can train you in spinnaker handling." Running with the prevailing wind, HA!!!

We now had 8 miles of open water across Lake Champlain to Burlington, Vermont. The Carpenters headed northeast on starboard tack, with Whitney Hall following but tacking to work a bit higher. The Seidmans short

tacked to head east, while Graham headed southeast on port tack. The Vermont shore looked quite close, but after half an hour we looked back and saw the New York shore was still much closer. Sara was so impressed by her first cruise that she fell asleep.

After one and a half hours, the winds shifted about 50 degrees to the southeast. The good news was that we could now head off a little to the north and round the north end of the Burlington harbor breakwater, and be the first to reach the dock. The bad news was that the wind shift also brought a light rain.

As we were ready to commit to going north around the breakwater, we saw the Carpenters and Whitney were sailing south to follow Graham around the south end of the breakwater. With no conviction in our choice of route, we pinched south and became the last Scot to reach Burlington.

We docked and secured our boats. Liz Flacke had driven her car to Burlington to meet us, carrying the camping gear of the Hall clan. We all set off for dinner. It took several tries before we found a restaurant with room for a dozen sailors wearing foul weather gear, but we eventually had fun at **Sweetwaters**.

(Continued on page 10)

Cruise:

(Continued from page 9)

Monday, August 10

We awoke to a steady down-pour with no wind. The start of our 15 mile sail was scheduled for 1200 hours. At 11:30 we went down to the dock and met Dave Jacobsen and Cathy Creem, who were starting the cruise in Burlington. They told us that Graham had decided to delay the start until 1:00, in hope of less rain and more wind. At 12:45, the Carpenters and Seidmans decided while that seemed a good idea, waiting still longer and having hot chowder in a warm restaurant seemed even better.

At 1:30, the rain stopped and the first three Scots set sail in freshening breezes. At 2 pm, we followed and beat out of the harbor. We headed north, close hauled on starboard tack. (Remember, I promised not to mention the "prevailing winds.") The wind was about 12 Knots, and I was letting the main luff a bit. The Carpenters, even when cruising, showed their talent by sailing higher and faster. They headed back to check on us from time to time. Sara, after crawling under the bow deck and claiming to be watching TV, again fell asleep on the low side, covered with a raincoat to keep the spray off.

Several miles later we saw Graham's boat on the beach of a small island. Dave and Cathy were heading over to join the beach expedition. Maybe this was intended to be a special treat for Liz, since she was sailing today instead of driving the car. She would have to figure out a way to get back to her car after the day's sail. We looked at the depths on our chart and decided to go straight by. We went left around another island and the tacked northeast to go through the cut in the old trestle which forms outer Malletts Bay. The Carpenters were a few hundred yards ahead of us and sailed easily into the Bay.

The wind then shifted to the northeast (headwind) and dropped to almost nothing. Off came the foul weather gear and sweaters. It was still hot in bathing suits and tee shirts. We

spent 20 minutes tacking to reach the cut.

When we got into the outer Bay, the light wind shifted behind us, and we drifted east under drooping spinnaker. The wind oscillated behind us and we got a lot of (slow motion) spinnaker jibbing practice as we made 1 to 2 knots. The outer portion of Malletts Bay is over four miles long and four miles wide, so we had plenty of room to futilely search for more wind.

At this point Sara awoke and wanted to walk around the boat. She consented to coloring with crayons, but did not understand why she could not draw on the seats. Flying Scot 4254 was less than a year old at the time, but she still felt we were being too picky.



Pete Seidman entertains daughter Sara.

We could see the Carpenters about a mile ahead and Whitney in front of them. Behind us on the other side of the trestle we could see the top of Graham's and Dave's mainsails as they drifted towards the cut. About half an hour later, Graham went planing by us with a perfectly set towrope. He later explained that part of good seamanship is knowing how to flag down passing large motor boats.

Finally, at about 7 pm, we lowered our sail, raised the centerboard, kicked up the rudder, and paddled through a 2 foot deep channel to dock at the **Marble Island Club**. The carpenters and Wes Wallace were already secured for the night. The other three Scots continued to the

marina in town, about two miles further east.

On the dock we met Wes and Doug Stevenson, who said they started the cruise from Willsboro on Sunday. However, since no one was in sight at 11:30 on either day, they left. Perhaps the out-board motor they had led to these decisions, and to the fact that we never saw them on the water during the entire cruise!

The non-Marble Island sailors ate in town and then slept on their boats. The rest of us enjoyed elegant dining at our four star resort, and then retired to our rooms which overlooked the elaborate floating dock system. The 122 foot mast of the 12 meter yacht **Intrepid** dominated, over-topping even the Scots.

Tuesday, August 11

The day brought 15 knot winds with gusts over 20, which were blowing out of the west and producing fair sized whitecapped waves. (Once again, I will not point out that we would have to sail due west to get out of Malletts Bay.) Karen called our room to say they did not think sailing today was a good idea. We had already reached that conclusion, but were glad they mentioned it first. Ann looked at the dock from our porch and asked me which direction the bow of our boat was facing when I left it. We later found out that Harry was woken up by the change in wind, and had moved his boat and ours at 4 am!

(Continued on page 11)

Cruise:

(Continued from page 10)

We ate a great buffet breakfast and wondered what to do next. Liz, who had retrieved her car, drove up to tell us the other three boats had left the marina and would arrive soon. She was relieved to learn that we planned not to sail, and hoped we could convince some of the more gung-ho sailors (Graham) not to head off to Plattsburgh as planned.

The three Scots arrived, and said it was not too bad. While Graham opened his charts on the dock to discuss the day's route, we looked beyond Marble Island at the less protected outer Bay. What a difference a bay makes; the waves were much larger and the wind was coming directly across the Bay into our faces. After another conference, everyone decided it was not a good day to sail across the open water of Lake Champlain.

What to do when stranded at a resort? How many Flying Scot cruises do you know of which in-

clude a round of golf? Also, the sailors who had been sleeping on their boats enjoyed hotel rooms with showers. That evening, Liz made several trips ferrying 16 people to and from dinner at **Zachery's Pizza**. The resort crowd slept in our rooms while the boat people slept in their Scots at the dock.

Wednesday, August 12

We set sail at 10 am for the 15 mile sail to Plattsburgh, New York. True to form, Wes left first and, never daunted by lack of wind, was first to Plattsburgh, while the Seidmans left 15 minutes after everyone else. We beat west through dying winds, and then again searched the Bay for the side with more wind. We sailed with Whitney for a while, as the rest of the boats found a bit more wind which we could never reach, and disappeared across the Bay.

An hour later we were sitting under slack sails when Whitney, having learned perfectly from her

father, was towed past us by a 30 foot sailboat under power. Well, the Seidmans are not as slow as you might think. We flagged down a nice Canadian couple in a motorboat who gave us a tow, even though concerned that their motor was not really working well. They towed us for about 35 minutes, until we were through the cut and into Lake Champlain proper.

Whitney and us then sailed through shoal, weedy water to the beach we had arranged to have lunch on. Liz, lifesaver that she is, had picked up sandwiches and driven to the beach.

If you have never sailed with a child who is not quite three years old, you may not have wondered what Sara was doing during the hot four hours it took us to reach the lunch beach. One thing she did was stay awake! Ann read to her, then colored, and then Sara wanted to help me steer the boat. All this takes more time to do than read about, but not much

(Continued on page 16)

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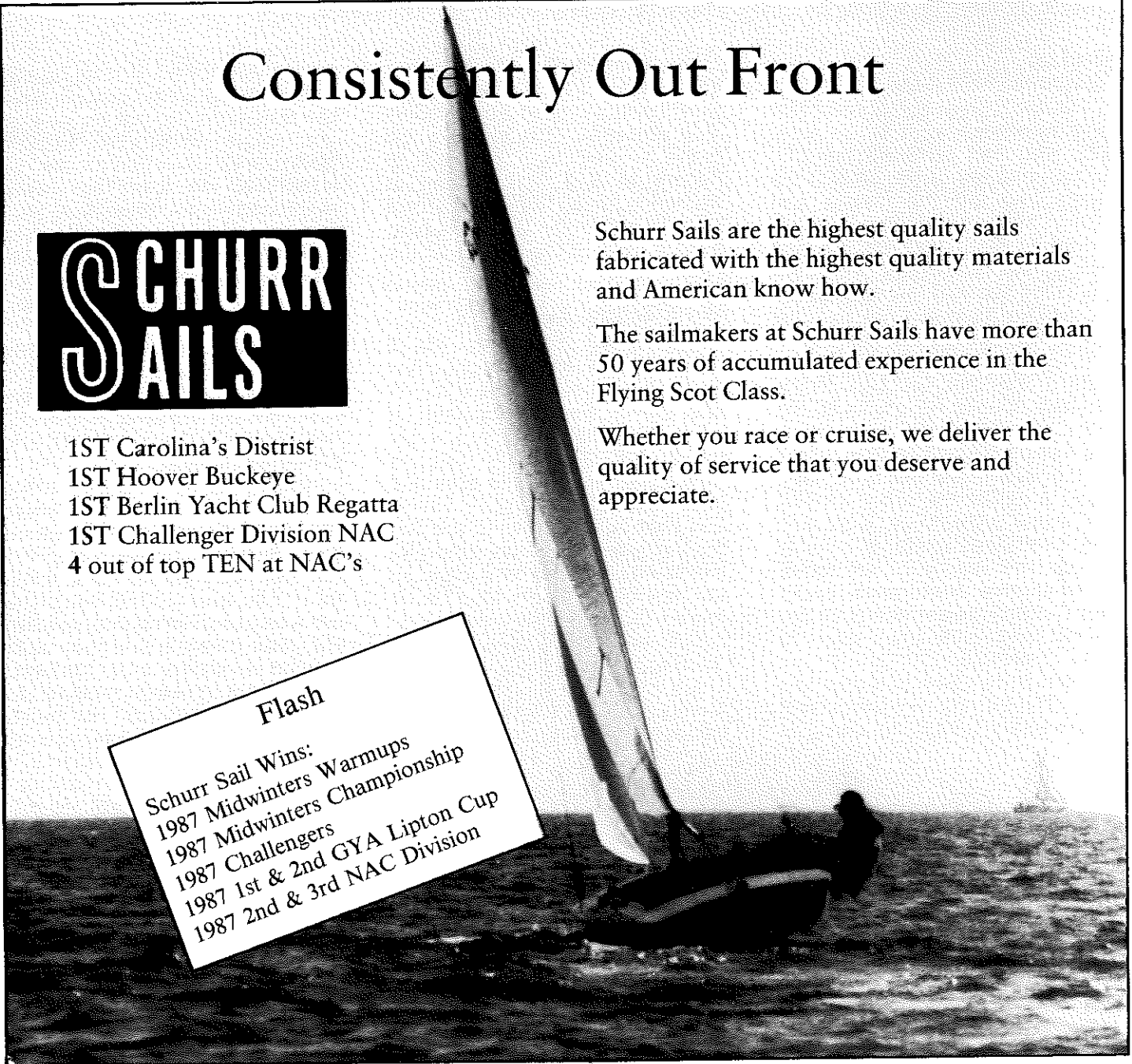
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FLEETS IN

ALL-FEMALE CHAMPIONSHIP CELEBRATES 50TH

by Larry Taggart

Unique event in the United States? Probably not. A unique event in the Flying Scot? Probably so!

The "event" is the Gulf Yachting Association's annual regatta for the **Commodore Bernard Knost Trophy**, emblematic of the ladies championship of the Gulf Coast. Commodore Knost of the Pass Christian Yacht Club in Mississippi conceived the idea of an all ladies championship back in 1938. The first "all-girl" regatta was held in that year at the PCYC and was won by Southern Yacht Club in New Orleans over two other competing clubs. A perpetual trophy dedicated to Commodore Knost and this championship was also presented to the GYA in that year.

In 1969 the series switched to the Flying Scot when this replaced the venerable old Fish Class Sloops as the GYA club-owned boat. This event has remained quite popular throughout its fifty year history. From a somewhat meager beginning of those three competing clubs, the Knost "All-Girl" Regatta, as it is more commonly known in the GYA, grew to a record setting 17 clubs in 1987 for its golden anniversary celebration.

What makes this event so special? Well, first of all, skipper and crew must all be females; a different individual must handle the helm in each of the three races; there can only be one team per club; and male assistance is permissible only on land or at the dock. The 1987 winner was the Gulfport Yacht Club "all in the family" team of Gail, Leslie and Shannon Weatherly. They were followed in order by Bay-Waveland YC, Buccaneer YC, Pass Christian YC and Biloxi YC. For the record, the original winners fifty years ago were Ruth Baqui, Elizabeth Freret and Edna Gray.

Now, you may be wondering what I, a mere mortal male, was doing at an all-girl regatta. With seventeen Scots full of ladies, I just could not imagine any other place I would have rather been! The problem seems to be finding room on the spectator boats.

FLEET 161 FIRST INVITATIONAL REGATTA

by Peter Seidman, FS 4254

Flying Scot Fleet 161 held its first Invitational Regatta on Saratoga Lake, New York, during the Saratoga Lake Sailing Club's Summer Regatta. Six Scots sailed three very close races, so close that there was a three way tie for first place. Sharing the first place honors were John Clark Jr. of Boxboro, MA, Jim Cavanagh of Sharon, MA and Graham Hall of SLSC Flying Scot Fleet 161.

Saturday, after waiting for the wind, two light and shifty races were run. Being in the right place, which seemed to be only ten feet away from where you were sometimes, was important. On Sunday morning some serious volleyball was played since there was no wind. Finally, at noon there was enough wind to start a race. The race was run through building wind and waves, and ended with 15 to 20 knot winds, white caps, and driving rain; a typical lake race.

Saturday night featured an Italian buffet dinner at SLSC, and after dinner a moonlight cruise with band and open bar. Actually, 7 sailors in one Flying Scot with a bottle of Irish Mist and a harmonica, sailed up the lake to listen to music at a lakefront bar.

FINAL RESULTS	FS#	Race 1	2	3	Total
1. John Clark Jr. Chris Swenson	2821	3	2	1	5.75
2. Jim Cavanagh Jay McNeff	3806	1	3	2	5.75
3. Graham Hall Liz Flacke	3707	2	1	3	5.75
4. Ralph Rieu Lynette Rieu/ Stacey Rieu	2810	4	4	6	14
5. Peter Seidman Ann Seidman	4254	5	5	5	15
6. Jim Ball Bob Ball	2278	6	6	4	16

USYRU CHAMPIONSHIP OF CHAMPIONS

by Larry Taggart

Sixteen of the top one-design sailors in the United States and their crews gathered on October 4-8 in New Orleans at Southern Yacht Club to determine the **1987 USYRU Championship of Champions**. It was fitting that, on the tenth Anniversary of this event, the "C of C" returned to the Flying Scot Class. It was back in 1977 that the Flying Scot Sailing Association, at the urging of past FSSA President Buddy Pollak, inaugurated the concept and hosted the first ever **National Championship of Champions Regatta** at the Pensacola Yacht Club in Florida. This was further fitting since the Flying Scot celebrated its 30th birthday in 1987.

The format of the **C of C** is a six race, no throw-out, no 720, rotating boat series. The invited skippers, selected by a USYRU committee, are the national or international champions of the class which they represent. In addition to the top notch skippers, there were also very talented crews. Included were Olympic contenders, past national champions and national champion crews. Notable Scot crews included Charlotte Fisher, Steve Bellows, Ira Cohen and Craig Lewick.

Obtaining and rigging 20 (some spares) equal boats is usually a big challenge for the **C of C**. Just ask Greg Fisher who has supplied sails several times making him the unofficial rigger. This year was a challenge because Southern Yacht Club's fleet of ten Scots was insufficient. A call went out to the GYA, whose clubs own over a hundred Scots, and an adequate supply was found.

While a Flying Scot is a relatively simple boat rigging wise, one must realize that most of the GYA's club-owned Scots are used extensively for training purposes. Thus, the condition of the borrowed boats was not ex-

(Continued on page 15)

SPECIAL EVENTS

HUSBAND-WIFE CHAMPIONSHIP

The 1988 **Husband-Wife Championship** will be held as part of the 1988 Great 48 Regatta on April 30 and May 1 at Lake Norman YC. This will be part of the three race series for the Great 48 and plans are for a separate Husband-Wife fleet start.

This is the second year for the **Husband-Wife Championship** and it was chosen as part of the Great 48 because of an expected large turn-out from a large geographic area. We hope to see this event grow through the years because the Flying Scot is such a fine husband-wife boat. Make your plans now to attend.

Fleets interested in hosting the 1989 **Husband-Wife Championship** should contact Paul Moore and the Executive Committee.

1988

JUNIOR NORTH AMERICANS

The 1988 Junior North American Championship will be held July 16-17 at Lake Norman before the NAC. There has been limited interest in the JR NAC the last couple of years, but with the growth of the Junior sailing programs at many fleets, it is expected to draw a good fleet this year.

Participants must be 17 years old or younger (can not turn 18 in 1988). Start organizing your fleet's junior team today for a chance at the JR NAC.

FSSA ANNUAL CRUISE

Graham Hall is planning another FSSA cruise for August 15-19. Scheduled for right after the Canadian Nationals, Graham is looking into areas in Canada. The Thousand Island Cruise was a great success drawing on boats from this regatta, and one possibility is to cruise the lakes adjacent to Stony Lake. Also, thoughts have been to a return to the Thousand Islands or going to the Georgian Bay.

If you have any interest or ideas contact Graham Hall immediately. The cruises have proven most interesting in the past and 1988 will be no different. See the story inside this issue on the 1987 Lake Champlain Cruise.

Contact: Graham Hall, 87 Second Ave., Gloversville, NY 12078, (518) 725-8534.



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Fleets In

(Continued from page 13)

not be available until a few days before the event. With the able assistance of Gordon Douglass Boats and Vice President Harry Carpenter and his wife Karen, Greg and Charlotte Fisher, yours truly and several others, the boats were equally tuned and rigged.

(Note: When Harry found out that the **C of C** would be in Flying Scots, he volunteered to drive down from Maryland with a van full of spare parts to assist on and off the water for the entire regatta. I'm not quite sure that Karen knew what she was getting into when she "volunteered" to come along. Editor: Greg Fisher mentioned after the regatta that this was the best organized **C of C** he was ever involved with because of the support, knowledge and availability of boat supplies and Harry's hard work. He continued that Gordon Douglass Boats is the best one-design builder and the Flying Scot the cream of one-design classes because of this builder support.)

That the boats were in good shape and taken care of by the competitors is evidenced by the fact that there were no breakdowns during any race of the series nor any claims for breakdown points. Competitors commented that while the Scot was not a high performance boat, the boat speed equality of all boats in varying wind and sea conditions (and scores by boats bore this out) made for an excellent regatta. Tactics, boat handling and crew performance, not tuning expertise and "gimmicking" won the races.

Brand new identical sails were supplied by Greg Fisher and he and his wife, Charlotte, were available all week to keep the sails in good shape. Further, all competitors were supplied with identical jib and spinnaker sheets to keep everything equal.

The series was sailed on Olympic courses in a variety of wind conditions with Lake Pontchartrain keeping her fickle nature to a minimum. It was indeed an ample test of skills for both skipper and crew. Several interesting notes show that no skipper won

more than one race and the "monohull jinx" persists: when sailed in monohulls, the champion representing the host class has never won this event — sorry Greg!

RACE 1

At the first mark it was Greg Fisher (Scots and Thistle) followed by John Luard (Albacore) and Paul Foerster (Flying Dutchman). Foerster passed Luard on the first reach and these positions held until the last windward leg. The wind then lightened and filled in from the right side of the course. Jim Holder (Coronado 15) took and held the lead on this shift followed by Tim Mulvaney (Lido 14), Luard, Foerster and Fisher.

RACE 2

Sailed in the lightest conditions of the series, Eric Faust (Butterfly) led at the first mark with holder back in the fleet. In shifty breezes Steve Callison (Snipe) assumed the lead. On the last weather leg Callison held to the left covering the closest competition while Holder went right, found a favorable shift and picked up six boats. Callison held on to win followed by Holder, Fisher, Foerster and Faust.

Race 3

This race was sailed in the most wind of the series. Mulvaney held the lead at every mark. Fisher came back from a poor first weather leg and passed Callison and Ed Baird (Soling) on the last leg for second.

RACE 4

The mid-series leaders were Mulvaney (8.75), Fisher (10), Callison(10.75), Holder (12.75) and Foerster(13). Callison, Mulvaney and Foerster jumped out to an early lead. However, the X-flag had been displayed for Callison, Fisher and Holder. Only Fisher returned to properly start but could not gain lost ground. Both Holder and Callison were scored PMS. Doug Taylor Lee (Thunderbird) held the lead at the first mark and maintained that position the entire race. He was followed by Mulvaney, Foerster, Steve Carter (Highlander) and Faust. Without a throw-out race the odds were against Callison, Holder and Fisher winning the series.

RACE 5

A large windshift to the right split the fleet on the first windward leg. Gary Winter (M-16) led at the first mark followed by Baird, Mulvaney and Foerster. The wind shifted back to the left on the first reach and Baird assumed the lead. Positions did not change until the last leg when Foerster and Mulvaney went way left in a covering duel. Baird won followed by Winter, Callison, Fisher and Carter.

RACE 6

The final race was sailed in a challenging 8-10 knots. Mulvaney (18.75) still held the overall lead followed by Foerster (22), Fisher (26), Baird (28.75) and Callison (28.75). Dean Snider (Ensign) got the start and the lead at the first mark followed by Foerster and Fisher. Snider dropped to third on the reach with Foerster leading Fisher. Mulvaney with a bad first leg rounded seventh putting Foerster in the lead, if positions held.

Callison and Baird were fighting for fourth in the series and the race. Foerster won followed by Fisher. Back on the course Foerster watched as Callison slowed down to give Baird dirty air and allow some boats to slip in between them, it worked. Mulvaney could not improve his fleet position but held on to second for the series.

FINAL RESULTS

Skipper/Crew	Class
1. Paul Foerster Bill Drahime Andrew Goldman	(Flying Dutchman)
2. Tim Mulvaney Craig Lewick Rick Peck	(Lido 14)
3. Greg Fisher Charlotte Fisher Jeff Eiber	(Scot and Thistle)
4. Steve Callison Dan Fien Leslie Weatherly	(Snipe)
5. Ed Baird Steve Bellows Ira Cohen	(Soling)
6. John Luard Larry Dubois Doug Howson	(Albacore)
7. Gary Winter Erich Schloemer Bob Winter	(M-16)
8. Jim Holder Mark Elliot Alyson Jolij	(Coronado 15)
9. Eric Faust Roland Foerster Adrienne Montgomery	(Butterfly)

Cruise:

(Continued from page 11)

more. After standing on the seats and centerboard cap, and swinging from the boom, Sara then wanted to stand and dance on the bow deck. Even though she can swim and was wearing her life-jacket, we did not think this was a good idea.

A difference of opinion with a child can be loud and emotionally draining. We were considering our options as we approached the beach. Due to delays in getting to the beach, the lunch stop turned into a lunch drop; get the food and keep sailing. We had a better idea instead!

Ann and Sara finished their cruise at the beach and drove Liz's car to Plattsburgh. Liz sailed with Graham, and Jay Gleason sailed with me. As we sailed off, Sara seemed extremely happy to be playing in the sand and water.

The wind picked up a bit as we tacked several times to get past the end of South Hero Island. Jay had not sailed much before, so I promptly gave him the tiller and had a sandwich and a beer. In the company of Graham and Whitney, we sailed for over two hours

closehauled on starboard, first northeast across the lake and then lifted north around an island to reach the south end of Plattsburgh. Seven miles without a tack!

At that point we saw the Carpenters, who had first sailed north with Dave on the Vermont side of the lake, sail into the marina about half a mile ahead. Dave was reaching back to us under spinnaker to say hello. We tacked up to the marina where the Carpenters and Seidmans would leave their boats. Graham, Whitney, and Dave anchored off the motel they were staying at, north of town.

Ann and Sara, having taken a ferry across the lake, met us and drove us to our motel. Ann, as driver of the day, made three trips to drive 14 of us to dinner; Wes and Doug were staying with friends who live in Plattsburgh. We had a nice dinner at the D & H. After dinner at 11 pm, Graham, Liz, Harry and I drove back to the Willsboro marina to get our cars and trailers, bringing them back to Plattsburgh. All in all, a unique way to celebrate our 15th anniversary.

Thursday, August 13

Today marked the end of the group cruise. Dave and Cathy sailed southeast to their car in Burlington and then drove home to Connecticut. The Carpenters, with commitments to keep, loaded their Scot on its trailer and headed back to Deer Park, Maryland. We, having decided that we had had enough cruising for now, loaded our Scot on its trailer and left it at the marina.

The two Hall boats and Wes sailed north to Rouse Point, as planned (with following wind). We drove north to meet them at their marina. Graham said they sailed with poled-out jibs, after continuously jibing in a narrow channel. They decided to end their cruise there, rather than sail further north down a narrowing river through flat terrain.

All six Flying Scots were now out of Lake Champlain and ready to be trailered to their next sails. The Sailors, having bid their farewells, drove off into the sunset. Thus ended the Second Annual Flying Scot Cruise on Lake Champlain.

FS CANADIAN CHAMPIONSHIP

Stony Lake Yacht Club and Fleet 148 will host the **1988 Canadian Championship** on August 13 and 14. Stony Lake is a picturesque lake with many granite islands just north of Peterborough, Ontario. Fleet 148 plans to improve on what was an excellent first championship held in 1986. There is a limit to the number of entries so we ask that you make your plans early and register to attend. This will help us tremendously in arranging for housing accommodations. We are looking forward to seeing many of you in August.



FLYING SCOT CANADIAN CHAMPIONSHIP REGISTRATION

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DREAM CRUISE LONGEST IN FLYING SCOT

Marilyn and Harry Filemyr

Few sailors go through life without dreaming or thinking of winning a big race or sailing across an ocean or around the world. How many Flying Scot owners think of spending seven weeks and traveling over 2500 miles in the comfort of their Scot? How many marriages could make it through an adventure like this?

Sailing from McKeesport, PA. to St. Petersburg, FL may not sound as glamorous as crossing the Atlantic, but sailing the Ohio and Mississippi Rivers is an adventure of its own. The 94 bridges, 21 locks, constant barge traffic and river currents keep one busy as you head for the Gulf of Mexico. From New Orleans to St. Petersburg there is a lot of good sailing in semi-protected waters. Then a quick dash across the Gulf from Lighthouse Point to Cedar Key.

Thirty or more years ago while Harry Filemyr was paddling canoes down rivers in Boy Scouts, a dream was being implanted in his mind. Growing up in the "Heartland" he was fascinated by river lore. Doing construction work on locks brought him closer to some of these mystiques of "River Life." In the late '50s he even thought about building a small steam paddle wheeler and cruising from Chicago down the Mississippi.

In his construction business he used a lot of stone quarried in Tennessee which was shipped by river. Years before, he was offered a trip accompanying a shipment of stone down the Tennessee River and up the Ohio River which he had to refuse because he was

too busy. But the dream was still alive.

In the summer of 1986, a construction project brought Harry to the realization that it was time to take a break from business. The time had come to take a few months off and make this cruise down the Ohio and Mississippi Rivers.

The NAC in Gulfport, Mississippi was coming up so Harry asked Marilyn if she'd like to go. Sounded like fun to her, so it was time to start making plans. Then Harry said, "How about if we sail there?" Not thinking much about it Marilyn agreed. Then it struck her. When Harry ordered the marine radio she really knew he was serious, but shared his spirit of adventure now realizing the NAC had nothing to do with it.

Harry had thought for years about how he would equip and pack Flying Scot 270 for such a trip. They set a date for leaving in two weeks and proceeded with preparations. Marilyn's main project was building the custom boom tent which Harry designed. The camping gear was brought out and inspected. Storage boxes were built and the floor boards / seat bunks were made. This was not to be a lightweight cruise and the power of an old Citation Class Genoa and a trusty British Sea Gull were made ready.

This was meant to be an economy class trip. Marilyn said it was just like going camping and both were impressed by the volume of things you could store in the Scot hull. Harry compares it with going back-packing but not having to hike and carry everything. Lots of canned food (in-



Harry and Marilyn with a map of their cruise.

cluding Spam) was packed under the floor boards while staples such as Bisquick, oat meal, rice, powdered milk and eight gallons of water were put in plastic milk jugs.

As word of their trip spread among sailing friends at Deep Creek, reaction was mixed. Many of the men thought it was great and were maybe a little envious. One doubter wondered, "When will you shower." Marilyn's reply was, "If we were worried about showers we'd go on a cruise boat." This was a way to celebrate their 30th anniversary.

On a Monday evening in early August "Harm's Way" was launched from a ramp on the Youghiogheny River just off the Monongahela River in McKeesport, PA. A TV news crew was there as they packed and departed. At 7:30 pm, as they sailed past "The Point" in Pittsburgh, Harry was shocked as the people on an excursion boat were either having a very happy, "Happy Hour," or were cheering them along on their adventure.

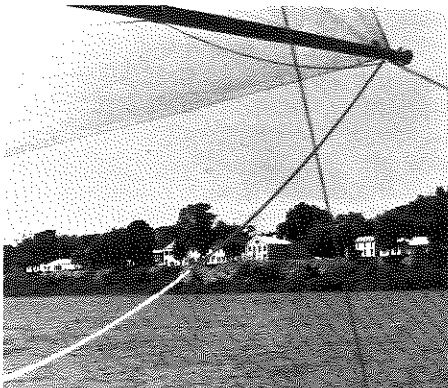
(Continued on page 18)

Dream Cruise:

(Continued from page 17)

Cruising a river is not quite like crossing the ocean. To the doubters Harry would say, "If we get tired of it we'll just pull out and find a way home." As it turned out, Marilyn said there were only two days where we noted any boredom in the logbook.

The first week they cruised down the Ohio toward Cincinnati. The Ohio is a tame river, more like sailing a string of lakes because of its numerous locks. The current is minimal and the scenery is beautiful. Even when you know there are towns on the shoreline, seldom do you see much of them. The trees come right to the bank of the river valley as it twists and turns toward the Mississippi. This also causes some awful sailing conditions. In a typical August there are 14 days of calm. When it blows, the wind usually comes from the southwest which is straight up the river valley. The British Sea Gull did a lot of pushing.



Sailing wing and wing past Rising Sun, Indiana.

The Ohio did reveal many wonderful old river towns. Galipolis was a well preserved (not restored), homey, 19th century town. River history was a large part of Harry's fascination in the trip. At times they felt as if they were explorers from another century on this "historic pilgrimage." Everywhere they went they were treated very well.

About a week into the voyage Marilyn admits to the need for an attitude adjustment. Harry knew from the start that to reach New Orleans by Labor Day they would have to average 50 miles a day. This would mean ten hours a day

of travelling and Marilyn hadn't put this into perspective until they were on the water. As the trip progressed, they enjoyed the long hours more and more. After dinner, nothing seemed more relaxing than a few more hours on the river. Harry found the evening travel a joy as he studied and was mesmerized by the lights of the river. Through the constant twists and bends, the shoreline navigation lights, the stars and the city lights constantly changed.

They almost always kept one of their bed boards in position across the seat for a navigation and galley table. Seldom did two hours go by that they didn't make an entry into the logbook.

Meals were basic but very tasteful, prepared in the open on the Coleman stove. It wasn't Spam every night for dinner and blueberry pancakes never tasted as good for breakfast. There were quite a few meals in the towns as they stopped to get supplies. More, than Marilyn had originally imagined.

Every night was spent aboard the boat, often in a nice cove or inlet. The floor boards came up to form a bunk across the seat and with some new air mattresses, sleeping was always comfortable. The boom tent worked fine, although Harry has some changes in mind. All things considered, things were very comfortable on the Flying Scot.

The locks on the Ohio proved to be no problem. Most of the large tug tows were going up stream so the locks were usually empty going down and waits were minimal. Harry used a marine radio to



Green channel marker in the current on the Mississippi.

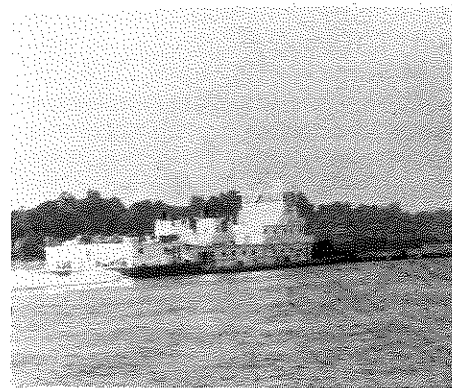
notify lock tenders ahead of time and everything went smooth.

Part of the daily routine included a river swim with a bar of soap. The Ohio was quite clean and nice while the Mississippi was much browner in color from the sediment it carries. Neither river showed much sign of pollution.

One of the few times they saw sailing on the Ohio was at Louisville. There they witnessed some women racing in prams and some small cruisers racing with full crews.

Barge tows were not a big problem because you watched for them and stayed out of their way, especially on bends. Because of their limited maneuverability and large size, the rules of the road were simple.

One of the more enjoyable days of sailing was as they ran into the Mississippi from the Ohio. In a good 15 to 20 knot blow Harry and Marilyn covered over 100 miles from Joppa, Illinois to New Madrid, Missouri. All but the first



Tow boat pushing 20 barges of coal.

13 miles was under sail, including an hour of running with the spinnaker. That was all Harry's arms could hold on for even though they noticed barge crews watching them with binoculars. Sailing the "26-mile bend" near New Madrid at night was a wild experience.

From the Ohio, it was eleven and a half days and 861 miles to New Orleans. The winds on the Mississippi were much better as there was a lot more reaching. The larger genoa helped a lot in these conditions. With upward of a six knot current helping from behind the distance went by very fast.

(Continued on page 19)

Dream Cruise:

(Continued from page 18)

The locks of the Ohio disappear on the Mississippi as it is open water all the way to New Orleans. Planning a stop was important because if you went past, you just kept going.

Amazing, were the sand bars on the Mississippi. Some of these were miles long and miles wide. They would act to filter the water so that on the back side the water would be very clear. It was a pleasure to swim and bath in these pools, which are larger than many of the lakes where Scots sail.

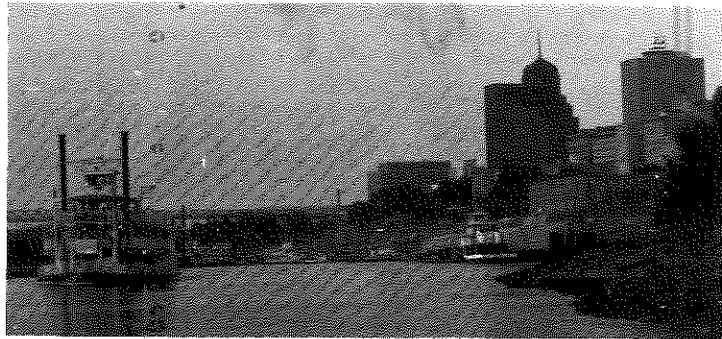
The Mississippi was something else to see. There was very little sign of civilization in most parts. There are large levies and flood basins to help control flooding, but this moves everything back five miles from its shore except at major cities. Even the logging camps are all on boats so they can pull out.

Throughout, the Filemyr attitude was to do this because they wanted to, and never did they feel obligated to finish their planned cruise. They just downright enjoyed it. One tends to think of rivers as being a lot straighter than they actually are. There's seldom a dull hour. Every day was different. The rivers changed, the scenery changed, and the conditions changed. The "Heartland of America" was something to behold.

Barges running downstream always had the right of way. On the Mississippi this was particularly important because in some of the currents and bends, the water would accelerate faster than the boats. This leaves them with little steerage as they slip through the bends in the current. Barges going up the river always wait for the downstreamers to clear the dangerous areas. One way to stop a barge is to park it on a sand bar gently.

The barges made very little waves but the prop wash and hydraulic jump from the power of the tugs would create a wave as much as six feet high. This would quickly die down but you don't want to get too close.

They did meet some other



Heading up the Chickasaw to Memphis at dusk with the Memphis Queen coming toward us.

cruisers on the way. Chris Boyd had left Pittsburgh and was rowing to New Orleans in a Kyak. The Scot was quite a luxury by comparison.

As it turns out, Harry claims the Flying Scot to be the perfect river cruiser. Keelboats have many troubles running aground. Large motorboats also have navigation problems and it is hard to find large quantities of fuel for long distances. Houseboats have a large surface to catch the wind and are also very impractical. Motorboat props also tend to get fouled a lot. With the outboard

motor, centerboard, and hull strength of the Scot, the Filemyrs felt very safe and never worried about running aground. They experienced none of the "Horror Stories" shared by other cruisers.

Memphis was the first big city on the Mississippi. Here they enjoyed a day at the Mud Island Recreation Center including a great meal. Memphis was a beautiful city and one of the big city highlights.

In Greenville, MS they stopped at the Greenville Yacht Club for a beer and shower. It was their first
(Continued on page 20)

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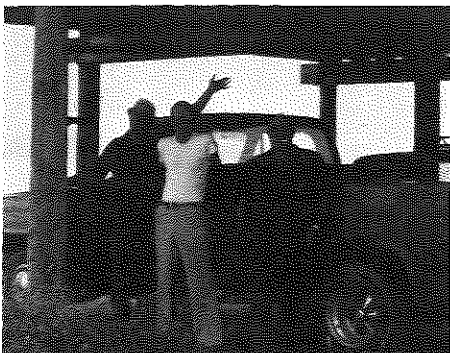
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Dream Cruise:

(Continued from page 19)

real shower since leaving almost three weeks earlier. In the bar they talked to a crop duster pilot who later "saluted" them in his plane as they traveled on.

Donaldsonville, Louisiana was one of several small town highlights. Here they pulled over at an abandoned waterfront district only to find some "good old boys" sippin' some whiskey in their pickup truck. Asking for directions to the nearest grocery store, they were given a ride to Donaldsonville's biggest and best, five miles away. Hospitality like this was common.



The "good ole boys" from Donaldsonville.

On the other side, Harry tells a story about a preacher who suggested carrying firearms. After all his family were "River People" and he knew there were some bad ones. As a man of God he warned, "The Lord looks after those who look after themselves." He proceeded to give Marilyn a cross to bless their voyage.

From Vicksburg, MS to Natchez they enjoyed another 100 mile day. Before a 10 - 15 knot northerly, they ran all day including an hour with the spinaker. This part of the Mississippi was quite desolate so they pushed all day just to get through it.

One of the big treats along the Mississippi became the daily search for ice cream. With temperatures usually in the 90s, nothing tasted or felt so good in the throat. Every day or two there was also a supply of ice to be found. Immediately some beers would be iced down or a dinner cocktail would toast the day.

They arrived in New Orleans right on schedule for Labor Day.

They sailed into the Southern Yacht Club on Lake Ponchartrain and enjoyed a great weekend of southern hospitality. All this despite the fact that they were in the middle of the GYA Lipton Cup Competition. This is the GYA Club championship sailed in Flying Scots with one team and revolving crews from each GYA Club. The Filemyrs saw first hand the ritual of the Lipton Cup. A spectator fleet of sixty to seventy boats surround the course with many clubs having large flagships to hold their people. With all the happenings, Harry and Marilyn were treated with great respect and enjoyed themselves immensely.

Sailing the rivers had been the main goal of the cruise from the start. At this point it would have been easy to call it quits and head home. Without a second thought, the cruise continued into the Gulf of Mexico and the Mississippi Sound. To Harry this was the "icing on the cake." River travel was interesting and neither of them would have missed it for anything and were glad they had done it. However, once was enough and there would be no desire to do it again. The Gulf would just prove to be an enjoyable cruise for the next couple of weeks. There was no pushing on or time table for places to be.

Now there would be more sailing everyday, still taking time to fish, swim, and enjoy hiking on some of the islands. As they worked east of Biloxi, MS each island became a little bit more beautiful and fuller.

Fresh caught fish became more regular for dinner. One shrimp boat donated a dish pan full of assorted fish including several pounds of Rock Shrimp. Not worth wholesaling for the fishermen, the Rock Shrimp were like little lobsters and quite a delight to Harry and Marilyn.

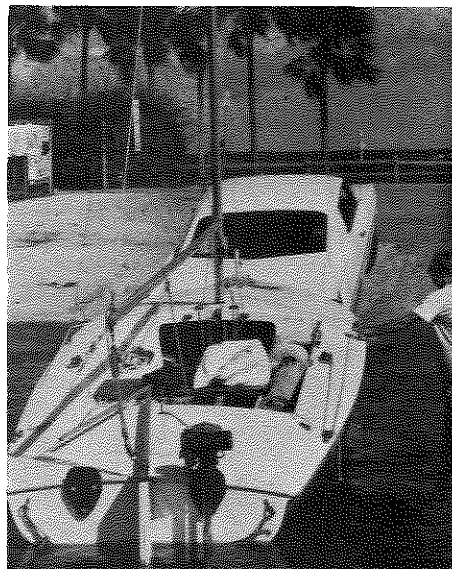
They worked their way down the coast to Lighthouse Point enjoying every day. Then the decision came to sail across to Pine Pt., which would take them the farthest offshore. That evening they got hit with a storm which lasted a good part of the night. Sailing under the genoa alone

with all the gear, the helm was out of balance and quite heavy. They never felt endangered but it was quite a battle for a few hours. They finished crossing to Pine Pt. and proceeded south to Tarpon Springs and on to St. Petersburg. "Harm's Way" 2530 mile and 48 day voyage was over. They spent several days at the transient dock facilities while searching for a used car and trailer to head back home to Maryland. Here they met Steve Haugen who had sailed a 24 foot wooden sloop down the Mississippi from Milwaukee.

Looking back on the trip, Marilyn concludes, "It wasn't always fun, but it was never dull. We learned a lot about rivers, weather, sailing, sea gulls, and about ourselves. I can't think of a better way to cement a 30 year marriage although I suppose it's not for everyone!"

Both Harry and Marilyn say the dream is not over. They plan to continue with thoughts about returning to St. Petersburg and resuming the cruise around Florida and up the East Coast. For now its back to work and on with life. Both agree it was important to take a few months off and enjoy such an experience.

"We were not trying to prove anything by this trip...It was just something we wanted to do...If we ever felt an obligation to do it, it just wouldn't have been as much fun." So Harry and Marilyn conclude a part of their dream.



Harm's Way leaves the water after 48 days and 2530 miles. Steve Hougen lends a helping hand.

PLANNING YOUR PERFECT REGATTA

Regattas come in all shapes and sizes. Some include hundreds of boats in many classes on several courses. When managed properly these events can be really spectacular. You can get to know other class' people and boats. They can be great fun because you can have lots of boats to defray the costs and add extras such as a Saturday night party with live entertainment.

On the other end of the spectrum is the single fleet regatta. Even in that big regatta, you are still sailing as a single fleet, and probably you are going to gather as a fleet in most social instances.

Many fleets shy away from building a big regatta because they think their lake is too small or they sail odd courses. If you ever sailed at Cowan Lake, home of Fleet One and the **30th Anniversary Regatta**, you know anything is possible with the right attitude on a small lake. People don't travel just to sail on one-mile gold cup courses. They travel because a regatta is fun, competitive and well organized.

One of the biggest reasons people don't travel to regattas is they feel they don't know anyone or enough about the club. It is important to get them there a first time and make sure they have fun. The first year we owned our Scot, we were visiting the Lake Erie Islands for a day. In the parking lot for the ferry the guy in the car next to me noticed our "We Sail Flying Scots" bumper sticker. We have only missed one of his fleet's regattas in the last seven years.

One of the biggest concerns with travelling is accommodations. Every regatta should have someone in charge of housing. This housing doesn't necessarily mean putting everyone up in member homes, but at some regattas like the **Canadian Nationals**, its necessary. At Stony Lake they house everyone. In 1986 that meant about 25 travelling boats. This year they have made plans to grow, but they have had to set a limit. Housing may mean giving

someone a spot on the floor to roll out a sleeping bag or a spot in the driveway for a van. You can be sure that the favor will be returned in the future.

If the housing is camping on the club grounds then plan around that. The campfire at the **Glow in the Dark** is the center of activity.

Motels are fine for accommodations but help the people pick the right one if there's a choice. If a gang is coming in, try to get them in the same motel so they can be together. You can also try to get group rates or have fleet members look for discount coupons from area ads or coupon books. Remember, people travel to regattas to be with other people.

If you're reading this and thinking about going to a regatta, don't hesitate to call or write for information. You may have special needs, ie. a babysitter, that if you just ask, can be filled. I also believe it is important for people who plan to attend regattas to preregister. It sure helps in the fleet's planning.

Plan a complete schedule of activities. I personally like to arrive on Friday night for a regatta, and there is nothing like having some activity at the club when one arrives. Maybe, it's just a bunch of "old Salts" sharing sailing tales and refreshments. How about a "game night" with some card tables, or have some sailing videos rolling. A guest lecturer can also attract some extra participants. Get a sailmaker or local USYRU Judge to talk rules or tuning. These should be meant to attract local fleet members as well as travelers and the knowledge learned will be fresh in their minds when the racing starts.

Promotion is of the utmost importance. There should be a person in charge of promotion. This should start with the awards of the current regatta. Write a good article on the regatta for **Scots n' Water**. Be creative. People read the articles that accompany the results. Ask some visiting sailors to share their viewpoint. Get this done immediately, while every-

thing is fresh, including your enthusiasm.

Don't stop there. Send all the participants a newsletter and "Thank You" for the regatta. Use this as the first step of promoting next year's regatta and include the date if you can. Include a questionnaire about the regatta on how you can improve it.

Word of mouth is probably the best promotion. Get your fleet out to other regattas and let people know you expect them to come to your's.

Scots n' Water needs regatta announcements a minimum of five to six months before the regatta (the sooner the better). It's January first as I write this article for the March Issue, which will hopefully arrive between the middle and end of March. If your regatta is in May, then this will be the last issue people receive before your regatta and early June will be pushing it.

Another assigned job for the regatta should be a photographer or at least a camera. Get it out on the committee boat, mark boat, spectator boat or from the shore. You can never shoot too many pictures and you don't want them to sit in the camera for another month waiting to finish the roll. That's why I say use a designated camera. People are always looking for pictures of their boat so they don't just have to be for **Scots n' Water**.

Along those lines, I can use color prints (glossy prints are best), or slides (which I make black and white copies and then prints of), or black and white. If you shoot black and white, use Plus-X. Its finer grain enlarges much better. I do have a darkroom and would be happy to process black and white film and return it with proof sheets.

Remember, your regatta determines a lot how other sailors see your fleet. This includes the people who come, and those people who read about it in **Scots n' Water**. Good luck with your 1988 regattas.

STARTING LINE

1988 MIDWINTERS MARCH 28 thru APRIL 1 Panama City, FL

Hosted by St. Andrews Bay Yacht Club in Panama City, Florida, this annual event has become known for tough competition, great social events, and first class race management. It is scheduled as a 6 race series with one throwout. Competitors may chose to race either Championship or Challenger Division. Sails are measured in.

Contact: Allen Douglas, P.O. Box 752 Panama City, FL 32401 (904) 785-7500

1988 NORTH AMERICAN CHAMPIONSHIPS JULY 18 - 22

Lake Norman, North Carolina

Lake Norman has hosted the NAC several times and always proven to be an excellent facility. There is great camping available on club grounds. Lake Norman is big but it is not wide open. For you pond sailors, its just a big pond. Fleet 48 is one of the FSSA's consistently most active fleets and promises a fantastic championship.

Contact: Michael Duncan, 827 Ashmeade Rd. Charlotte, NC 28211 (704) 364-7842

1988 CANADIAN NATIONALS AUGUST 13-14

Stony Lake, Ontario, Canada

Fleet 148 is planning another Canadian Nationals to be held at Stony Lake in August of 1988. Their Nationals in 1986 proved to be a great success and they assure us more of the same. See registration in this issue.

Contact: Doug Smith, 33 Havenbrook Blvd. Willowdale, Ontario N2J 1A3 (416) 498-9162

March 26-27, MIDWINTER WARM UP FLEET 28, FT. WALTON BEACH YC, Fort Walton, FL

Get tuned up for the Mid-winters in this 3 race series at Ft. Walton Beach Yacht Club. RV parking available at club.

Contact: Mike Johnson (904) 243-1477 or George Goodall (904) 651-3541

April 9-10, PUNCH BOWL REGATTA FLEET 85, DIXIE SAILING CLUB; Lake Martin, AL

Contact: Dave Stein, PO Box 6108 Montgomery, AL 36106

April 23-24, ATLANTA YC INVITATIONAL LAKE ALTOONA; Atlanta, GA

One of the biggest and best one-design regattas in the south. Beautiful camping at the club or only minutes from motels. Meals available at the Yacht Club with a grand Saturday night party. Make plans to attend with Scots in the Atlanta area.

Contact: Kent Hassell (404) 395-7343

April 23-24, SANDY DOUGLASS REGATTA FLEET 48, LAKE NORMAN; Charlotte, NC

Open to Flying Scots, Thistles and Highlanders this regatta is a tribute to the designs of Sandy Douglass. See story in this issue.

April 30-MAY 1, GREAT 48 REGATTA FLEET 48, LAKE NORMAN; Charlotte, NC

Get your racing started early with this always well attended regatta. See story in this issue.

Contact: Michael Duncan, 827 Ashmeade Rd. Charlotte, NC 28211 (704) 364-7842

May 7, LAKE OF THE WOODS REGATTA FLEET 160, LAKE OF THE WOODS; Fredricksburg, VA

Three races, awards and dinner all in a uniquely satisfying one day event.

Contact: John Beery, Box 305 L.O.W. Wilderness, VA 22508 (703) 972-7411

May 21-22, BUCKEYE REGATTA FLEET 37, HOOVER RESERVOIR; Columbus, OH

First regatta in the Ohio District and always attracts an excellent group of traveling sailors. Fleet 37 Party Animals guarantee a fun time.

Contact: David Hauck, 4907 Smoketalk Ln. Westerville, OH 43081 (614) 890-0597

June 11-12, BERLIN RESERVOIR INVITATIONAL FLEET 19, BERLIN RESERVOIR; Youngstown, Ohio

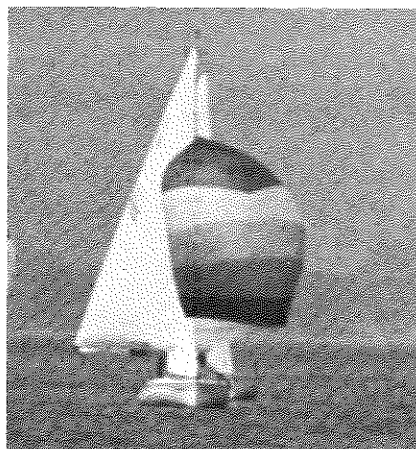
Sail against one of Ohio's most competitive fleets. Camping is available on the club grounds.

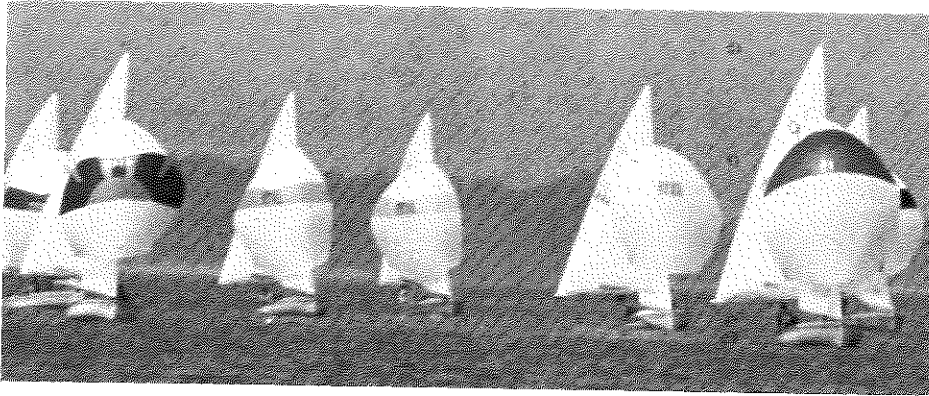
Contact: Jack Leipper, 1213 E. Eleventh St. Salem, OH 44460 (216) 337-9435

June 11-12, EGYPTIAN CUP FLEET 30, CRAB ORCHARD LAKE; Carbondale, IL

A Midwest District tradition not to be missed.

Contact: Ken Templemeyer, 1 Pinewood Carbondale, IL 62901





**June 18-19,
GOVERNORS CUP
FLEET 27, KERR LAKE;
Henderson, NC**

Largest inland lake regatta on eastern seaboard. Approximately 200 boats race on 4 courses including about 35 Scots.

Contact: Bob Murdock, 1404 Oakland Ave. Durham, NC 27705 (919) 286-0093

**June 25-26,
SPRITE ISLAND REGATTA
FLEET 142, SPRITE ISLAND
YC; Norwalk, CT**

Excellent sailing on Long Island Sound.

Contact: John Pridmore, 829 Soundview Dr. Mamaroneck, NY 10543 (914) 381-4196

**June 25-26,
OHIO DISTRICT CHAMPIONSHIP
FLEET 65, ATWOOD LAKE YC;
Canton, OH**

The ever challenging Atwood Lake will mystify the sailors while Fleet 65 plays perfect host.

Contact: Jack Stewart, 88 Overlook Dr. Alliance, OH 44601 (216) 823-7885

**July 2-3,
LNYC JULY FOURTH OPEN
FLEET 48, LAKE NORMAN;
Charlotte, NC**

Tune up for the NAC at this annual event. Participants are welcome to leave their boats for the NAC.

Contact: Len McLaughlin, Box 6113 Spartanburg, SC 29304 (803) 579-2689

**July 9-10,
ORIENTAL SAILING SOCIAL
FLEET 27, NEUSE RIVER;
Oriental, NC**

Beautiful Racing on the Neuse River and a great social on Saturday evening.

Contact: Bob Murdock, 1404 Oakland Ave. Durham, NC 27705 (919) 286-0093

**July 30-31,
GREATER NY DISTRICT
CHAMPIONSHIP
FLEET 31, BARNEGAT BAY;
Shore Acres YC**

Open to all FSSA members, this will be a five race series. Come join the Greater NY District for fun and great racing.

Contact: Jim Worth (210) 974-0945 or John Pridmore, 829 Soundview Dr. Mamaroneck, NY 10543 (914) 381-4196

**August 6-7,
MARYLAND INVITATIONAL
FLEET 6, DEEP CREEK LAKE;
Oakland, Maryland**

A large local fleet provides excellent competition and skippers may chose to sail in either A or B fleet. The courses take you around this beautiful lake in the mountains of Maryland. Many motels are available in this resort area and we may recommend you arrive a day early to enjoy the area and possibly a tour of Gordon Douglass Boats.

Contact: Dick Gregory, Rd #1 Box 82 Boswell, Pa. 15531 (814) 629-6297

**September 3-4,
LNYC LABOR DAY REGATTA
FLEET 48, LAKE NORMAN;
Charlotte, NC**

If you haven't had enough of Lake Norman for the summer, come on back and sail in the annual Labor Day Regatta.

Contact: Len McLaughlin, Box 6113 Spartanburg, SC 29034 (803) 579-2689

**September 10-11,
MAYOR'S CUP
FLEET 126, LAKE TOWNSEND;
Greensboro, NC**

Kick off the Carolina's fall circuit with this excellent regatta which attracts many of the district's finest Scot sailors.

Contact: Fields Gunsett, 1103 Monticello St. Greensboro, NC 27410 (919) 299-2341 or Sam Eich (919) 852-7279

**September 10-11,
HARVEST MOON REGATTA
FLEET 65, ATWOOD YC;
Delroy, OH**

Atwood Lake always provides very interesting racing while Atwood YC supplies excellent food and entertainment. Don't miss this one!

Contact: Jack Stewart, 88 Overlook Dr. Alliance, OH 44601 (216) 823-7885

**September 17-18,
PIG ROAST REGATTA
FLEET 1, COWAN LAKE;
Wilmington, OH**

Four race series with camping at the club. Saturday night features the "Original Pig Roast" dinner, a campfire disco and clubhouse frolic.

Contact: Don Mates, 6435 Marshall Rd. Centerville, OH 45459 (513) 436-4504

**September 24-25,
WHISKEY SOUR REGATTA
FLEET 80, LAKE ARTHUR;
Pittsburgh, PA**

An excellent five race series with a Saturday night whiskey sour and Steak Fry dinner.

Contact: Dan Goldberg, 1100 Penn Center Blvd. Apt. 515 Pittsburgh, PA 153235 (412) 823-8579

CAVEAT EMPTOR

FS 1684 - Douglass green hull, two sets of sails, one spinnaker, all Harken Blocks. Trailer. \$2,000.00. Al Gaglione, 9849 NW 26PI., Sunrise, FL 33322 (305) 741-7469.

FS 1917 - Douglass, white hull, w/blue deck, 2 sets sails, spinnaker, 4 hp Johnson, TeeNee trailer, Buddy Bearings, Extras, must sell, \$3000 or best offer. James Monahan, 107 Canal Road, Beaufort, N.C. 28516 (919) 728-7264.

FS 2097 - Douglass, 1972, red w/grey deck, Schurr sails, tent cover, TeeNee trailer, good sailing condition but well used, \$2,200. Located at Kentucky Lake near Paducah, Kentucky. Call Steve Strom, (314) 334-2917, 2110 Woodhaven Road, Cape Girardeau, MO 63701.

FS 2631 - Customflex, white, with main and jib, cover and trailer. Dry-sailed, stored inside, used very little. Sails by Schreck, boat and sails excellent condition. \$3,200.00. Could deliver part-way. Jerry Griffith, P.O. Box 58, Hoisington, KS 67544 (316) 653-4346 or 653-4343 (night).

FS 3130 - Douglass, yellow w/cream deck. Racing rig. Two sets of sails including spinnakers. Harken hardware, tiller extension, Sterling heavy duty tilt trailer, hoisting bridle, mast step hinge, full canvas cover. Beautifully maintained. Owners must sell \$3400. John Francis, 1603 Festival, Houston, TX 77062 (h) (713) 280-0449 (b) (713) 333-5986.

FS 3759 - Douglass, like new, white on white, w/blue cover stripe. Schurr main, jib & spinnaker with a one year old Schurr main for racing. Extras include heavy duty galvanized trailer, custom motor mount w/1½ hp Evinrude outboard (16 lbs.) Boat has been cared for well, dry sailed in fresh water only. Full cover is included. Jack Easley, Jr., 2617 Pleasant Green Road, Nashville, TN 37214, (h) (615) 889-0750 (b) (615) 360-2281.

*Submissions for "Caveat Emptor" must be 50 words or less. A \$10.00 fee is charged per insertion. Advertisements are due **two months** prior to publication date. Contact: FSSA, Donna Welle, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.*

*Boats can be listed for sale on the **HOT LINE** only until the next issue of **SCOTS n' WATER** is published, at that time they will be taken off the **HOT LINE**. If you wish to advertise your boat in **Caveat Emptor** a form will be sent to you to fill-out for your ad as you wish it to appear.

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