

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXX, NUMBER 3, MAY/JUNE 1988



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## Scots n' Water

**COVER:** Fisher explodes off the Start Line at 1988 Mid-Winters.

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## Scots n' Water

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# FROM AROUND THE FSSA

## FLEET OF THE YEAR

Every year at the NAC the **Fleet of the Year** award is presented to a deserving fleet. In 1987 the scores were the closest in history between ten fleets. Fleet 83 from Lake Carlyle won the competition, but many of the activities from all of the fleets entered are listed below as ideas for other fleets this year.

- A "Planned Program," social and sailing, for the entire season.
- A local racing program, including "novice" type races.
- Sponsoring invitational races.
- A Flying Scot "junior" program or support of a local program.
- Special Fleet gatherings.
- Spring rigging and launching parties.
- Participating in boat shows.
- Racing rules, race management, tactics and technique seminars.
- Sponsoring boat/sail repair and maintenance seminars.
- Experienced racers sailing and racing with newcomers.
- Establishment of a mechanism for determining "Fleet Champion".
- Assistance to newcomers.
- Special races and awards for newcomers or others in "the back of the pack".
- Sponsoring cruises for the fleet.
- Demonstrating and practicing righting and towing of capsized boats.
- Storm sailing technique discussions and man-overboard drills.
- Sailing seminars using VCR taping and playback for critique.
- Weekly "chalk talks" after racing to analyze performance.
- Learn to crew workshops.
- Local media coverage of regular and special events.
- Annual awards dinners and parties.
- Sending ideas and stories to **Scots n' Water**.
- Assisting with Race Committee.

- Promoting USYRU membership to racers.
- Hosting FSSA events at all levels.
- Hosting and providing boats for USYRU events at all levels.

These certainly represent a whole sail locker full of ideas for promoting and "paying our dues" to our great sport of sailing, while at the same time being fun for all. You might want to try some of these ideas in your fleet or you may have some innovative ideas of your own. Be sure to pass along your stories through **Scots n' Water** so we all can share in your experience!

Nominating forms for the 1988 "Fleet of the Year" will be sent out in early summer to all Fleet Captains.

## 1989 WIFE-HUSBAND CHAMPIONSHIP

If your fleet sponsors a regatta which you feel could include the **Wife-Husband Championship** submit a proposal to Paul Moore. We are looking to keep this an annual event which moves around the country to different fleets. This is also a good way to get other Scot sailors to go a little extra distance to attend your regatta.

## NEW ROSTERS COMING SOON

New rosters to go into your handbooks are being prepared. This is a major job for the FSSA Office and Stephen Todd who maintains the records. One thing we ask (and we can't possibly emphasize this enough) is that when you sell your boat, give the new owner the transfer of ownership form or just write the FSSA. This helps to keep our records straight and is a good service to the new owner. The FSSA is an important part of owning a Flying Scot and you should sell it with the boat.

## GREGORY CUP UPDATE

Doug Gregory reports the heart-breaking loss of "The Gregory Cup" back to his dad, Dick, at the V.I.S.A. regatta at Smith Mountain Lake in October. Doug's third overall just couldn't keep pace with a revenge motivated Dick who won the whole thing. Larry and Starr Lewis kept the father-son separated in the final standings. The next "challenge" should be at the Great 48 and we'll have that report along with the Wife-Husband Championship in the next issue.

## BY-LAW AMENDMENT

Fleet One has presented an Amendment prohibiting the use of half-ounce spinnakers after 1990. It is currently illegal to make or sell these sails and this will give everyone who owns one three seasons to wear it out. This amendment will be voted on at the 1988 Annual Meeting during the NAC.

## SIXTY YEARS BEHIND THE MAST

Sandy Douglass called to say how much he enjoyed seeing his book reviewed in the Jan/Feb **Scots n' Water**. He said it was a very fair review by Betty Struckhoff although he seemed hesitant about being called "cantankerous." Well Betty was also hesitant at calling him cantankerous so she only called him "slightly cantankerous." Sandy says sales of the book have gone well and there are still copies available. It will make good reading on the way to your favorite regatta this summer. The book sells for \$20, postage paid, and can be ordered direct from Sandy at P.O. Box 28, Oakland MD 21550.

## 1987 JR NAC RESULTS

The 1987 JR NAC was sailed in Mobile Bay on Thanksgiving weekend. Lane Yoder with crew Jeremy Galloway and Jay Buckson won the event followed by Michael Kain and Judd Chamberlain. Lane, a 16 year old from Lake Forest Yacht Club, is also a four time GYA Sunfish Junior Champion and the 1986 Southeast Regional Junior Champion. Congratulations to all the participants on a well sailed event.

## NEW BOATS / NEW OWNERS

Gordon Douglass Boats reports strong sales of new Flying Scots. As of March 1st, production orders are already backed up into the middle of July. Welcome to all the new owners of both used and new boats, and of course all new FSSA members. If you have any questions or suggestions for **Scots n' Water** don't hesitate to write or call.

## FSSA BURGEE

At the suggestion of John Beery, FS 4257, the FSSA Executive Committee has initiated a design contest for an FSSA Burgee. Let your creativity go wild this summer as you and or your fleet toss ideas about. We would like to have a lot of fun with this idea, so submit your entries to the editor.

A final selection committee of Ira Cohen, Florence Glass and Pat Barry has been appointed. We hope to have the design selected at the 1989 Mid-Winter meeting.

## JR NAC FORMAT REVISED

The Executive Committee of the FSSA has voted to change the age rule for participants in the JR NAC starting in 1988 at Lake Norman. The new ruling is that the Skipper must be 17 or under (not turn 18 during the current year) and that the crew must meet the same age requirements or be members of the skipper's "immediate family".

It is hoped that this rule will stimulate greater participation in the JR NAC so it will become part of the NAC held every summer. Get your crew together now and make plans for the 1988 JR NAC, July 16-17 at Lake Norman. Registration forms are on page 7 in this issue and must be postmarked by June 15.

## NEW LIFE IN OLD FLEETS

It's good to hear that fleets 107 and 52 have found new life. Jim O'Malley reports that at Lake Orion, a few new owners have brought life back to Fleet 52 and their presence has brought some older owners scurrying out to the race course to test these new "Hot Shots." The fleet has grown from 3 or 4 boats up to 15 boats in just two years. Jim promises you'll hear more from Fleet 52 in the future. Efforts are also under way at Lake Winnebago in Wisconsin at Fleet 107 with a regatta planned for August 20-21.

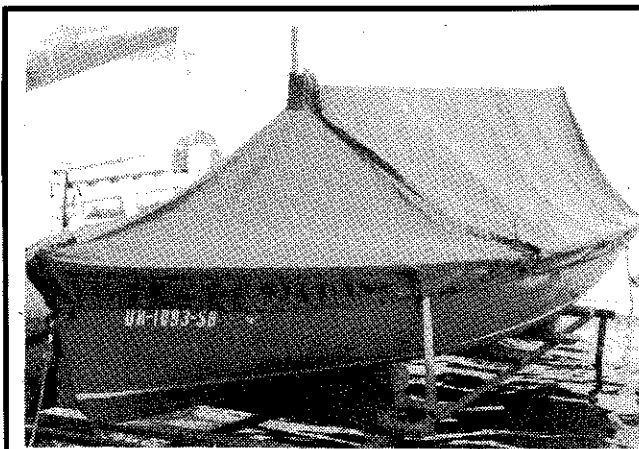
## FSSA MEMBERSHIP

Total FSSA membership was reported at 1821 members. We still expect to add members and hopefully reach 2000 by the annual meeting at the NAC. We have seen an addition of 173 new members in 1988. Twenty-five are new Associate Members, which we believe is an excellent gift for any regular crew of an Active Member. We still have a number of members who have not renewed from 1987 so spread the word in your fleet today. Join the FSSA!

## OSWEGO, NY SITE OF 1989 NAC

Fleet 159 in Oswego, NY has been selected to host the 1989 NAC. The races will be sailed on Lake Ontario. The facilities and accommodations appear to be first class and are fully supported by the City of Oswego, the Oswego Yacht Club, The Oswego Maritime Foundation and The State University College at Oswego.

There will be very reasonable room and food accommodations, full service, through the State College dorms. For those who participated at the 1982 NAC in Buzzard's Bay, you'll remember the fun we all had staying together at Tabor Academy. Reserve July 14-21, 1989 for what should be a great NAC.



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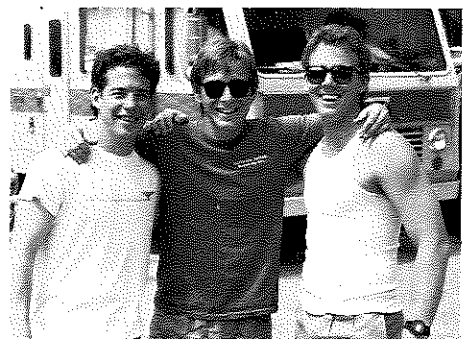
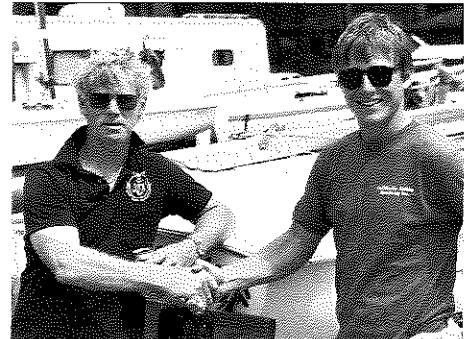
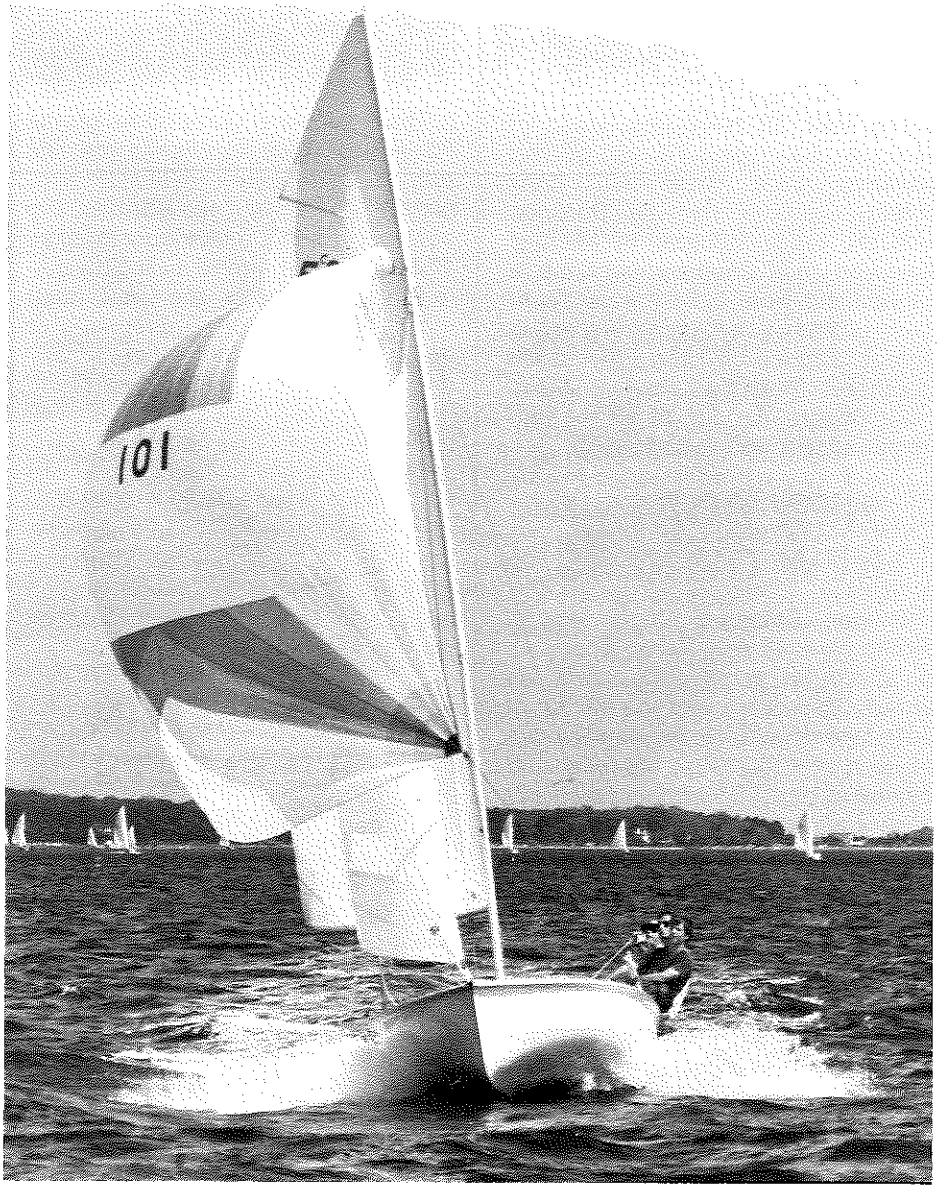
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# GREG FISHER AND JIM CAVANAGH DOMINATE A PERFECT MID-WINTERS

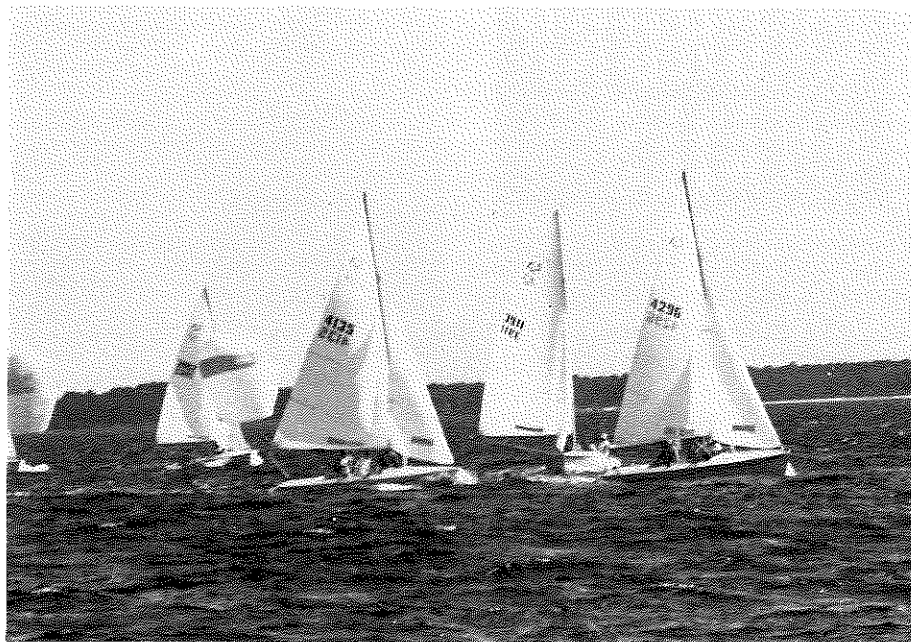
*Paul Nickerson, FS 3911*

The 1988 Mid-Winters was one to be long remembered. The regatta committee had dedicated the Mid-Winters to the Memory of Bill Singletary who had always taken a great interest and active role in the event. There was record attendance, and while the number of boats was a great tribute to the quality which has been built and maintained in the organization of the Mid-Winters, it also proved how the word of mouth travelled throughout the class that this is truly a great event to attend every year. The entire FSSA was well represented with excellent attendance from the Mid-West, Ohio, Northeast, Greater New York, Capitol, Carolinas and Gulf Districts.

Several years ago I remember a conversation about how the Mid-Winters was becoming another GYA event as northern attendance dwindled. Now just the opposite is true. It was also great to see many newer Flying Scot owners attending for the first time.

Now you may be thinking "On with the racing." Not so fast! Some of the northerners are as interested in the weather as the racing. There was great cooperation as a storm system stalled out about 300 miles west and pumped in a week of beautiful, warm, sunny and windy weather. Many early arrivals enjoyed the Mid-Winter Warmup at Fort Walton Beach while many others enjoyed two great days of daysailing and tuning on St. Andrew's Bay. For those who have never been there, this is truly an ideal sailing location. St. Andrew's Bay is several miles across, formed by two large peninsulas and Shell Island. This forms a very well protected bay which is known for its nasty short chop and good winds.

Expecting it to blow and build a chop, many boats load up with crew weight. Quite frankly, I believe you need a minimum crew weight of about 450 pounds to power through the chop in winds over 12 knots. If you regularly sail with just two, search your fleet for an extra crew when you make plans for 1989. This is how this



*Challengers Round, Leeward Mark*

event has grown with extra crew returning with their own boats.

Skippers are allowed to choose their division to sail in as there are no qualifying races. Twenty-five boats chose to sail Championship and thirty-one elected for Challenger.

Monday was a good day to unwind from the long drives or the Warm-ups. Sails were measured unless they had previous NAC measurement stamps. Several practice races were started off the dock to help shake the cobwebs from the northern rigs. Mostly, it was a great social day to renew old acquaintances and meet a few new ones.

Racing began Tuesday afternoon. Winds had built to around 15 knots with puffs reaching the 20's. In the championship division Greg Fisher exploded off the start line to lead around the course. John Clark kept the pressure on as he and crew, Taylor Smith, found better off wind boat speed with just two on board. Upwind they just couldn't keep up with Greg.

The rest of the top ten sailed in a very tight pack. Getting the right shift at the right time meant catching four boats right at the finish line for Larry

Taggart who finished third. On the wrong side of the shift was last year's winner and the Fort Walton Warmup winner, Steve Bellows who settled for eighth.

The challenger division watched as Jim Cavanagh got a great start and then had excellent boat speed and crew work. Playing the shifts up the left side, Jim lead the entire way followed by Darren Cooke and Ryan Malmgren.

Tuesday evening was a night to relax with a steel drum band and a barbecue on the St. Andrew's Yacht Club lawn. Many sailors relived the afternoon race and contemplated things to come. A storm front was expected for Wednesday but was stalling to the west.

Wednesday we awoke to a whistling wind and bright sunshine. The front had stalled and we were promised strong winds for the day. Sailors congregated at the SABYC during the morning preparing for the back to back afternoon races. These races would determine which boats were to be the real contenders as the half-way point would be reached.

*(Continued on page 9)*

# Consistently Out Front



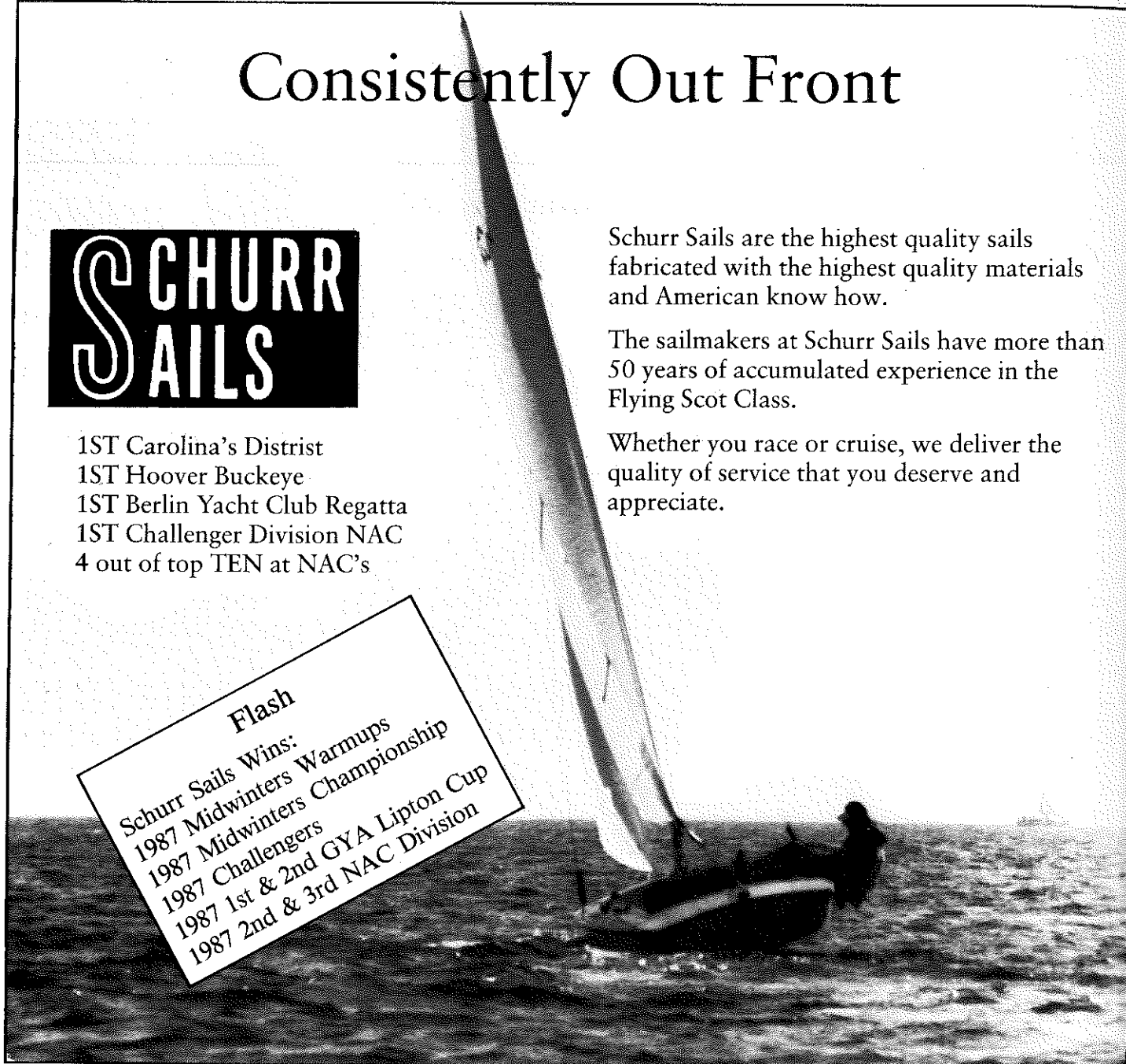
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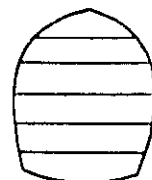
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## Mid-Winters

(Continued from page 7)

Fisher continued to take command in the championship division with good starts and excellent boat speed. Crew Joyce Ferguson and Rob Spring kept the boat flat and in gear as they dominated with two firsts. Their excellent boat speed allowed them to conservatively play the shifts after explosive starts.

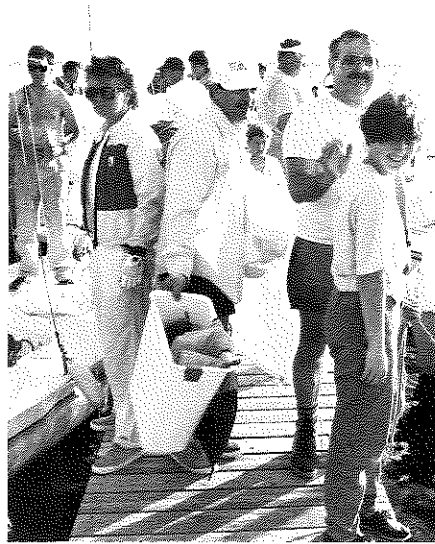
The battle for second through tenth places was as brisk as the wind which again gusted above twenty. Harry Carpenter added a second and seventh to Tuesday's fifth while Steve Bellows finished fourth and second to tie for second overall. Ira Cohen was two points back in fourth and there was a three-way tie for fifth. Only eleven points separated the top ten with the possibility of a throw-out.

Cavanagh showed superiority in the challengers with two more firsts. Ryan Malmgren put a lot of pressure on Cavanagh in the third race and added two seconds while Darren Cooke had two close thirds. A tight battle was shaping up in the rest of the top ten with endless possibilities if there would be a sixth race for a throw-out.

The fleet enjoyed an Oyster Bar and keg sponsored by Fisher Sails that evening on the lawn. This year's Oysters were among the biggest and best in recent memory of the local experts. It's a tradition that helps make the Mid-Winters such a great regatta. It also provides some time to talk about what was happening on the race course.

While the wind strength dominated the conversation, tactics on the beats seemed to be where the races were won or lost. A left side shift on the last half of the legs seemed important to reach, but you had to play the shifts to get there. The winds on the right, offshore, were a little stronger and if played right could prove advantageous. Most important was boat control in the heavy air. Hiking and anticipating the gusts while playing the main to keep the helm balanced and boat flat, is the secret to speed in the heavy wind and chop. A bad tack could cost numerous boats while you got back up to speed. With the windward mark and finish line set close to the shore, the last puff and shift meant a lot on mark roundings and finishes.

The weatherman was now saying the front would remain stationary the



On the dock after the races.

rest of the week. This meant more beautiful weather and wind would be awaiting everyone on Thursday only to the disappointment of the lighter weight crews.

Thursday's conditions were a carbon copy of the rest of the week, Southeast winds at 15, gusting over twenty. The dominance of Greg Fisher and Jim Cavanagh stayed the same in their divisions. Greg's perfect regatta went temporarily overboard as he took a quick dip at the start of the fifth race. Hiking to power off the line, his foot missed the coaming lip and it was time to play catch-up after a quick recovery. (I find it hard to believe that nobody got a picture of this event and wonder if Greg got the negatives before **Scots N' Water**.) John Clark and Rod Stieffel lead most of the way as Fisher finally caught them and inched out Clark at the finish line.

The top ten continued their battle with Steve Bellows staying one boat ahead of Harry Carpenter in each race for second and third. John Clark was in fourth followed by Rod Stieffel and Dave Bolyard, all hoping to get rid of a double digit throw-out. Benz Faget, Ira Cohen and Larry Taggart rounded out the pack each with a chance for a top five finish.

Bob Murdock was in tenth leading the tightly bunched second division which was having a series of their own. The close racing in the other packs in the divisions is also what sailing an event like the Mid-Winters is all about. You get to know the other sailors both on the water and off.

Cavanagh, Malmgren, and Cooke continued to dominate the challengers in that order for both Thursday races. This left them locked into those positions for the final standings regardless of a sixth race. The challenger battle continued for fourth through tenth place with Gil Levin, Dave Caldwell and Paul Nicker-son only separated by four points. Dennis Dugan, Steve Nolte, Dan Goldberg and Chris Fosdick were right in the pack with a throw-out. Steve sailed an excellent series but could not start the third race when his main halyard broke moments before the start. He still won the Frank Pericola Award for the top local boat.

The Thursday evening Schurr Sails and St. Andrew's cocktail party provided time to ponder the possibilities in the final standings. This party is one of the best you'll ever attend and another Mid-Winter tradition which makes this year after year a regatta to put on your "must attend" list.

Allen Douglas and Bo and Betty White have been masterminding the Mid-Winters for eighteen years with the help of a lot of other folks. They put on quite an event which has become addictive to those who can make it every year. From the hospitality of St. Andrew's Bay Yacht Club to the media recognition by the city, this is a first class event. On local TV we received more news coverage than NBC will provide olympic yacht racing (15 minutes total). It is quite appropriate that Allen, Bo and Betty were presented the Floyd Davis award in memory of another great Gulf Coast sailor and advocate of Flying Scot sailing.

Friday morning the winds were howling across St. Andrew's Bay. As we sat at the Bayside Restaurant eating breakfast, we were entertained by a large cruising yacht trying to motor up the inner bay toward the Yacht Club. They would make it only so far until their progress was stopped by the wind and chop. After five tries, they dropped anchor and waited for the winds to subside. With so much still at stake in the final standings, we ate breakfast talking more about packing up the boat than sailing the last race. Although the winds subsided from a full gale, the

(Continued on page 10)



## Mid-Winters

(Continued from page 9)

final race was cancelled by 11:00 and the boats began to pack up.

Although the boats battling for the award positions were disappointed that they could not get the last race in, everyone agreed it had been a good week of racing and socializing.

The race committee had done another award winning job. For some of the newer Flying Scot owners and first time Mid-Winter participants many lessons had been learned. For the Cavanagh crew it was their last time to sail in the challenger division.

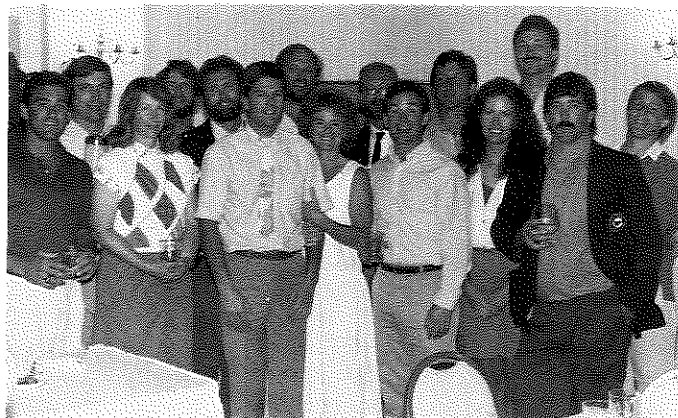
The Awards Banquet was well attended as most of the northern contingent had plans to leave on Saturday.

It was another fine Mid-Winters and congratulations goes out to the whole gang at St. Andrew's Bay Yacht Club for another splendid job. We'd like to continue to see this regatta grow and as a celebration of the 20th anniversary in 1990, there is talk of holding the NAC Championships on St. Andrews Bay. Make plans now to attend the 1989 Mid-Winters March 28 through 31.

## 1988 MID-WINTERS FINAL STANDINGS

### CHAMPIONSHIP DIVISION

SKIPPER/CREW	Race 1	2	3	4	5	TOTAL
1. Greg Fisher, Joyce Ferguson, Rob Spring	.75	.75	.75	.75	.75	3.75
2. Steve Bellows, Suzanne Herrington, Dunkin McLane	8	4	2	3	5	22
3. Harry Carpenter, Karen Carpenter, John Meredith	5	2	7	4	6	24
4. John Clark, Taylor Smith	2	11	6	7	2	28
5. Rod Stieffel, Scott Anderson	6	7	11	2	3	29
6. Dave Bolyard, Rusty Weaver	7	3	10	6	4	30
7. Benz Faget, Tom Baker, Morgan Doolittle	9	5	5	5	7	31
8. Ira Cohen, Cathy Cohen, Steve Callison	4	9	3	8	10	34
9. Larry Taggart, Charlotte Fisher, Monica Cuevas	3	8	8	9	8	36
10. Bob Murdock, Paul Newton	10	12	12	13	9	56
11. Tommy Taggart, Terry Dees, Phillip Everett	15	6	4	10	26	61
12. George Haynie, T. Garner, Jason Ruthven	12	10	13	14	14	63
13. Jerry Hartman, Sunshine Foltz	13	15	9	15	13	65
14. Jerry Blouin, Parrell Higgins, Leslie Higgins	14	13	18	12	11	68
15. Jack Stewart, Martha Lee Stewart, Hal Walker	11	14	15	17	16	73
16. Fred Meno, Jimmy Ruthven, Lester Stern	17	16	26	11	12	82
17. Jack Orr, Forest Rogers	16	17	14	16	26	89
18. Bernie Knight, Suzie Knight, Erik Nolte	18	18	26	19	15	96
19. Jerry Dees, Granny Dees, Joe East	19	20	20	22	17	98
20. Roland Foerester, Jeff Foerester	22	19	19	21	18	99
21. Jane Allen, Ann Essler, Ellen McBride	21	21	17	20	26	105
22. Pat Brown, Kathrin Obrien, Sandy Brown	20	22	22	23	19	106
23. Paul Lee, George Robinson	23	23	21	25	23	115
24. John Eilers, Dennis Burgdon	26	26	26	18	23	119
25. Richard Newell, Michael Newell	26	24	23	24	23	120



Top 7 Champion Crews

### CHALLENGER DIVISION

1. Jim Cavanagh, Jay McNeff, Ralph Riev	.75	.75	.75	.75	.75	3.75
2. Ryan Malmgren, Jeff Johnson, Stefan Knust	3	2	2	2	2	11
3. Darren Cooke, Kevin Bowyer, Craig Wilusz	2	3	3	3	3	14
4. Gil Levin, Eric Feldman, Morty Levin	9	7	6	11	5	38
5. Dave Caldwell, Chad Caldwell, Sara Caldwell	6	8	4	7	14	39
6. Paul, Christopher, David & Bob Nickerson	13	6	10	6	7	42
7. Dennis Dugan, Ray Harling, Tony Minniti	8	14	12	8	4	46
8. Chris Fosdick, Ken Fosdick, Jens Olesen	11	9	13	5	12	50
9. John Damagala, Tom Brown	18	5	8	10	15	56
10. Steve Nolte, Dan Strickland, Carissa Wambo	7	4	32	4	10	57
11. Dan Goldberg, Monica Berton, John McAdoo	4	16	32	9	6	67
12. Kirk Kirkland, Kenneth Lloyd, Kris Lloyd	5	28	11	12	11	67
13. Robert, Eric & Allyson Summerfeldt	21	11	5	15	16	68
14. David Jacobsen, Cathy Creem, Debbie Russell	24	21	9	13	9	76
15. Jim Harris, Curt Elmer, John Sepanski	23	15	14	16	13	81
16. Ed Wynn, E. L. Wynn	17	10	17	21	20	85
17. Larry Kalata, Kathy Penewitt, Terry Swift	16	12	7	19	32	86
18. Len McLaughlin, Jeff McLaughlin	19	18	16	17	18	88
19. Steve Hartman, Keith Hanz	15	17	19	22	17	90
20. Bob Schneider, Steve Wilson	10	32	32	14	8	96
21. John Pridmore, Trevor Davey	22	19	21	18	21	101
22. Bill Russell, Peter Russ, Bob MacKenzie	14	25	20	24	19	102
23. Ted Gramines, Chuck Mustain	27	24	22	27	22	122
24. Jerry Dowling, Pat Dowling, Joe Dowling	26	22	15	28	32	123
25. Jane Lisherness, Joni Reis, Mark Eberhardt	30	32	18	23	24	127
26. David Osler, Dave Franck, Mike Thompson	29	26	24	26	23	128
27. Doug Buffalo, Nolen Buffalo, Bill Buffalo	20	13	32	32	32	129
28. Ted Glass, Florence Glass	25	20	32	32	32	129
29. John Beery, Yvonne Beery	28	27	23	25	32	135
30. David Bloomberg, Cecil Bloomberg	12	32	32	32	32	140
31. Michael Linder, Kevin Linder, Jeff Linder	32	23	25	30	32	142



Top 5 Challenger Crews

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# PROFILE:

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## Norma MacKenzie

by Bob MacKenzie

*Editor: At the 1987 NAC Bob and Norma MacKenzie won the Challenger and Master Divisions. For her efforts on the water Norma was presented the "Mary Douglass Award" by Sandy. They are not the youngest couple but they may be the lightest couple you'll find in the Scot. For twenty-two years they have been very active in the FSSA and are a great inspiration to all who know them.*

Our ownership of FS 470 started in October 1966. Of course I had to venture out in our new (to us) boat on a cool, windy day in the white caps on Prairie Creek Reservoir. When Norma, Trish (age 9), and Alison (age 6) and I came back in after a vigorous romp, I could see through the wet hair and shivering face that Norma's eyes were telling me she was less than enthusiastic about "gusto" sailing.

In the late '60s and early '70s the Scot fleet families at Prairie Creek were growing up and spent weekends sailing. Norma helped organize the fleet activities including fleet participation at regattas in Illinois, Indiana, Ohio and Wisconsin. This created friendships that spread all over the Eastern United States. The strong wife participation helped make possible a fun series of "Hoosier Hot Scot" regattas at Muncie.

From the start we enjoyed traveling and our first Nationals was at Riverside in 1968. Norma was a great sport handling the mooring buoy, tacking through the rocks, down the river and out to buoy 32A on Long Island Sound. After a long day on the water sailing through some big rollers, I remember her coming out of the bathroom, with her wet hair hanging down, discussing with another wife how she did not know that "for better or worse" included sailing.



*Bob and Norma MacKenzie win Challenger and Master Division.*

Though we have always been avid sailors in most conditions, Norma's common sense has brought us in from big waves and winds on several occasions. At the 1970 NAC in Milwaukee and at the NAC in Houston she had enough. At a Districts in Carbondale I gave in even though we were planning into the gybe mark in first place. We later found out that a tornado had passed through about a mile to the north. I had learned the hard way, we turned turtle once in a big gust when I had ignored her request to come in.

Norma and I sailed together a few years at the Midwinters (where it always blows), but now she prefers to watch from a committee boat while I participate with friends. It's nice when she brings a beer or pop after the race and says she saw us out there and gives us needed advice.

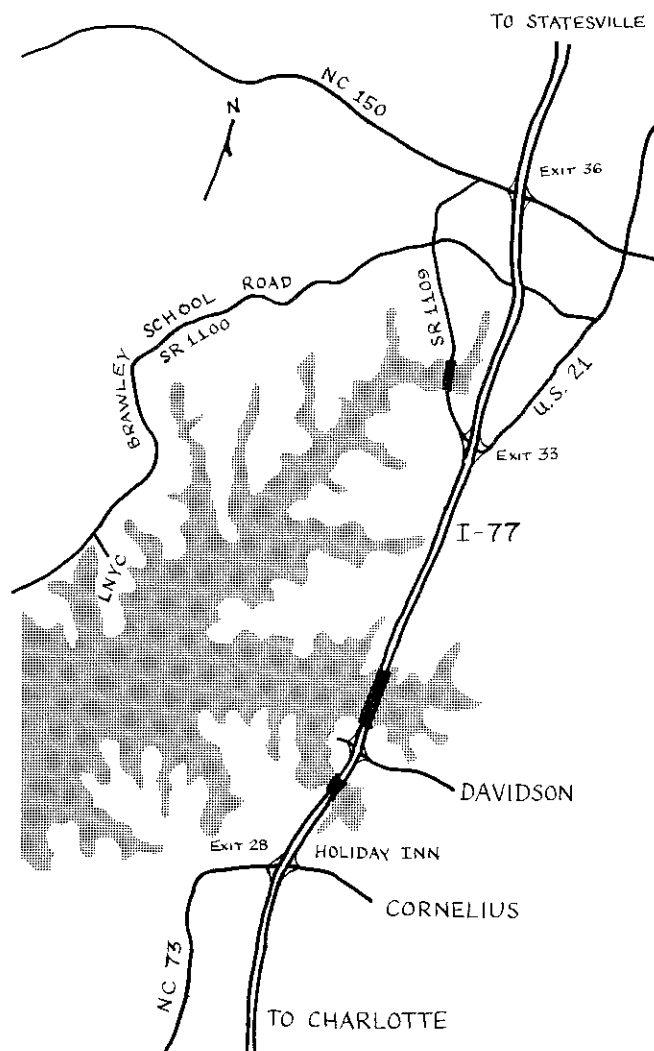
She has always been an excellent crew and is a vital part to our success racing the Flying Scot. In light air she plays the jib and spinnaker as well as any crew and has a great feel for the boat as evidenced by the 1987 NAC. When it starts to blow she's right

there bruising her arms and legs against the centerboard trunk and seat backs putting up the spinnaker pole. On the tight reaches we know our limits with the spinnaker and often catch boats playing only the main and jib.

Norma is the real planner for regattas. She takes care of most of the arrangements and registration while I take care of the boat. Through it all we have met a lot of people and created many friendships. It is not unusual for friends to stay with us and them returning the favor for regattas. While it saves money, it is most important that we spend as much time as possible with our friends having fun. Norma's spirit doesn't dwindle when with only a few hours notice we decide to drive from Muncie, Indiana to Lake Norman in North Carolina.

After 22 years of racing the Flying Scot with three capsizes and two dismastings, our spirit is still in the Scot. Now, when the whitecaps start appearing, I notice a little reluctance on Norma's part but she has certainly given her time and effort to sailing.

# MAKE PLANS FOR THE 1988 NAC



July 15-22, Lake Norman Yacht Club and Fleet 48 will host the 30th Flying Scot North American Championship. This will be the third time Fleet 48 has hosted the NAC. In 1981 it drew 71 participants. Nearly 90 percent of all FSSA boats are within 650 miles of Charlotte.

Lake Norman Yacht Club is located on North Carolina's largest man-made lake. It is one of the most attractive sailing facilities in the Southeast. It consists of a newly remodeled picnic pavilion, a two-story clubhouse, a sandy beach and camping area all wrapped around a beautiful cove. There are two double concrete launching ramps with plenty of floating docks to tie boats off. The cove opens out onto one of the Lake Norman's

widest stretches, where the racing is held.

This is headquarters for Fleet 48 which has about 35 members. Camping is a tradition at LNYC. Amongst the beautiful pine forest, there is plenty of space to pitch a tent. The pavilion offers electricity, refrigeration, new bathhouse, kitchenette and plenty of picnic tables. Just as pleasant as the facilities is the LNYC brand of "Southern hospitality." Y'all come see what we mean!

The average temperature in July is 78 with typical highs in the 80s and relatively high humidity. Afternoon thunderstorms can be common but in general winds are hard to predict. Weather is controlled by the position of the "Bermuda High."

## JR NAC

There will also be a JR NAC held over the weekend of July 16-17. To participate, sailors must be 17 or younger (not turn 18 during 1988). This will be a three race series sailed on the same course as the NAC. We encourage fleets to put together a team of juniors and for the juniors to bring their parents to participate in the NAC. Registration must be postmarked by June 15 and if fewer than 10 are received we will refund your registration.

## NAC FORMAT

For sailors who have never participated in an NAC, the format is quite simple. Every Scot owner who is a member of the FSSA is invited to participate. Boats are weighed and measured by class rules (check your handbook). Older boats should check for longitudinal straps on the flotation which are required. Check with Gordon Douglass Boats for more details on installation. All sails are also measured. Certificates are issued to measured boats for future NACs so this process is much faster than in the past.

A three race qualification series is held in which boats are divided into four fleets. Each fleet races against the others once. The fleets are then split into Championship and Challenger Divisions with the top 55% going to Championship. Then the scoring starts all over in a five race series for the overall championship.

## MASTERS DIVISION

There will be a Masters Championship for those who choose to compete in it. Eligibility requirements specify that the skipper must be age 50 or older and the combined ages of skipper and one crew must equal or exceed 100. Master competitors should declare their intention at registration. They will sail in the Challenger Division and need not sail the qualification series. The best three finishes in the challenger series will be scored for the Masters Trophy.

## Y'ALL COME

With winds predicted to be generally on the light side, this is a perfect NAC for any husband-wife team to be competitive. With the great facilities at LNYC and the overall atmosphere this club naturally generates, this promises to be an enjoyable NAC for everyone.

# 1988 NORTH AMERICAN CHAMPIONSHIPS

JULY 15 -22, 1988

## 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.

### SCHEDULE OF EVENTS

Thursday, July 14	Early arrivals are welcome and someone will be at LNYC to welcome sailors.
Friday, July 15	1300-1700 Registration and measuring for the Junior NAC.
Saturday, July 16	0800-1000 Registration and measuring for the Junior NAC.
	1000 Junior NAC Competitors meeting.
	1100 Junior NAC race 1 and 2
Sunday, July 17	0800-1700 NAC Registration and measuring.
	0930 Junior NAC race 3
	0800-1700 NAC Registration and measuring.
	1700 Junior NAC Awards
Monday, July 18	1800 Welcome Party (no charge) Sponsored by Gordon Douglass Boat Co.
	0900 Competitors meeting
	1000 Qualification Races 1 and 2
	1800 Wine and Cheese Party sponsored by Commodores Stewart and Walker
Tuesday, July 19	1900 Dinner: Cook your own steak
	1000 Qualification Race 3
	Open Evening for competitors to enjoy the area
Wednesday, July 20	1900 Board of Governors meeting and dinner, Davidson College; Dupont Room
	0900 Competitors meeting
	1000 NAC series races 1 and 2
	1830 Dinner and Annual Meeting (may be held earlier at the LNYC), Davidson College; Harrison Room
Thursday, July 21	1000 NAC series races 3 and 4
	1800 Cocktail Party
	1900 Pig Roast Dinner
Friday, July 22	1000 NAC series race 5
	1900 Awards Banquet

\*Notice: Flying Scots participating in the NAC will be required to meet specifications for securing floatation.

### HOUSING AND CAMPING

Competitors are welcome to camp on the LNYC grounds. There are many campsites and a large newly remodeled picnic pavilion and bathhouse. For those who like to camp, this really is an ideal opportunity. Sorry, no pets are allowed on LNYC grounds at any time. Limited housing is available with local fleet members but make plans early.

### HOTELS

A block of rooms has been reserved at the Holiday Inn in Cornelius, exit 28 off of I-77. This is a new hotel with 120 rooms. Various accommodations are available including king size beds and jacuzzi tubs. Prices vary with room and number of people starting at \$48. The block of reservations will only be held until *June 15 so reserve now.* (704) 892-9120. Other hotels at Statesville, NC (a 25 minute Drive) include:

Comfort Inn (704) 873-2044  
Master Host Inn (704) 873-5236

Cricket Inn (704) 878-2091  
Ramada Inn (704) 872-5215

Days Inn (704) 873-5252  
Red Roof Inn (704) 878-2051

### LIMITED CHARTER BOATS ARE AVAILABLE

Contact Don Smith, 450 Thistle Place, Longmont, CO 80501 (303) 678-5759.

### SEND REGISTRATION TO (OR FURTHER DETAILS)

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

## NAC AND JR NAC REGISTRATION

Name \_\_\_\_\_ FS# \_\_\_\_\_ Fleet \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Crew Names \_\_\_\_\_

Jr. NAC       Masters       Camping       Hotel       Housing

Anticipated Headcount: \_\_\_\_\_ Monday Steaks \_\_\_\_\_ Annual Dinner \_\_\_\_\_ Pig Roast \_\_\_\_\_ Awards Banquet  
NAC Registration Fee \$75 (\$90 if postmarked after July 1, 1988). JR. NAC Registration is \$25 and must be postmarked by June 15th. Make checks payable to "Flying Scot Fleet 48."



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Crew Names \_\_\_\_\_

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Anticipated Headcount: \_\_\_\_\_ Monday Steaks \_\_\_\_\_ Annual Dinner \_\_\_\_\_ Pig Roast \_\_\_\_\_ Awards Banquet

NAC Registration Fee \$75 (\$90 if postmarked after July 1, 1988). JR. NAC Registration is \$25 and must be postmarked by June 15th. Make checks payable to "Flying Scot Fleet 48."

# FLEET REVIEW

## Fleet 27 and The Carolina Sailing Club

*Since taking over as editor, I have heard more from and about the Carolina Sailing Club and Fleet 27 than any group of Flying Scot sailors. I must admit I became confused because they seemed to be everywhere doing everything. Sailors talked about being from many different lakes hundreds of miles apart. In November I received information about the Carolina Sailing Club being named as the USYRU "One-Design Club of the Year." Even more confused, I asked Karl and Edwina Kleeman to give us the whole story on the FSSA's second largest fleet.*

by Karl and Edwina Kleeman

Fleet 27 is a group of 60 Flying Scot sailors which covers much of eastern North Carolina. The fleet is an independent organization, many of whose members are affiliated with other fleets and sailing groups. Fleet 27 is not tied to one particular lake. Instead, they pick from many fine inland lakes and unlimited coastal waterways to enjoy sailing.

There are so many invitational regattas within a three hour drive that one could travel to a different regatta every weekend. Most members keep their bearings packed and boats on the trailer at home ready to go.

Fleet 27 has contributed much in the way of leadership to both the local sailing community and also the FSSA. Bill Singletary served in all the FSSA Executive Offices, Paul Newton was editor of **Scots n' Water** and Bob Murdock, who is the 1988 Fleet Captain, also serves as Measurer in the FSSA.

Many of Fleet 27's membership are daysailors and are a strong part of the fleet. Everyone is welcome and there is activity for all.

Now you may be wondering, "What is the Carolina Sailing Club?" Twenty-four of the Fleet 27 members are also

part of the CSC. This has led to many members feeling that Fleet 27 is part of the CSC. To understand why, you must understand the Carolina Sailing Club. The CSC is a group of sailors actively involved in one-design racing. There is no permanent facility but they own a committee boat and two motor boats together with the equipment to hold a first class one-design regatta. Club races are held at Kerr Lake, (about 1-2 hours drive for most members) one weekend a month, April through October. For race weekends, we rent a state owned recreation building. The CSC has active Tanzer 16, Lightning, Isotope, Laser, NARCA and J-22 fleets along with the the Flying Scots.

The Scots are proud of their active role in the CSC and in 1987 four of six special service awards went to Scot sailors: Dave Batchler, Karl Kleeman, Bob Murdock and Dave Schiller.

The CSC was awarded the first USYRU "One-design Club of the Year" award in 1987. Here is a brief list of strategies and actions which earned the CSC the award which all fleets and clubs can share.

1. Membership had declined from a high of 135 boats to 86 so in 1987 the Commodore appointed a "growth committee" to explore new ways to grow and in what areas. Karl lead the committee, producing 25 recommendations which met with resounding endorsement from the CSC.
2. To widen our base we added a "second home" at a smaller lake in the middle of the population center for daysailing and other activities (at a popular beach and ramp area). We started early in the year with a frost-bite series and continued with an informal, once a month race series, inviting all local boats to participate. A special membership was established, and after enthusiastic participation, has served as a feeder to the full membership, Kerr Lake program.

3. We instituted a "crew" type of membership. For \$10 an associate member gets a newsletter.
4. Promotion was abundant with local newspaper, radio and TV coverage.
5. We enhanced the newsletter to include new racing activities, daysailing/cruising, and other items of general interest.
6. We developed a new brochure, aimed for a wider, less hard-core racing audience.
7. We set up a program of regular interaction with boat dealers, supplying them with newsletters, brochures, etc. This program is aggressively being expanded this year to include sailing schools and boat shows.
8. Visibility was enhanced through new signs for committee boats and bumper stickers.
9. "Social" was put back into a program which had become too much hard-core racing.
10. The CSC hosted the US Olympic Festival. Fleets are allowed free use of club equipment for regattas and the CSC supports district, state and national class regattas.

The Carolina Sailing Club survives on minimum membership dues through the hard work of its membership. Everyone must sign up to do volunteer work so no one feels overburdened and everyone takes an active interest.

Within the CSC there is disagreement as to allowing bigger boats to join, promoting non-race activities and building a permanent facility. 1987 was a year to be inclusive while at the same time focusing on one-design sailboat racing, the Club's forte', both by constitution and history.

In addition to it's involvement with the CSC, Fleet 27 has a wide range of activities of its own. The most successful activities are those done traditionally, year after year. A pocket calendar is produced early every year and reminders are sent out for many events. Here is a sampling of some of our major activities for 1987.

1. The season starts with the S.W.E.A.R. (Scotters Winter End Annual Rally) party held every spring. Everyone gets together for dinner and a special program.
  2. For the beginning sailor, "Learn to Sail/Race" was started and run
- (Continued on page 16)

# FSSA CRUISE DOWNUNDER

In April 1989, 30 couples will be sailing through the Whitsunday Islands inside Australia's Great Barrier Reef on the FSSA's seventh bareboat cruise. The Whitsundays provide warm protected cruising with 1,116 square miles of unspoiled anchorages, white sand beaches, coral reefs and turquoise waters. You're always in sight of land.

The basic 19 day package includes sailing 8 days in the 74 Whitsunday Islands. Although only seven islands are inhabited, we will be able to eat ashore at least 3 or 4 different nights.

On the way to Australia, we'll spend 5 days in New Zealand to see the highlights. Pat and I feel that New Zealand has more scenic variety to offer the first time tourist than any of the 93 countries we've visited. One night we'll even have a dinner in local homes.

After the cruise, three days in Sydney will provide time for a Harbor Tour, the famous Opera House and downtown Sydney as well as a

## Bob Vance, Past Commodore

chance to see Koala Bears and Kangaroos. We'll have dinner the last night at the Royal Sydney Yacht Club!

Most of us will sail comfortably with 6 people on 47 foot boats. There are some 40 foot boats available which will be super deluxe for 4 at a slightly higher cost.

At present we have room for 30 couples. The package includes:

- Air fare from Los Angeles (moderate add-on from other cities).
- Eight days sailing in Whitsunday Islands.
- Five days in New Zealand, 3 days in Sydney.
- All hotels, transfers, most meals and sightseeing as noted.

The cost is not final yet - it will probably be about \$3,400 per person for 19 days.

United Sports Associates is putting the package together for us. They are specialists in sports group travel and last year sent several groups to the America's Cup. Jacques Bulterman, president of United Sports, is going to preview this trip in April 1988. When he returns we will finalize all the details including costs and dates. Our current plans are for 19 days between April 1 and April 30, 1989.

Since we will be traveling so far, there are additional options:

1. One week extension - Scuba diving on the Great Barrier Reef. We

*(Continued on page 16)*



# FLYING SCOT FS

## ...parts shipped in 24 hours!

When your boat needs a part, Gordon Douglass has it and we'll ship it within 24 hours. **All Scot owners are automatically on open account.** We supply covers, trailers, and other accessories designed and built specifically for Flying Scots. And we build new Scots to order. Call or write for information.

*The updated version of Highlights of Scots n' Water is now available — \$9.50 postage paid.*

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Boat Company, Inc.

Rt. 4 Box 9K Deer Park, MD 21550  
(301) 334-4848

Monday-Friday, 8am-4pm and Saturday, 9am-11am

## Downunder:

(Continued from page 15)

- will stay on the reef at famous Heron Island.
2. One week extension - Continue around the world with exciting stops along the way.
  3. One week extension - Visit interior Australia and Tasmania.

If you are interested in making this a very exciting trip and would like to receive a brochure and complete details, please fill out the coupon and return it to Bob Vance at once. Because of the success of previous cruises, these boats are going to fill fast. If you do not have a full crew, we will team you up with other compatible Flying Scot couples. At least one "Blue Water" skipper is required on each boat. Because so many of you have sailed on previous FSSA Cruises, there should be plenty of qualified skippers available.

## FSSA 1989 AUSTRALIAN CRUISE

- We definitely want a boat. There will be  of us.
- Send us more information. There will be  of us.
- I am a "Blue Water" Skipper with cruising experience.
- I want to join a qualified skipper.
- Count me/us in on SCUBA diving at Heron Island.
- I am interested in
- Around the World Extension
  - Australia and Tasmania

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: (h) \_\_\_\_\_ (w) \_\_\_\_\_

### RETURN COUPON TODAY TO

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Riverside, CT 06878 (212) 349-1632

**FIRST COME, FIRST SERVED!**

## Fleet Review:

(Continued from page 14)

- by Bob and Bev Murdock. Using a race course format, beginning Scot sailors are teamed with experienced Scotters to acquaint them with sailing the Scot and navigating a race course. This year, we integrated it with the CSC's informal race program and were able to incorporate on the water instruction from a crash boat. The Fleet also made a video tape on "Scotsmanship" for people not able to attend the on the water sessions. In March, after the Raleigh Boat Show when we typically increase our membership, we had two night-time seminars geared to beginning sailors. For the new Scotter, we assign "Fleet Buddies," a more experienced Fleet 27 member who acts as a contact person for the newcomer in the fleet.
3. For the intermediate level sailor we have more advanced seminars during the winter on rules, sail trim and tactics. We also hold work weekends for boat maintenance and rigging where we help each other.
  4. Started by Bill Myatt, the Father of Fleet 27, the "Oriental Sailing Social" is an open one-design

regatta for monohulls and catamarans now run by the Fleet. After seeing some decline, the energy and enthusiasm of Fleet 27 has put the "Social" back into the event and attendance is running high. The regatta is held in Oriental, North Carolina on the Neuse River, which is about five miles across. It is known as "the sailing area" of North Carolina with a dependable sea breeze. The area is 3-4 hours from many of the fleet members so all arrangements must be made by long distance. This is no easy chore because all food is homemade, except for the delicious fresh shrimp. This regatta is held the second full weekend of July and everyone is invited to attend.

5. There are several trophies given through the fleet or CSC for Scotters. The M.I.S.T.Y. I.S.L.E. (Most Improved Sailor This Year in Seamanship, Leadership and Enthusiasm) is awarded each year. At CSC, the **Helmold-Singletary** trophy (named for Dick Helmold and Bill Singletary) is awarded to the Carolina District Scotter who beats the most boats in a series of invitational regattas throughout the year. To encourage participation by up and

coming sailors, the **Lucky Duck** award is given in memory of Ted Ward, to the sailor who beats the most boats in the Helmold-Singletary series without winning any silver. In addition, a District Championship trophy has been established to honor Fleet 27's Bill Singletary and all his efforts on behalf of the Scot fleet, district and class.

6. Many people who belong to Fleet 27 day-sail their boats. The one official non-racing event is the "Jellyfish Jig" in Oriental over Labor Day weekend. We go for cruises, walk the beach, play games on the water, have water balloon fights and eat. We also use Memorial Day as an unofficial daysailing time. Some people have used this time to explore new cruising areas. We have also tried some weekend cruises which have had limited success. We hope we can expand these in the years to come.

So what is Fleet Twenty Seven? It is many things. Most of all we hope it is fellowship, good sailing, good competition, good sportsmanship and good seamanship for its members. We are a diverse group and we have varied ideas about what we want from sailing. Most of all we enjoy each others company and we have fun!



# TOP SPEED IN THE FLYING SCOT

As we all know there are a number of factors in developing a race winning edge in the Flying Scot. An excellent repertoire of tactical moves and consistent boat speed all around the race course in all conditions are two of the very most important. It is really difficult to win in a race without both. Boat speed is important in making tactics work.

Nearly 80% of good boat speed comes from excellent teamwork, the key ingredient of which is practice. There is no substitution for time on the water with your teammates learning each other's moves, not only in mark rounding situations, tacks, gybes etc., but most important in changing gears. Everyone has to know their job: when it is time to accelerate out of a tack, after hitting a wave, after a lull... or when getting hit with an overpowering puff. The other 20% of top boat speed, the set up and trim of the boat and the sails, is much easier to attain. This part of boat speed may seem the trickiest, but there are a number of measurements and guides that are used to get the tune real close.

## TUNING THE RIG

Let's first look at the "onshore" set up of the boat. All we will need is a 50 foot tape measure which we hoist to the top of the mast on the main halyard. With the rig leaning back on the forestay (without the jib up) check the aft rake in your mast. The measurement to where the transom and deck intersect should be 28' 6" to 28'7". On some boats the forestay may be too short to achieve this measurement so a channel adjuster

## Greg Fisher, FS# 3961

or some type of an extender may have to be added. Next grab ahold of the forestay and pull the rig forward until the shrouds restrict it. This number should be roughly 5" different than the aft rake measurement ... that is, there will be 5" of slop in the rig. This "slop" is necessary for allowing the jib luff/forestay to sag and thereby make the jib a little bit fuller and more powerful. On our boat, our aft rake measurement is 28'6" and our forward rake measurement is 28'11".

When the rig is pulled forward, snug against the shrouds, it is also a good time to check that the mast is centered laterally in the boat. Take the tape from chainplate to chainplate checking that the measurements are within 1/4" of each other. Any greater lean could affect boat speed consistency from tack to tack. Now the boat is set up properly for all sailing below 10 mph of breeze. Above 10 to 12 mph, tighten the shrouds one hole on each side to reduce the "slop" to just about 2". This tighter rig will reduce jib luff/forestay sag and thereby make the jib flatter. That is as complicated as the tuning gets.

## RIGGING CHANGES

There are some rigging changes that we have made to our boat that we feel has made it a little easier to sail. First, we have increased the purchase in our vang to 8:1. As we will discuss later, boom vang tension is extremely

important in setting the Scot mainsail properly upwind in a breeze. The vang has to be powerful enough and easily accessible to get the job done. A 4:1 block and tackle just won't cut it. It may be fine in winds up to 12 mph but above that, the necessary boom vang tension just won't be possible. How it is cleated is up to you. On our boat, since I've been sailing with Charlotte, I've led it aft so that I can adjust it while hiked out. I figure Charlotte has plenty to worry about. We've also increased the purchase in our Cunningham to 4:1 so that it is easily adjustable. Check that your outhaul is not only powerful enough to do the job (ours is 3:1), but also rigged in such a way that the clew of the main can go all the way out to the end of the boom. Many boats are rigged with a block at the end of the boom which effectively shortens the distance the sail can travel by 2". This can hurt upwind performance in heavy winds.

Rudder blade angle is important for good upwind speed. Set the blade angle so that the lower tip is 1 1/2" aft of the straight line tangent to the forward edge of the fiberglass rudder head. On most boats this may mean moving the blade angle forward. It's not a big job. Simply remove the pivot bolt, angle the blade to it's proper position and redrill the hole.

Finally, check your centerboard in the trunk to make sure it's not too sloppy. It is helpful to shim the centerboard in the trunk for excellent upwind speed. When sailing through chop, an unshimmed board can bang around and be quite inefficient. Again, this job isn't very tough. By  
*(Continued on page 18)*

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## Top Speed:

(Continued from page 17)

gluing fiberglass battens in the trunk the board can be shimmed so that it will not move sideways. If you have any questions on shimming your trunk please drop us a card as we have an excellent article which gives step by step instructions.

## SAIL TRIM

After the sails are hoisted, we've got to check and make sure that we haven't cranked the main and jib halyards up too tight. Be sure the main halyard is loose enough that there are horizontal wrinkles all the way up and down the luff approximately 8" to 10" long. On the jib, be sure that there are small "crow's feet" emanating from each snap. These will look like small wrinkles approximately 4" to 5" long. Sometimes there may actually be a small amount of sag in between the snaps on your jib (but not too much!). Don't bother looking at your toggle as it's no longer necessary in setting up the sails or rig. Remember that your rake is measured with the rig hanging on the forestay only and your guide for cranking up the jib halyard are the small wrinkles at the luff of your jib. This guide will work in all conditions, heavy or light, but of course will mean more jib halyard tension in heavier winds to minimize the wrinkles.

In light winds, there will be very little jib halyard tension and at times the tack wire exiting from the deck may actually be slack. The luff of your main should actually have wrinkles all the way up and down from the head to the tack. As the breeze picks up, Cunningham tension will be applied (as well as more halyard tension) to limit the wrinkles to the lower 1/2 to lower 1/3 of the luff of your main. The wrinkles in the luffs of both sails are very important.

When overtensioned, the draft (the deepest part of the sail) will be pulled forward creating a slow sail shape that will also hinder the boat's pointing ability. We find that this is a difficult tuning guide for some sailors to get used to. It is perhaps quite different from what's been suggested in the past. The only exception to this rule is when the sail is very tired. As the cloth breaks down it allows the draft to move aft in the sail and more luff/Cunningham tension will need to be applied to pull it to its proper top

speed position. On most Scot sails, this should be between 45% and 48% of the way aft from the luff. Again, in heavy winds there will be fewer wrinkles, but it is absolutely necessary that some are still evident.

Shackle the tack shackle exiting from the deck at the bow of your boat around the forestay before hooking it to the tack of your jib. This will help keep the tack of your jib closer to the centerline and directly behind the forestay.



"Tuning" — Notice mainsail luff wrinkle and jib luff sag.

The outhaul is perhaps the simplest adjustment on the boat. Pull it to its maximum except in light winds and very choppy conditions when extra power is desired. Maximum outhaul tension will be evident when there is a hard crease along the foot of the main from the tack to the clew. In light winds and choppy conditions ease the outhaul 1" to 1 1/2" for the necessary power. Downwind the outhaul should be eased 2" to 3" to provide the sail with its maximum depth. Never at any time sail with vertical wrinkles from the foot.

The guide for trimming the mainsail is based around the position of the upper batten in relation to the boom. This guide is sighted from directly under the boom looking at the upper batten. On some sails the upper batten is curved and the position of that batten is based on the cord of the batten, that is a straight line from the end of the batten. In most conditions the upper batten should be set parallel to

the boom. In light winds from 5 to 8 mph, after hitting waves, when accelerating from a tack, or whenever power is needed, set your mainsail so the upper batten is angled slightly outboard from parallel to the boom. Liken this trim to "1st gear" in a car. We're not trying to go fast, we're not trying to sail high, but trying to accelerate. Once up to speed, trim the main so the upper batten is parallel to the boom position.

When greater pointing capabilities are needed (and not for very long) it's possible to trim the main in so the upper batten is hooked slightly to windward. This main trim will increase windward helm and the boat's desire to point closer to the wind. It will reduce the boat's ability to develop speed and greatly hinder its acceleration. Use this trim only if pinching around the weather mark, trying to pinch off a boat or to pinch out off the starting line.

## BOOM VANG

The vang in heavy winds is *the tool* for helping keep the upper batten close to parallel to the boom when the mainsheet is eased. Actually in very heavy winds the upper batten may be angled outboard a few degrees but still the vang is very important to achieving this proper trim. The vang should be pressured enough in a breeze so that the boom will actually be deflected (bent) at times as much as 2" to 3" from the straight line. This heavy boom vang tension will not only maintain the proper main trim but will also help to bend the mast and flatten the mainsail, making the boat easier to hold upright. In a real breeze, the boom vang basically becomes the mainsheet and affects the angle of the upper batten to the boom while the mainsheet itself becomes more of a traveller allowing adjustments of the angle of the boom to the centerline of the boat. In 20 to 25 mph breeze it is not unusual for the end of the boom to be positioned clear out past the corner of the transom of the boat. The guide as to how early to tension the vang is simply when the urge is felt to ease the mainsheet to keep the boat flat. Flat is flat, not heeled 15 or 20 degrees. It is as close to flat as possible, especially in a breeze.

Once the vang is tensioned in heavy winds, the trim on the mainsheet (traveller) is based on the helm

(Continued on page 19)

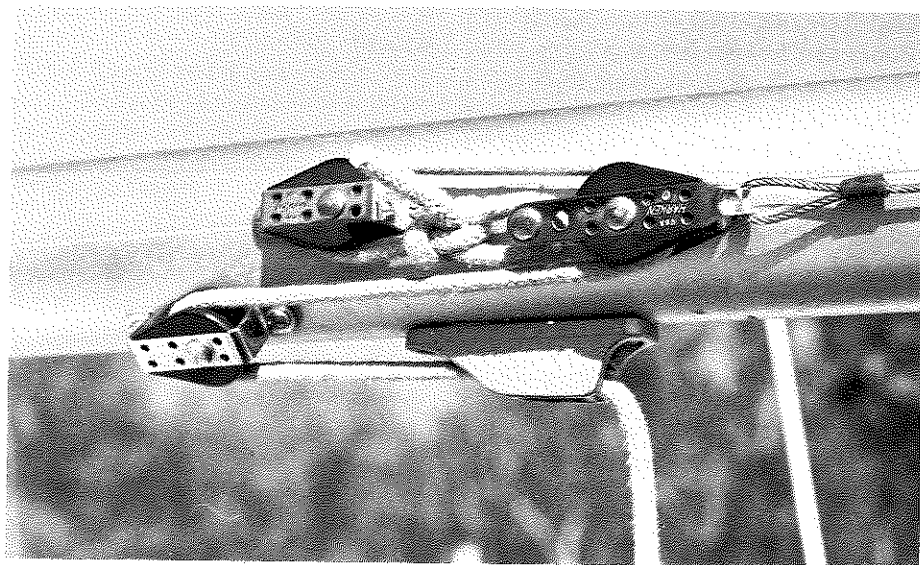
## Top Speed:

(Continued from page 18)

or the feel at the tiller. When the sheet is trimmed tighter and the boom is closer to the centerline, there will be more helm (tug on the tiller) and the boat will have more ability to drive or foot. Pounding through waves is not the time when the main would be trimmed in tightly; the boat would be driving with the mainsheet eased. In the flat spot of a puff, if it is not too windy, the main may be trimmed in tighter and the boat pointed much closer to the wind. Just remember that excessive windward helm is slow at any time. When the rudder is being pulled hard to keep the boat going straight it is simply being dragged through the water and is acting as a break.

## JIB TRIM

Top jib trim for the Scot depends on tensioning both the leeward and the windward jib sheet. The windward sheet is tensioned in order to pull the clew of the jib to windward of the jib



"Tuning" — 3:1 Purchase on outhaul.

lead track. This will help narrow the slot (since the Scot's jib slot is normally too wide) and make the lower sections of the jib more powerful. The basic goal in trimming the jib is that the clew of the jib ends up directly in the middle of the seat. This will re-

quire 3" TO 4" of windward sheet. With the leeward jib sheet tensioned properly, the top batten of the jib will be straight back, parallel to the centerline of the boat most of the time. Like the main, when power is  
(Continued on page 20)

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## Top Speed:

(Continued from page 19)

needed, the upper batten will be angled outboard approximately 10 degrees. Different than the main, never will the jib be trimmed tight enough so that the upper batten is hooked to windward. When trimmed properly the bottom of the jib will not be board flat but instead have a slight amount of curve from tack to clew. It is easy to get too much draft in the foot by pulling too tight on the windward sheet and not tight enough on the leeward sheet. After a tack, Charlotte describes setting up the jib properly in the following manner, "Pull on the leeward jib sheet until the foot of the jib is just smooth. Next, pull on the weather sheet until the clew of the jib falls directly over the middle of the seat. At this point the jib foot will become much fuller and the boat should nearly be accelerated to top speed. Then again pull on the leeward sheet until the foot is smooth and the top batten is angled straight back. The whole procedure from the time of the tack until the jib is pulled in with the upper bat-

tens straight back should be about 5 seconds."

For a long time it has been felt that the jib leads should be left in the full forward position at all times. However, in heavy winds or more specifically, when the boat becomes slightly overpowered, it is best to move the jib leads back to help flatten the jib. Still use the same guide with the upper batten nearly parallel to the centerline of the boat but at this point the entire jib will be much much flatter and the boat will be easier to hold flat. In about 15 to 18 mph wind we move our jib lead back 6" to the aftermost end of the track.

When attaching your jib sheet to your jib, don't forget to tie the knot 10" away from the clew of the jib. This is important so that when windward sheeting the pull is primarily sideways on the clew of the jib instead of down. With the knot lower the windward sheet attaches to the jib lower and pulls more sideways.

## DOWNWIND

Even more important than when sailing upwind, helm balance is especially critical for top speed when

sailing downwind. At this point we are not trying to make the boat bear off or head up, instead, just go straight ahead as fast as possible. The helm should be perfectly neutral at all times. Once around the weather mark with the sails set properly, pull your board up until the helm is balanced. This may bring the board up much farther than you're used to. For example, on a heavy wind close reach it is not unusual for the board to be up at least  $\frac{3}{4}$  of the way. Remember to keep the boat flat as this too has a big affect on helm balance.

Downwind ease the main out until the luff just begins to break and then pull it back in. Tension the vang so the main will look the same downwind as it does upwind, with the upper batten parallel to the boom. This is very important and often ignored. There is a tendency in heavy winds to undervang and in light winds to overvang. Like upwind, it is definitely slow to hook the upper batten in relation to the boom. Be sure to completely ease the Cunningham so there are horizontal wrinkles all the way up and down

(Continued on page 21)

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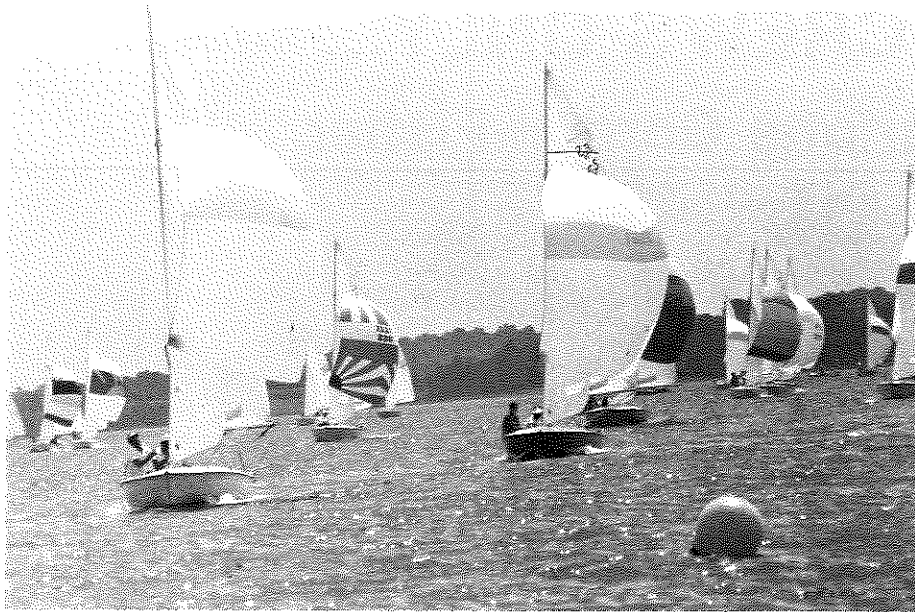
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"Tuning" — Spinnaker Trim

## Top Speed:

(Continued from page 20)

the luff of the main. Sometimes it may be necessary to actually ease the main halyard down several notches to get the wrinkles. Ease your outhaul off until the foot is smooth but don't make it a priority. In windy races Charlotte and I are often so busy we never take the time to ease the outhaul off!

There is really not much one can do with the jib when sailing downwind. Ease it out till it just begins to luff and then pull it in until it just stops. Be extra careful when sailing with the chute up not to overtrim the jib as this will choke the slot between the spinnaker and the main. Instead, make sure the jib is on the verge of luffing to make sure the slot is as wide as possible. One trick we have found works well when sailing downwind with the spinnaker is to take the jib sheet and lead it through the leeward guy hook for the spinnaker before it takes the turn to the standard jib lead position. This will help the jib set up much better and also open up the lower slot. Just be sure to knock the sheet out of the guy hook before you gybe!

## SPINNAKER TRIM

The guide for proper spinnaker sheet trim is for the luff of the spinnaker to be breaking 6" to 12." This will come and go as the spinnaker sheet trimmer eases and trims the spinnaker but should be the ultimate

goal. There is nothing worse than an overtrimmed spinnaker which will create too flat of a spinnaker and a choked slot between the spinnaker and the main.

The spinnaker trimmer should be in constant communication with the skipper, always easing as he bears off and trimming as he heads up. His course will not always be smooth due to puffs and lulls and waves. The trim should be smooth and fluid, never jerky. This 6" TO 12" of curl is a good guide for any point of sail with the spinnaker up.

The pole position should be set square to the wind. This is sometimes tough to determine so we have placed a telltale on our topping lift a foot up from the pole. Since this is right next to the pole it makes judging the position much easier. Our topping lift has been doubled to a 2:1 purchase in order to make pole height adjustments easier and finer. We have led our topping lift back in the boat along the trunk so that I can adjust the pole height while Charlotte is flying the spinnaker. The height of the pole is nearly as important as sheet trim and pole position. It needs to be adjusted constantly. In a puff the pole will need to be raised, in a lull it will be lowered. The ultimate goal is for the clews of the spinnaker to remain parallel. If your spinnaker has a center seam in it then set it parallel to the mast. Sometimes it is difficult to see the leeward clew to determine if the clews are parallel and using the center seam is much easier.

Since the guy/pole position must be adjusted constantly we have found it much easier to cleat the guy up by the shrouds. We have a small hook with the cleat on a spacer directly behind it which makes it much easier for Charlotte to adjust as she plays the leeward sheet. She can sit on the high side, look right up the spinnaker and have the guy in one hand and the sheet in the other. The other perhaps even bigger advantage to cleating the guy off at the shrouds is it's affect on minimizing stretch in the spinnaker sheet. There is a great deal of load on the guy allowing the pole to work forward against the forestay. At this point we muscle the pole back so it's not laying right against the forestay only to find that in a lull the line stretch recovers and the pole end up 2' off the forestay. To compensate we ease the pole back forward again only to be hit with another puff, etc. etc..., sound familiar? Cleating the guy at the shrouds cuts the line used to  $\frac{1}{3}$  and also cuts the stretch down the same.

We hoist the spinnaker to only within 10" of the mast up top at all times. As the wind blows the spinnaker away from the mast it helps to open up the slot between the spinnaker and the main and minimizes backwind in the main. On our boat we have actually tied a knot in the spinnaker halyard so that as I hoist it the knot will hit the block. I have found it helpful for me to hoist the spinnaker from the back of the trunk since it allows Charlotte the opportunity to pull the guy back, help the spinnaker out and actually get it flying much quicker. In addition, the job of hoisting the spinnaker takes much less time than actually getting it flying, so I can get back to concentrating on my steering and the main-sail trim.

Although there is a lot to take care of and set up properly when sailing a Flying Scot to develop top boat speed, sticking to basic guides will help get the speed close all the way around the course. There are many other things to consciously think about. The more we make our boat speed adjustments "unconscious" and mechanical the better off we will be. If you have any questions about these guides or tuning suggestions please feel free to give me a call. I'd be glad to help. Have a great sailing season!

# FOR CREWS ONLY...

## by Charlotte Gordon-Fisher

*Editor: Charlotte has crewed on Flying Scots for many years. Her experiences have included crewing for FSSA Vice President Larry Taggart as well as with several winning women's teams in GYA and USYRU events. Charlotte and Larry were the highest scoring two-person team at the 1988 Midwinters, finishing fourth. It is through the FSSA that she met and married Greg Fisher. Together they were the first Husband-Wife, or is it Wife-Husband, team to win the FSSA NAC in 1988. Here she shares with us a little of what it takes to be a winning crew.*

Every wife knows what it is like to sail with her husband. In most respects, Greg is no different. But one thing is true...we are organized.

When Greg and I sail together we never assume the other will take care of any task, no matter how small or obvious it may seem. We always say who will fill the water bottle, who will measure sails and who will read the racing instructions. This is to ensure nothing gets overlooked. I usually take care of all of those chores listed above as Greg sets up the boat and helps others tune their boats. I change the last diaper, check on the babysitter, and then pack the spinnaker and check the blocks and spinnaker sheets before we go out to race.

We make a concerted effort to get out to the racing area at least 30 minutes ahead of time to get compass readings. It is nothing complicated that we do. We check to see if there is a pattern to the wind, whether it is oscillating or clocking. I always write these numbers down in pencil on the deck on both sides of the boat, as I'm not too swift at recalling them off of the top of my head.

I think sailboat racing is similar to playing chess. You should develop some kind of basic strategy before the start of the race. During the starting sequence I help Greg to develop his strategy by asking him questions. "At which end of the line do you want to start? Which side of the course do you think is favored?" Meanwhile, I check to see what side of the course the



*Good crew work gets reward at '87 NAC. Fishers celebrate another bullet.*

wind is filling from as well as continually taking compass readings. Now every crew that sails double handed knows the starting sequence is a time during which you could use several more eyes. You need to know the time in milliseconds, keep track of wind-shifts, constantly note the positions of boats around you as well as your own position relative to the starting line. At the start I always say "Good start!" whether it truly is or not. This starts the race with some good psych and a mental edge. I always note our compass heading at the time of the start so we know in which phase of the wind shift we are starting.

Greg is the better tactician, so he ultimately makes the tactical decisions. I decipher the information and give it to him in three categories: The overall course, the basic fleet position and the boats close to us. Overall, I look for which side of the race course has more wind and what boats are there. I have been reminded several times recently of a race in which I dismissed a few boats on one side of the course; they were in a hole. Shortly thereafter, I was told (very descriptively) of the puff those boats were in and the places they had moved into.

I use flags on any committee boat or stake boat to weather of us and angles of distant sailboats to see clues

to future wind direction and velocity. When reading the compass I don't call out numbers. I let Greg know we are up five degrees or down ten. Often we may be down ten degrees but we don't always tack. It depends on the angles (if they are also in the knock) and the positions of the other boats (if they tacked in the knock).

Then I look at the boats in our fleet. Which boats are lifted, which are headed and which have good boat speed. Keeping on eye out for starboard tackers is very important. If we have to make a crash tack to avoid a starboard tacker, I sure hear about it. However, I never hail an oncoming port tack boat. Greg may want to duck him and let him go. This may be better than having him tack directly to leeward of us and forcing us to tack. I look at the boats next to us and compare our pointing angles and our boat speeds. I constantly describe if we are lower, higher, faster or slower. Greg will then know if he has to pinch up or drive off for speed.

Something else I am doing the entire weather leg is playing the jib. The two things I look at on a Scot jib to see if it is set correctly, are the batten and the clew of the jib. In anything but very light air the upper batten should be pointing straight back. It may be helpful to put some tape on the bat-

*(Continued on page 23)*

## For Crews Only:

(Continued from page 22)

ten pocket when you are first getting the hang of it to help read the angle. In a light breeze the upper batten should be angled outboard about ten degrees to open up the jib. The clew should be directly over the center of the seat, and yes, I do put a pencil mark at this point on the deck. To achieve this jib setting, it is necessary to pull in the weather jib sheet. I set both the leeward and windward jib sheets at the same time immediately after a tack. Something else worth while is that we ease both sails while going through any chop or waves that will slow us down.

As we approach the weather mark, I note the laylines and any boats on the laylines. At this point in the race I take care of the mechanics of preparing the spinnaker hoist so that Greg can concentrate solely on maneuvering us around the mark. I unhook the spinnaker halyard and put the pole up if there is time as well as ease the vang and the cunningham. I also find the reach mark. I don't point it out to

him yet, but he will certainly ask for it immediately after we round the mark. When we round I let him know what other boats have their chutes up and how they are doing. As a rule we will not be the first ones to raise the chute on a tight close reach. Once the chute is up, its' trim is all I concentrate on. The halyard is set 10" off of the mast and I have placed a tell-tale on the topping lift, just above the pole to help set the pole perpendicular to the wind. I ease out the spinnaker until it curls and then trim it in. It is important to play this curl constantly. An overtrimmed spinnaker can hurt boatspeed almost as much as one that is near luffing.

We approach and execute the gybe the same way each time. This is so we don't confuse things at the last minute by discussing the method. I release the guy from the hook, then release the pole from both the guy and the mast. The pole is hanging free and the chute is free floating. I then come back in the boat for the gybe. I feel much safer remaining in the boat

for gybes, especially in heavy weather. Once the main has gybed over, I hook the pole to the new guy and the mast, then place the guy in the hook. When the time comes to take the spinnaker down, we always take it down on the port side (assuming marks are to port). This is so it will be on the correct side for the next launch. I also check to see if the committee boat has a new heading for the new weather mark as we round the leeward mark.

Once we are around the leeward mark, hard on the wind and in good air, I check the compass to figure any windshifts from the last weather leg. As we approach the finish it is important to judge which end of the finish line is favored. This is a good point in the race where boats can be easily lost or just as easily picked up. The flags on the committee boat will help determine which end of the line is closer. Picking up a boat or two at the finish makes the beer taste a little better after the race.

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		Evening	
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		ASAP	

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### FLYING SCOT CANADIAN CHAMPIONSHIP REGISTRATION

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• Puget Sound 206-284-3730 • San Francisco 415-234-9047 • Ventura 805-644-9579 • Newport Beach  
714-675-6970 • San Diego 619-226-1133 • Shore International 401-849-2971



# STARTING LINE

## 1988 NORTH AMERICAN CHAMPIONSHIPS

JULY 18 - 22;

Lake Norman, North Carolina

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

## 1988 CANADIAN NATIONALS AUGUST 13-14

Stony Lake, Ontario, Canada

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

## 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 Smoke-talk Ln., Westerville, OH 43081 (614) 890-0597

## May 21-22, TEXAS DISTRICT CHAMPIONSHIP FLEET 23, WHITE ROCK LAKE; Dallas, TX

Contact: Jarvis Laivins, 8363 San Leandro, Dallas, TX 75218

## May 21-22, AZALEA CUP FLEET 97, WEST RIVER SC.; Galesville, MD

Contact: Sue Hauser, 3935 Livingston St. NE, Washington, DC 20015 (202)363-0974

## May 28-29, SOUTHERN REGIONAL CHAMPIONSHIP

FLEET 96, SOUTHERN YC; New Orleans, LA

Contact: Larry Taggart, Southern YC, 105 N Roadway Dr., New Orleans, LA 70124 (504) 482-7358

## May 28-29, SPRING REGATTA

FLEET 42, POTOMAC RIVER SAIL ASSN.; Washington, DC

Contact: Thomas Niedbala, 507 N. Howard #201, Alexandria, VA 22304 (703) 765-5833

## 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: Mike Gold, 8757 Lynn Park, Alliance, Ohio 44601 (216) 935-2846

## June 11-12, EPHRAIM FYRBALL REGATTA FLEET 44, EAGLE HARBOR; Green Bay, WI

Contact: Fritz Hanselman, (312) 443-0437

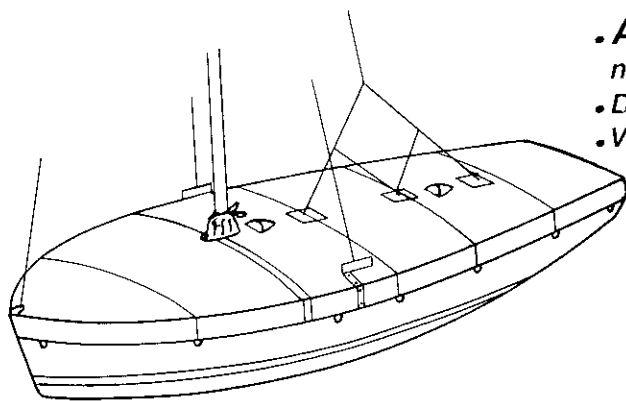
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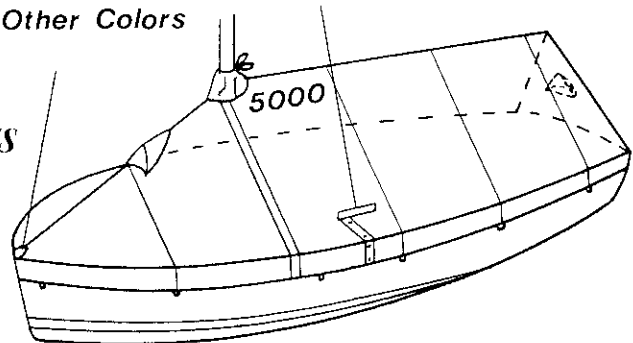
Contact: Bob Murdock, 1404 Oakland Ave., Durham, NC 27705 (919) 286-0093

(Continued on page 26)

# ACRYLIC FLYING SCOT COVERS



- Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
- Very light & easy to handle
- Never stiff or brittle
- Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	210 <sup>00</sup>	220 <sup>00</sup>	231 <sup>00</sup>
Flat Full Side	275 <sup>00</sup>	289 <sup>00</sup>	303 <sup>00</sup>
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Sail # Installed	25 <sup>00</sup>		

CHRIS ROOKE  
901-744-8500

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**ROOKE SAILS**  
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Memphis, Tenn 38111



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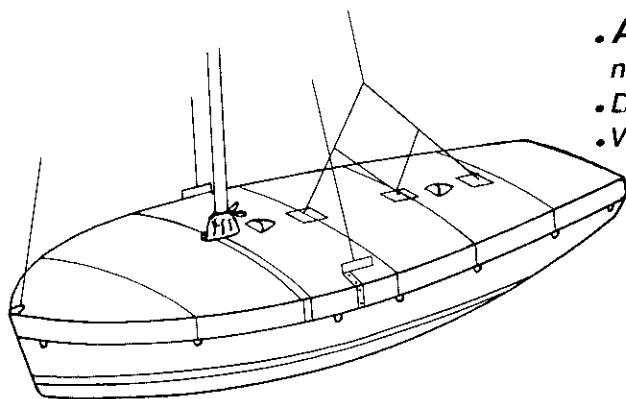
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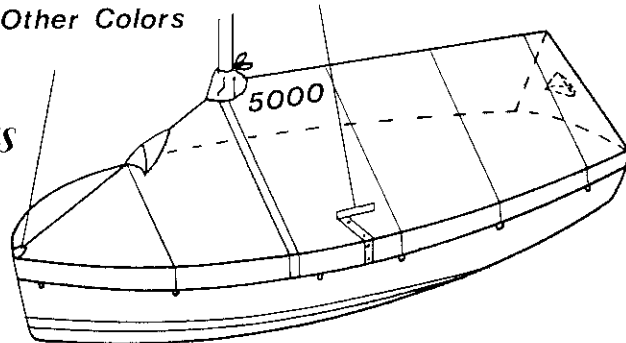
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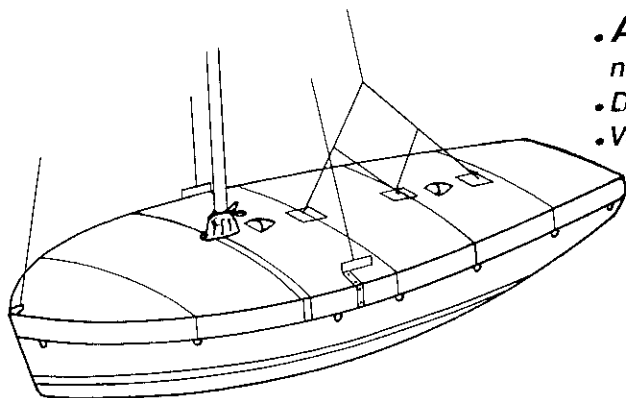
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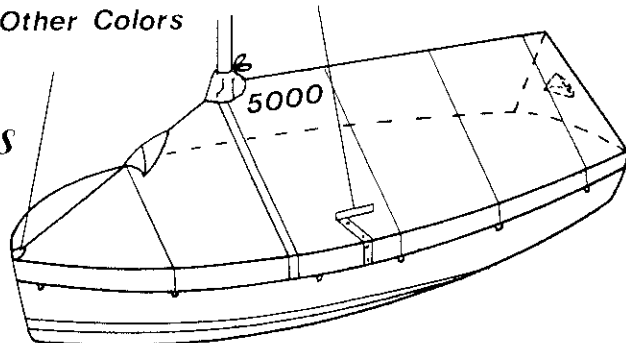
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## Starting Line:

(Continued from page 25)

**June 24-26,  
MINNETOKA SAILING SEMINAR  
FLEET 95, LAKE MINNETONKA;  
Minneapolis, MN**

Pat Barry will lead an informative seminar both on and off the water for sailors old and new.

Contact: Jerry Powlas, 13367 Wyola Rd., Minnetonka, MN 55343 (612) 938-7273

**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: Don Hartzell, 1500 Farber ST. SE, East Sparta, OH 44601 (216) 673-6404

**June 25-26,  
EGYPTIAN CUP  
FLEET 30, CRAB ORCHARD LAKE;  
Carbondale, IL**

A Midwest District tradition not to be missed.

Contact: John Pohlmann, RR#6 Park Lane, Carbondale, IL 62901

**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 4,  
NATIONAL YC FIRECRACKER  
REGATTA  
FLEET 42, POTAMAC RIVER  
SAILING ASSN;  
Washington, DC**

Contact: Tom Niedbala, 507 N. Howard #201, Alexandria, VA 22304 (703) 765-5833

**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 9-10,  
GREAT SCOT REGATTA  
FLEET 12, EDGEWATER YC;  
Cleveland, OH**

A part of the largest regatta on Lake Erie.

Contact: Paul Nickerson, 12664 Webster Rd., Strongsville, OH 44136 (216) 238-9378

**July 9-10,  
NEW YORK LAKES DISTRICTS  
FLEET 161, SARATOGA LAKE SC;  
Saratoga, NY**

Contact: Pete Seidman, 33 Huckleberry, Ballston Lake, NY 12019 (518) 877-8731

**July 9-10,  
MICHIGAN-ONTARIO DISTRICTS  
FLEET 41, CRYSTAL LAKE SC;  
Lansing, MI**

Contact: Don Twohy, 2202 Haslett Rd., East Lansing, MI 48823 (517) 332-2015

**July 23-24,  
FLEET 137 ANNUAL REGATTA  
FLEET 137, Warwick Yacht and Country  
Club**

Contact: Andy Gillis, (804) 253-1263

**July 28-30,  
APPLE LAKE ONTARIO REGATTA  
FLEET 159, LAKE ONTARIO;  
Oswego, NY**

Four race series (one throwout) with a tune up on Thursday. Help us celebrate our 1st annual regatta.

Contact: Chris Rotunno, RD #7 Box 74A, Oswego, NY 13126 (315) 342-4376

**July 30-31,  
FORT WORDEN INVITATIONAL  
FLEET 100, LAKE WASHINGTON;  
Port Townsend, WA**

Contact: Charles Buffington, 5737 64th NE, Seattle, WA 98105

(Continued on page 27)

## The West Scot Corporation

1006 West Beardsley Pl.  
Salt Lake City, Utah 84119

Builders of The Flying Scot®  
in the *Western* United States

- Scots built to order
- Spare Parts Available
- Used Scots in Stock

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or  
973-6493

Mon-Fri: 7:30 a.m.-4:30 p.m.

John Wallace — Sales Manager

Licensed by The Gordon Douglass Boat Co.



# CAVEAT EMPTOR

**FS 595 Douglass** - 1964. Good condition. Orange hull, yellow deck. Murphy Nye main, jib, spinnaker. Gator trailer. Boom tent cover, stern pad. Kept in Wilmette Harbor. \$2500. Call (312)-251-1205 or write Rollie Schmitt, 120 Woodbine, Wilmette, IL 60091.

**FS 620** - \$2750. Newly painted hull (Gray with black stripe), 2 suits sails with spinnakers (1 very new spinnaker), 1 set of Bostons (relatively new), 1 set of Schrecks (pretty old), 1 new Shore Spinnaker (used once), 4 hp Evinrude outboard, Cox tilt trailer with spare tire. Mark Dignan, 146 Mayfield Rd., Winston-Salem, NC 27104. Call (919)-748-4565 Office or (919)-760-0751 Home.

**FS 924** - \$2800. Includes: New Cover, Second set of Sails, Spinnaker, Sears Trailer. Boat located at Crystal Lake Michigan. Contact: Peter Hasbrook, 910 Holyrood St., Midland, MI 48640.

**FS 1317** - Lofland, blue hull, white deck, tilt trailer with spare, one set sails with spinnaker, 3½ HP outboard with mount, lifting harness, deck cover, miscellaneous boat gear. \$3000. will consider offer. Les Gaffner, 2420 Hollyhead Drive, Des Peres, MO 63131. (314)-822-8015.

## Starting Line:

(Continued from page 26)

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

### July 30-31, MID-WEST DISTRICT CHAMPIONSHIP

#### FLEET 44, EPHRAIM YC; Green Bay, WI

Contact: Paul Newton, 667 St. James Circle, Green Bay, WI 54311 (414) 465-6560

**FS 1328** - Douglass, Red Hull/White Deck, Three sets Sails Spinnaker, Galvanized Highlander Trailer with Bearing Buddies. Harken Blocks, Rigged for Racing. Many accessories \$3500. Joe Raad, 26 Goldfinch Road, Hilton Head Island, SC 29928. (803)-842-5806.

**FS 1421** - Custom Flex 1968 in excellent condition. White on White, equipped with blue boom tent cover, furling gear, motor mount, lifting bridle and all USCG equipment. Included are a Tee-Nee trailer and a 3HP Evinrude motor. \$3900. Robt. Simmers, 10834 Lakeview Drive, Whitehouse, OH 43571 (419)-877-5465.

**FS 1917** - Douglass, White Hull, w/Blue Deck, 2 sets sails, spinnaker, 4HP Johnson, Tee-Nee trailer, Buddy bearings, extras. Must sell. \$3000. or best offer. James Monahan, 107 Canal Road, Beaufort, NC 28516 (919)-728-7264.

**FS 2113** - Trailer, two sets of sails, two spinnakers, always d~~ailed~~ailed, white deck, tangerine hull. \$2500. Can be seen at Hwy 111, Carlyle, IL., call Joe Korten Hof, (314)-961-5037.

(Continued on page 28)

## FLYING SCOT NEW MEMBERS

BOAT#	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
1035	Capitol	Wayne E. Mullinix	13564 Argo Dr.	Dayton	MD	21036
1908	Capitol	William W. Heintz	4701 Bayfields Rd.	Harwood	MD	20776
4392	Capitol	James A. Golding	150 W. Widener St.	Philadelphia	PA	19120
4394	Capitol	Elizabeth Sallis	38 Dogwood Dr.	Hershey	PA	17033
4404	Capitol	Bill Bernstein	1281 Generals Hwy.	Crownsville	MD	21032
4408	Capitol	Patrick B. Colan	5 Larch Circle	Holland	PA	18966
4427	Capitol	David L. Ivey	8236 College Avenue	Fredericksburg	VA	22401
4435	Capitol	Hubert J. Treacy	Box 885 Low	Locust Grove	VA	22508
0036	Carolinas	Charles A. Willets	30 Melstone Turn	Durham	NC	27707
2479	Carolinas	William L. Baird	3133 Julian Dr.	Raleigh	NC	27604
3929	Carolinas	William H. Brooks	735 Lakeshore Drive	Lexington	KY	40502
4011	Carolinas	Edgar L. Miller, Jr.	1411 Cavendish Ct.	Charlotte	NC	28211
4438	Carolinas	W. David Poole, Jr.	605 Weymouth Dr.	Spartanburg	SC	29302
4439	Carolinas	Jon Lancto	20105 Riverchase Dr.	Davidson	NC	28036
0937	Greater N.Y.	Jesse Hackell	33 Brookline Way	New City	NY	10956
1571	Greater N.Y.	Walt Fischer	3 Knoll Rd.	Fairfield	NJ	07006
3061	Greater N.Y.	Richard G. Fraser	119 Hendrie Ave.	Riverside	CT	06878
3460	Greater N.Y.	Ross Capps	Rd 7, Clarks Pond	Bridgeton	NJ	08302
3762	Greater N.Y.	Geoff Kendrick	416 Beacon Ave.	Beachwood	NJ	08722
3831	Greater N.Y.	Dennis E. Parton	54 Maurityen Place	Red Bank	NJ	07701
4045	Greater N.Y.	William Manso	PO Box 1850	New Brunswick	NJ	08903
4080	Greater N.Y.	Frederick A. Clowney	34 Spruce St.	Riverside	CT	06878
4101	Greater N.Y.	Louis Mancuso	PO Box 303	Remsenburg	NY	11960
4279	Greater N.Y.	A. Preston Jump	100 Wolfneck Rd.	Stonington	CT	06378
4284	Greater N.Y.	Herb Lindsey	4925 Wissahickon Ave.	Philadelphia	PA	19144
4289	Greater N.Y.	Harry & Ellen Folk	131 Newton Ave.	Norwalk	CT	06851
4421	Greater N.Y.	Charles M. Chodash	3 Concord Dr.	E. Brunswick	NJ	08816
4434	Greater N.Y.	Gil Levin	355 E. Beech St.	Long Beach	NY	11561
4447	Greater N.Y.	Daniel C. Vardierer	Twin Fawn Lane	Pound Ridge	NY	10576
1432	Gulf	Steve Brighton	152 El Dorado Dr.	Little Rock	AR	72212
2596	Gulf	Earl Cunningham	2433 Emory Ln. NE	Marietta	GA	30068
0936	Michigan-Ont.	John D. Tullt	4518 E. Gull Lake	Hickory Crnrs	MI	49060
1726	Michigan-Ont.	Chris Sorrick	621 Roome Ct.	Flint	MI	48503
4389	Michigan-Ont.	Alan Wotherspoon	7 McLeod St.	Ohawa, Ont.	K2P	024
2648	Midwest	Maximilian M. Prusak	704 Peoria Savings Plaza	Peoria	IL	61602
0955	New England	John J. Cheney, Jr.	95 Viden Rd.	Quincy	MA	02169
1289	New York Lake	Roy W. Fritz	Rd 3, Box 1 Maple Hgt. Ext.	Bath	NY	14810
4409	New York Lake	Allen P. Zornow	78 Argyle St. #2	Rochester	NY	14607
0686	Ohio	Gary J. Melssen	889 Mill Rd.	Perrysburg	OH	43551
3007	Ohio	Current Skipper	Fort Walton Y.C.	Fort Walton	FL	32548
3048	Ohio	Michael E. Lindroos	3365 Glenbrook Dr.	Norton	OH	44203
3105	Ohio	Alan R. Coates	276 Cambridge Cl.	Rockfield	KY	42274
3148	Ohio	Bruce Courts	4953 E. Walnut St.	Westerville	OH	43081
3699	Ohio	Robert A. Peterson	630 Vincennes Ct.	Cincinnati	OH	45231
4265	Ohio	Rev. Anthony Fasline	2343 S. Lipkey Rd.	North Jackson	OH	44451
4331	Ohio	Peter Morrid	3776 Fallentree Ln.	Cincinnati	OH	45236
4446	Ohio	Christopher J. Fahey	240 S. Barnard St.	State College	PA	16801
3767	Pacific	Alexander Calhoun	3638 Washington St.	San Francisco	CA	94119
0565	Texas	Nick White	657 Woodland Dr.	Ablene	TX	79603
0311	Florida	Steven L. Mackler	1462 NW 111th Ave.	Coral Springs	FL	33071
1736	Florida	Thomas C. Hudson	986 Haas Ave. NE	Palm Bay	FL	32907
3676	Florida	Edward L. Wynn	2006 Versailles Ct.	Tallahassee	FL	32308
3918	Florida	Philip C. Mann	298 Skiff Point Apt. 202	Clearwater	FL	34630



# CAVEAT EMPTOR

(Continued from page 27)

**FS 2306** - Douglass, 1974, steel blue/white deck. Race equipped with thru-deck halyard, internal spinnaker sheets, Gil Vang, outhaul, slimmed centerboard/360, fresh bottom & gasket, mast hinge, boom tent, motor mount. '86 Shore M&J, tilt trailer like new. \$4700. (612)-476-0959.

**FS 2444** - Douglass, dark blue hull, light blue deck, fully Harken rigged, twin port & starboard Ritchie deck compasses, Waco 360 centerboard cleat, spinnaker halyard take-up, rudder blade uphaul & hownhaul, 3 sets sails, 2 spinnakers, galv. trailer, \$3500. Call collect: weekdays (212)-695-1545, evenings & weekends (516)-374-3678.

**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. \$3200. Could deliver part-way. Jerry Griffith, P.O. Box 58, Hoisington, KS 67544 (316)-653-4346 or 653-4343 (night).

**FS 3229** - White, deck & hull, Green Bootstripe, 100% Harken equipped, all spinnaker gear, lifting bridle, cockpit cover, Shore main & jib, North spinnaker, one owner, excellent race record, club, district and FS Challenger Championship, New galvanized trailer, \$3900. Bob Rich, Rockville Centre, L.I., NY (W) (212)-868-3232, (H) (516)-763-1792.

**FS 3568** - Douglass 1980 Little used, very good condition, with 2HP Johnson (long shaft) (304)-345-8149 evenings, (304)-346-0601 days.

**FS 3608** - Douglass built 1981, Yellow, orange boot stripe and deck trim. Black bottom paint, Schurr main, jib & spinnaker. Full boat snap on over boom cover. Tee-Nee Trailer, all hauling equipment, tie downs, etc. Lifting bridle, Mast Hinge, Anchor, \$5800. Gene Cieslewicz, 6304 Brighton Dr., North Olmsted, OH 44070, work (216)-433-3994, Home (216)-779-1639

**FS 3734** - Douglass, unique red hull, cream deck, Tee-Nee Trailer, Schurr sails, spinnaker, 2.7HP cruise & carry, bracket, Jiffy Reef, two covers (cockpit and trailing/mooring), very good condition, \$6000. Phil Barilla, 380 Nature Trail, Murrysville, PA 15668, work (412)-374-5928, home (412)-327-4456.

**FS 3829** - Douglass, 1983, white hull/deck, Tee-Nee Trailer, cover, crotch, OB Bracket, lifting bridle, compass, main, jib & spinnaker, always dry sailed and garaged in the winter. \$5200. Call or write Bill Newbold, 35 W. Brentmoor, St. Louis, MO 63105, work (314)-621-8575, home (314)-721-2736.

**Wanted to buy** - Used main and jib. Will pay a fair price for "like-new" Shore, Schurr or other "name brand" sails. If you have a used set you would consider using in a local race, contact Chuck Gettys, 703 Jona Kay Terrace, Norman, OK 73069, (405) 321-3520.

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