

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXX, NUMBER 4, JULY/AUGUST 1988



Fisher Sails Sweeps Flying Scot Midwinters

It comes as no surprise that this year boats using **Fisher Sails** again dominated the Flying Scot Midwinters, sweeping both the Championship and Challenger divisions. That's why more Flying Scot sailors rely on **Fisher Sails** for consistent performance – no matter what the conditions.

Back in late 1987 when we became an independent loft we told you we're the same sailmakers building the same high quality Flying Scot sails. That's still true. And we're still providing the same outstanding personal service. We're ready to help!

We appreciate the encouragement and support from our friends in the Flying Scot Class. The votes of confidence we've received have meant a

'88 Flying Scot Midwinters

- | | |
|----------------------|--|
| • 1st, 4th | Championship Division
(5 out of top 10 boats) |
| • 1st, 2nd, 4th, 5th | Challenger Division
(8 out of top 10 boats) |

lot to us. Just to let you know how our sails have done in other classes, here are a few more recent results from the one-design world:

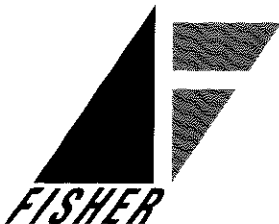
- | | |
|-------|---|
| • 1st | '88 Snipe Midwinters |
| • 1st | '88 Thistle Midwinters |
| • 1st | '88 Star Bacardi Cup
(mixed inventory) |
| • 3rd | '88 Lightning Midwinters |
| • 1st | '88 Y-Flyer Midwinters |



Fisher Sails. Your Personal Sailmaker.

If you want help in having your best year ever, consider Flying Scot sails that will give you the winning edge. Call **Greg Fisher** at the loft or look for him on the regatta circuit. We take great pride in providing our customers with personal service – something we feel is as important as winning itself!

Move to the front of your Flying Scot fleet. **Join the Fisher Team!!**



**FISHER SAILS.
THE NEW STANDARD
IN ONE-DESIGN PERFORMANCE.**

330 W. Spring St., Columbus, OH 43215 • (614) 221-2410

Flying Scot® Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860

PRESIDENT

E. Paul Moore, Jr.*
317 Country Club Drive
Ballwin, MO 63011
(314) 227-6700

FIRST VICE-PRESIDENT

Lawrence Taggart*
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358

SECOND VICE-PRESIDENT

Charles L. Dees*
930 Seacliff Drive
Fairhope, AL 36532
(205) 928-8942

COMMODORE

Jack Stewart*
88 Overlook Drive
Alliance, OH 44601
(216) 823-7885

IMMEDIATE PAST COMMODORE

Hallam Walker*
P.O. Box 847
Davidson, NC 28036
(704) 892-1276

SECRETARY

Pat J. Barry, Jr.
34090 Parkdale Avenue
Livonia, MI 48150
(313) 427-0797

TREASURER

Robert P. MacKenzie
2309 W. Audubon Dr.
Muncie, IN 47304
(317) 284-0971

MEASURER

Robert H. Murdock
1404 Oakland Ave.
Durham, NC 27705
(919) 286-0093

DESIGNER

Gordon Douglass
P.O. Box 28
Oakland, MD 21550
(301) 334-4841

EXECUTIVE SECRETARY

Ed Eubanks
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646

*Denotes Executive Committee Members

Scots n' Water

COVER: Top: Buckeye Regatta drifting away from the starting line. Bottom: Top Six Fishing Crews from the Buckeye Regatta (see article on page 20).

CONTENTS

JULY/AUGUST 1988

Volume XXX, Number 4

4 NEWS AROUND THE FSSA

9 OFFICER PROFILE
PAUL MOORE

10 1989 NAC
OSWEGO, NY

11 THE FUTURE OF SAILING

13 SCOT SAFETY

15 SO I HAD A BAD DAY

18 REGATTA SPOTLIGHT

22 STARTING LINE

23 NEW MEMBERS

Advertisers

2 Fisher Sails	12 The Sailors' Tailor
5 Schurr Sails	14 Treebourne Woodworking
6 Schreck Sails	16 The West Scot Corporation
8 Shore Sails	18 TJ Sales
11 Gordon Douglass	20 Rooke Sails

Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXX, No. 4. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: May issue, **March 1**; July issue, **May 1**; September issue, **July 1**; November issue, **September 1**; January issue, **November 1**; March issue, **January 1**.

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

EDITOR: Paul Nickerson, 12664 Webster Road, Strongsville, OH 44136, H: (216) 238-9378 **LAYOUT DESIGN:** Nancy H. Cooper

NEWS AROUND THE FSSA

MEMBERSHIP REACHES RECORD NUMBERS

Membership in the Flying Scot Sailing Association has reached record numbers for 1988. We continue to grow and mature as one of the premier one-design classes in the US with a builder who can't build boats fast enough. Of course, Douglass Boats has maintained their production standards but is unable to add production to produce more boats. Other Classes wish they had such a problem.

At a time like this, it is even more important for those wishing to buy or sell a used Scot to think about using the Caveat Emptor and the toll free FSSA number to move those boats. Harry Carpenter also suggests that if you or someone you know becomes interested in a new Flying Scot for 1989 that you plan to place your order early because there has been three month or more waits for new boats.

West Scot, in Salt Lake City, is building an excellent boat and has seen slow but steady growth in the west.

FSSA BURGEE

At the suggestion of John Beery, FS 4257, the FSSA Executive Committee has initiated a design contest for an FSSA Burgee. There are no design rules or limitations although the finished size should be in the 12 inch by 18 inch range.

Get together at your next fleet event and put your ideas on paper. This should be a fun activity for everyone to participate in. Even let the junior artists join in at the club day care. Of course individual entries are also permitted since we all know how fleet committees work (or don't work). More than one entry is permitted but lets keep it reasonable.

All entries should be submitted to the editor whenever possible but

preferably by January of 1989. All entries will be kept strictly confidential until submitted to the selection committee.

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 in time for use during 1989.

LIGHTNINGS CELEBRATE 50th ANNIVERSARY

Any Scot crossing tacks with a Lightning should properly hail "Happy 50th" in honor of their Golden Anniversary in 1988. As many of you know, the Lightning Class was a great inspiration to the Flying Scot Sailing Association during our founding days. They still reign as one of the top one-design classes in the world today with over 14,000 boats built. They expect around 100 boats for their 50th Anniversary regatta in Skaneateles, New York July 1 thru 3. Congratulations and continued success to the Lightning Class.

SINGLE-HANDERS UNITE

I have been contacted by several Scot sailors who have been or are interested in single-handing their boats both on daysails and cruises. If you have any thoughts on rigging or handling the Scot single-handed, I'd like to feature a future story (or stories) on this aspect of sailing. If the interest I have received is only the tip of the iceberg, then there must be many more who enjoy single-handing. We'd all like to hear just what this aspect of sailing holds for the Flying Scot.

KIDS AND SAILING

One predicament sailing families often find themselves in is what to do with the kids. The obvious answer is to teach them to sail and make them an integral part of the crew. In fact its not all that easy, especially when the kids are toddlers. Still, that is a good time to expose them to sailing so the learning will just be a part of their upbringing.

Rick Reed, FS 1580, writes that with kids 4, 6 and 10, he sometimes has problems keeping them entertained while sailing. Lines with bumpers tied to them can keep the kids busy for a while but what about other ideas. Young kids can make an excellent crew when given small jobs during maneuvers or as an extra pair of eyes and hands. They can also learn a lot from other sailors if you have a friend willing to take them (one at a time).

Let's hear from everyone who has or is raising a junior sailor. What are the right things to do, and the things not to do. Whether its keeping them entertained during an afternoon daysail or training them to be a racing crew, kids are the future of our sport and the FSSA.

NEW FLEETS

In the last year we have chartered several new Flying Scot fleets. Strong growth continues in the Barnegat Bay area with Fleet 162 in Pine Beach. Fleet 163 has been chartered at Lake Nockamixon just north of Philadelphia. These two fleets will be battling for Philadelphia area boats caught between going inland or to the coast.

North of the border we have added Fleet 164 at Muskoka Lake in Ontario, Canada. A friendly welcome goes out to these new fleets which we hope to see grow and prosper.

(Continued on page 6)

Consistently Out Front



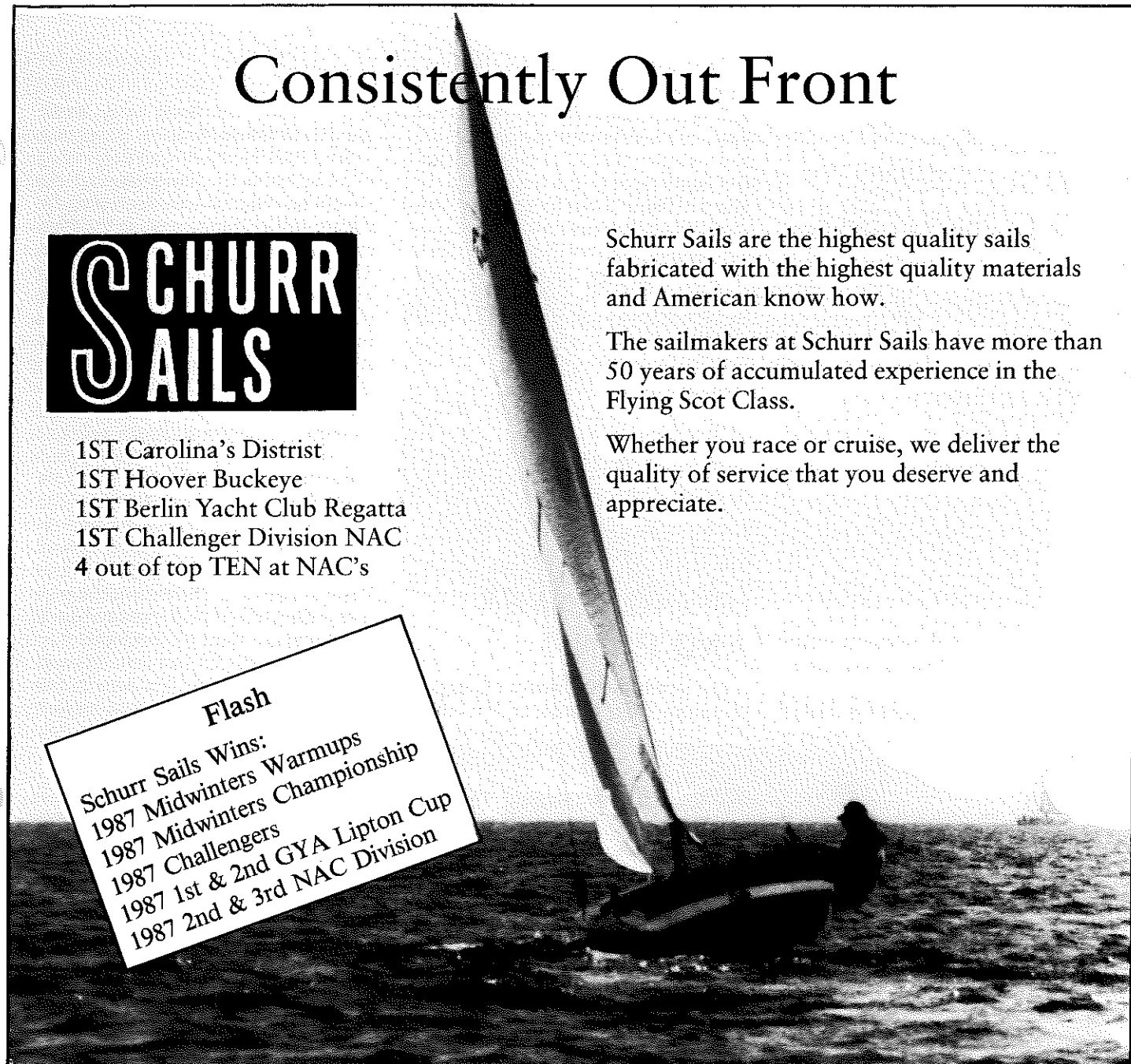
1ST Carolina's Distrist
 1ST Hoover Buckeye
 1ST Berlin Yacht Club Regatta
 1ST Challenger Division NAC
 4 out of top TEN at NAC's

Schurr Sails are the highest quality sails fabricated with the highest quality materials and American know how.

The sailmakers at Schurr Sails have more than 50 years of accumulated experience in the Flying Scot Class.

Whether you race or cruise, we deliver the quality of service that you deserve and appreciate.

Flash
 Schurr Sails Wins:
 1987 Midwinters Warmups
 1987 Midwinters Championship
 1987 Challengers
 1987 1st & 2nd GYA Lipton Cup
 1987 2nd & 3rd NAC Division



SAIL # _____

Number Color () Red; () Blue; () Green; () Black

() 4.4 oz. Racing Cloth

() 5 oz. Cruising Cloth

- () Main \$415
- () Mainsail Reef \$35
- () Mainsail Foot Shelf \$30
- () Jib \$190
- () Telltale Window ea. \$10
- () Vision Window ea. \$15
- () Mainsheet Retainer \$8.50

- () Spin. Crosscut \$280
- () Spin. Triradial \$365
- () Brummels on Spin. \$10
- () Centerboard Gaskets \$12
- () Deluxe Tapered Battens \$22
- () Kevlar Spin. Trims \$65

Name _____

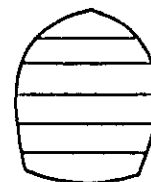
Address _____

City _____

State _____ Zip _____

Daytime Phone _____

Comments (repair) _____



- Spinnaker Colors
- Red
 - Green
 - Lt. Blue
 - Dk. Blue
 - Purple
 - Orange
 - West Coast Gold
 - Black
 - White
 - Yellow
 - Ocean Blue
 - Pink

Price includes bag, battens and royalty.

Terms: Pay order in full, Schurr Sails will pay freight or 50% deposit w/order, Sails shipped C.O.D. for balance.

Mail ORDER form to: Schurr Sails, Inc. 490 South "L" Street • Pensacola, Fl. 32501 • (904) 438-9354

FSSA News

(Continued from page 4)

FLEET NEWSLETTERS AND COMPUTERS

As editor, I thank the many fleets that send me copies of their newsletters. As somewhat of a PC hacker, I think its great to see the use of some of the low-cost desktop publishing programs to print many of these newsletters. It will be interesting to see how these and the new generation of word processors will be used to enhance our publications. Anyone who would like to share their expert advice on such programs, I'm sure we would all like to hear how they can be best used.

Also, if any hackers have developed a good sailing simulator or other program that may be of interest to other sailing hackers, I'd like to hear from you.

While we are discussing com-

puters, publishing and the FSSA, you may be interested to know that we are now using an IBM XT clone and Wordstar to do most of the typesetting for Scots n' Water. Hopefully you will see more timely regatta results and current events because this has reduced some of the more laborious parts of producing each issue. Articles may also be submitted on disk, and this would alleviate stories having to be re-typed. Also if there are any experts in our ranks on how we may more efficiently publish Scots n' Water, please don't hesitate to give us advice. Scots n' Water is viewed as being the most important aspect of the FSSA by many and we want to do anything possible to improve its timeliness, quality and content.

HIKING POWER AND PAIN

Eric Ammann, President of Gordon Douglass Boats, sends us this letter

with a story from **Great Lakes Sailor** and **The Windmill News**.

Eric: Paul Elvstrom was something of an authority on hiking way out. He sailed an hour every day, even in Winter, right off his home on the Denmark Straight. In addition, just to keep in hiking shape, he spent an hour a day doing office work while hiking on a saw horse with his feet in hiking straps. He felt the need to stay accustomed to pain (and win four Gold Medal in the Finn).

For those who sail for fun, the need to keep accustomed to pain may not be so overwhelming. Years ago I heard a friend tell me, "when the thought of exercise strikes me, I go lie down until it goes away." It may be easier to find converts to that school of thinking than to Elvstrom's or the Windmill sailor's. There are rumors of how Indian Fakirs lie on a bed of nails and Lamas in Tibet sit bare bottomed on the ice, just to gain merit. I will pledge to try to limit the pain to the

(Continued on page 7)

GO FAST Super Schreck Sails

You can't beat 46 years of sailmaking and 58 years of sailing.
Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and many others.

Best for Less, Instant Scot Sails

**Our prices are fair
and our delivery is prompt.**

Get the edge over your competition now with your own set of Super Schreck Sails.
Call about our Special Yacht Fleet discounts.

Paul Schreck & Co. • S. Scenic Drive • Lillian, Ala. 36549 • 205/962-2570

FSSA News

(Continued from page 6)

pocketbook, and leave the other kinds of pain to those who must have it in order to feel happy.

The Windmill New: "After finally getting their bodies honed to the point where hiking no longer brings visions of the rack, two or three months of inactivity (for sailors) results in a loss of all that muscle tone. Unfortunately, keeping the body in shape for hiking cannot be achieved by traditional winter activities such as racketball, tennis, sleeping, jogging, watching television, eating and drinking to excess, or weight lifting..."

"After a diligent search, the answer to this problem has been found. Not only are the exercises simple, but also the equipment needed is found in every house. Open the trunk of your car and place a small crate just aft of the rear bumper...Lie on the crate with your feet just inside the open trunk. When you are comfortably situated, have your spouse or significant other close the lid smartly and remove the crate. It is important that you maintain your body in a horizontal position after these steps have been completed. Sets of 10 to 20 situps should be completed before resting.

"Once you feel confident in performing at this level, have someone drive the car with you hiking from the trunk while the neighbors play garden hoses over you as you pass."

Anyone for hiking straps in the Flying Scot?

1989 FSSA CRUISE

Graham Hall has tried to organize some class cruises which have met with limited success the past few years. This is a great way to spend an enjoyable week, see some sights and have fun with some other Scot sailors. Graham has recently moved to California and is uncertain of where his sailing interests will lead. He will still be involved with the race committee for the 1989 NAC. If any fleet or individual has a great cruising spot where they would like to organize such a cruise for 1989, contact Scots n' Water and we'll see what we can come up with. The 1989 NAC is scheduled for July 14-21 in Oswego, NY.



Picking up their new boat at Gordon Douglass Boats.

FSSA AUSTRALIAN CRUISE

Anyone interested in cruising the Great Barrier Reef (see the May/June Issue) is reminded to contact Bob Vance. There is limited availability and reservations are on a first come first served basis for this wonderful opportunity to travel.

MAILINGS

One of my biggest frustrations as editor has been dealing with second class mailings. Our post office-seemed to be excellent at clearing the second class bins until just before the postal hike. Recently, I have documented mailings that have taken three to four weeks to reach me that used to arrive in a week or less. I have talked to people who have had even worse timing, but in the same breath I must say I have talked to folks who get their issues within two to three days of mailing.

We have been getting all issues in the mail the first full week of the month and after that we become quite helpless. If you're one of the lucky ones who get yours quick, you might let other fleet members know of some of the more timely events.

POLITICS IN THE FSSA

David Ivey and crew, Marie Witmer, picked up Flying Scot 4427, named "Politics" late in March (see picture). They will be sailing with Fleet 160 at Lake of the Woods. Ivey moved to the Scot after owning a Volant which is a "hot" trapeze boat. David reports, "we can now enjoy challenging racing in a planing boat without beating ourselves to death in strong winds." Marie, who is new to sailing has already taken to sailing like she's been doing it all her life. Of course, having several other Scot crews working in the office surely helps.

David is president of Association Management Concepts in Fredericksburg, Virginia and runs as tight an office as he does boat. His office crew includes Marie, Gail Post who crews with her husband Bob on #3201, and Colleen Smith who crews with her parents, Dick and Doris Smith, on #2721. Now imagine the little office awards you could have every week for the winning boat. Also, consider the problem when there's a major regatta and everyone wants to go!

GREAT SCOTS ARE POWERED BY SHORE



Shore sails are known for winning races. At Shore, we are consistently testing and evaluating not only the shape of your sail, but also its engineering. We use computer assisted design programs and laser cutting technology to insure every Shore Flying Scot sail is cut precisely to perform well in any condition. With Shore's technology you get the same flawless and fast shapes as the guys winning with our sails.

The Flying Scot is a great class, it deserves great sails! Shore sails are durable designs that go fast and last a long time. We started in one-designs and we're still winning there. This year, if you want to win, use the proven power of Shore.

Call us today for information and
your free

Shore Sails Chesapeake,
919 Bayridge Rd.,
Annapolis, MD 21403
301-268-6501 FAX 301-268-4984



SHORE SAILS

We make world class sails for your Flying Scot.

Shore Production Lofts

Rhode Island 401-849-7997 • Maine 207-772-8113 • Long Island 516-673-5055 • Burlington 802-863-6266
• New Jersey 201-892-8922 • Chesapeake 301-268-6501 • Cleveland/Mid West 216-281-5111 • Great Lakes
616-941-1222 • Sarasota 813-951-0189 • Miami 305-858-3000 • Houston 713-334-7559 • Dallas 214-741-2368
• 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

Officer Profile:



Paul Moore President, FSSA

by Peg Woodworth
Fleet 83

It was a warm 4th of July in 1966, and what better way to spend the day than a drive with the family. A man, his wife, and their four small children stopped by Lake Heffner, Oklahoma, watching the sail boats as they tacked back and forth across the lake. "That looks like something I'd like to try" said the man. The next week he purchased a Super Satellite, a 16 foot sloop. Soon the man and his family were seen on the lake for their initiation into sailing. The skipper was ready. One hand was on the tiller and the other hand was holding an instruction book. The boat, however, proved to be a disaster. The flotation leaked and it was very unstable, especially with four small children on board. The man immediately returned the boat to the dealer who suggested a Flying Scot might be more suitable for his needs. With the purchase of Flying Scot 1015, Paul Moore, became a confirmed Scot sailor.

Paul has maintained his enthusiasm for both sailing and the Flying Scot. He has been very active in both his local fleet and in the national organization proving to be a true leader and educator. More than twenty years after his first sailing experience, Paul Moore is now president of the Flying Scot Sailing Association. Paul took office in July of 1988 during the NAC which his local fleet, number 83, was hosting.

One of four charter members of Fleet #83 at Lake Carlyle, IL., Paul has spent many hours working for the promotion of the fleet as well as the Carlyle Sailing Association (CSA). There are now 40 Scots in the fleet, many of which Paul, as the local factory representative, has sold. While he modestly states that "The boat sells itself.", Paul's enthusiasm for the Flying Scot is largely responsible for the success of the fleet at Lake Carlyle. Not only does he sell the Scot, but Paul counsels the buyer on complete rigging and outfitting for individual needs. He is always willing to talk sailing and Flying Scot with any prospective sailor or experienced helmsman. A master at the sailing arts, Paul can offer advice on knot tying or rigging. Woodworking is also a special talent as shown by his hand-crafted teak "go-fasts" on his boat. Without a doubt, FS 4300 (his sixth Flying Scot) is one of the most beautiful boats to be seen.

An avid racer, Paul can be seen most Sundays on the starting line for club races. He constantly shows his support by attending many fleet regattas. You can almost always find him at the Egyptian Cup, Mid-West Districts, Carlyle's Whale of a Sail or the Glow in the Dark (he's the one with the harmonica at the campfire). You will also find him at the NAC and the Midwinters. Always competitive, he won the trophy for "Most Proficient Senior Sailor" at the 1986 NAC.

Promotion of sailing and racing has always been an important goal for Paul. In the beginnings of the Carlyle Sailing Association, the four charter members would race each other without the benefit of an organized program. Currently, Paul is one of the Senior Race Officials in one of the

best one-design racing programs in the country. Always willing to help new racers, Paul will offer help and advice, while crewing for them during CSA's Challenger Series each summer. "It is always important to encourage and assist new racers because racing is what perpetrates one-design sailing." says Paul.

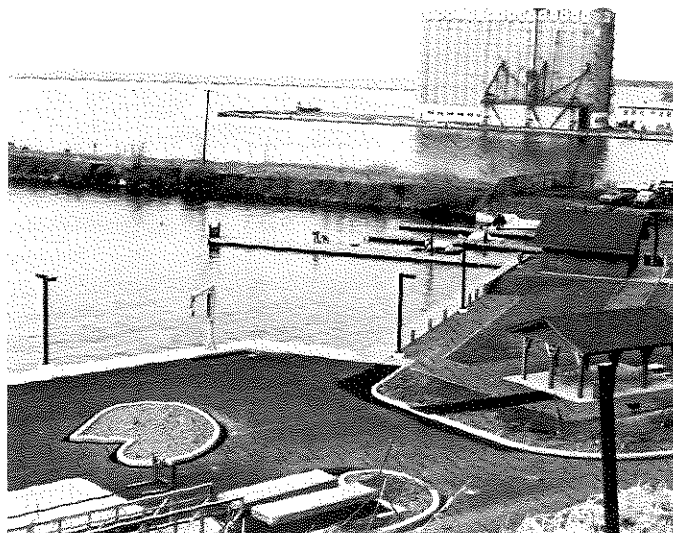
Fleet 83 is proud of the job Paul has done in building what is one of the FSSA's premier fleets. Through his leadership and enthusiasm the fleet has developed many leaders and a program that earned it "Fleet of the Year" honors in 1987. Paul might miss a few fleet activities once in a while but its only because he's so involved on the national level of the FSSA.

Ted Glass first got Paul involved with the FSSA. Since 1981, Paul has served as Treasurer and Vice President before taking over as President. One of his chief concerns as president is promoting membership in the FSSA while being sensitive to the concerns of all members. He feels one of our great assets is the "tremendous experience and leadership" that is ready to assist the executive committee. "The people who have been leaders in the past are still active in the association." He also feels that the FSSA is very fortunate to have the active involvement of a quality boat builder and sailmakers to help keep the class strong.

Looking back on his years of sailing, Paul feels that his most gratifying experience has been in the promotion of Junior Sailing. It is "the life blood of the Association." Paul has experienced this first hand. He and his wife, Betty, have fostered a love of sailing in their four children. Son, E. Paul III, can be found crewing for Paul or even skippering while dad crews. Barry became the first of the second generation at CSA to own his own boat. As a parent, it has been very rewarding to see his children become such competent sailors.

We're all very lucky to have a person such as Paul Moore as President of the FSSA. His leadership, dedication, enthusiasm, and friendliness is one of the reasons the FSSA continues to be a leading one-design organization. Thanks Paul, for all your efforts. □

1989 NAC, You'll Love NY



The Ontario Shoreline at Oswego, NY, with the State University in the foreground.



Part of the Marina facilities in Oswego.

by Chris Rotunno

Depending on the timing, you may be packing up to leave for Lake Norman and the 1988 NAC as you read this article so don't get confused. Fleet 159 in Oswego, NY has been selected to host the 1989 NAC which will be sailed on Lake Ontario. The dates are set for July 14-21 with the Junior NAC sailed on the 15th and 16th and the regular racing starting on the 17th.

Oswego is located about 50 miles from the east end of Lake Ontario. It is a busy commercial and recreational port and the City of Oswego is behind this event all the way. The harbor area is not large enough to conduct the races inside the breakwall, but it does have excellent mooring and launch facilities just a short sail to the race area.

Oswego will make available Wright's Landing which is a city operated facility with seven ramps, a hoist, and parking for three hundred cars with trailers. There is also some overnight docking which is scheduled to be expanded this year. On the site is the McCrobie Building which once housed the Oswego Yacht Club. This will be used as regatta headquarters and to host some of the social events.

Breitbeck Park is located next to Wright's Landing and has a large picnic pavilion and children's playground. It is located on a hill with a commanding view of the race area.

The State University of New York

College at Oswego will also play an important role in housing people for the NAC. Both dormitories are available on the lake shore just a mile away from Wright's Landing. Projected costs are around \$100 per person and would include hotel-like maid service. Meal packages are also available through the college but details are pending a final social schedule for the week. These rooms are very modern and well kept. This should provide a great social base for evening activities and a great way to get to know more of the participants.

The Oswego Maritime Foundation is an organization dedicated to maritime education. As part of its program they offer sailing lessons in Flying Scots and support the Oswego High School Sailing Club which is active in Scots. Their facility is close to the Wright facility and includes some overnight docking. They will also be supplying committee and chase boats as well as many volunteers who are needed for an NAC.

The actual host club is the Oswego Yacht Club. It was co-founder of the Lake Yacht Racing Association which is the oldest of its sort on the Great Lakes. The club has seen a resurgence in the 80s and has a PHRF fleet, Lightnings, Scots and Frosty's.

All of these organizations work together constantly to improve the enjoyment and development of boating on Lake Ontario. With such support and excellent facilities the 1989 NAC should prove to be a lot of fun.

Lake Ontario moderates the Oswego weather. Daily highs usually reach the low to mid eighties in July. The evenings tend to be cool and comfortable. The actual average temperature is around 72 degrees. Winds from the WNW thru SW account for 53% of the summer winds and average 9 miles per hour. The wind generally peaks around noon to 1 pm. Sailing on the open water, one can expect quite a variety of conditions throughout the week.

A week full of social events is also being planned as for any successful regatta. Sponsored welcome and award parties are planned along with the Annual Meeting and Dinner. Evening barbecues, cocktails, and perhaps a beach bonfire are under consideration for all to enjoy.

There are many sites and activities which may be enjoyed during the week in this historical area. You are not far from the Thousand Island area which is a good place to put in for a sail coming or going from the NAC. If you are coming in from the west don't miss Niagara Falls near Buffalo. In Oswego there is Fort Ontario and many museums and historical landmarks. Fishing is also great on Lake Ontario.

A week full of great activities, the NAC is located in the heart of some of the most beautiful country around. Plan to spend an extra week and see why everyone loves New York. Great sailing is only one of many reasons to mark the 1989 NAC on your calendar today. □

1988: THE FUTURE OF SAILING

by Paul Nickerson, FS# 3911

1988 should prove to be an interesting year in the history of sailing. Three major events should have a great impact on just how our sport is perceived both from within our ranks and by the general public.

One-design sailing may suffer its biggest loss and greatest success for the United States this year. The U.S. Olympic Team holds much promise with serious hope for a medal in every class. We wish all of our competitors the best in what should prove some very difficult conditions and competition at Pusan, Korea. With any luck, maybe the local papers will print the results on a daily basis and we can all follow with great interest and enthusiasm.

Television will bombard us with all the glory events, including preliminaries. I hope you really enjoy gymnastics, track and field, water polo, etc. and you are not just vegetating in front of the TV because it's there. The same people that cram those sports into your living room decided long ago that Yacht Racing will receive 15 minutes of coverage total. I doubt if that would change even if our sailors win a medal in every event, more than our entire Winter Olympic team.

After all, everyone knows sailors are not really athletes. They're just a bunch of rich kids who have nothing better to do than sail "yachts," right? That's why these sailors spend ten or more hours a day training and practicing. Holding onto the boom of a sailboard, trapezing on a Tornado or 470, and hiking endless hours shows just a part of the physical toughness possessed by these athletes.

(Continued on page 12)



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.

Gordon Douglass

Boat Company, Inc.

Rt. 4 Box 9K Deer Park, MD 21550

(301) 334-4848

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

Future

(Continued from page 11)

The sailors must also strive constantly to be competitive in boat speed and tactics. This is difficult for the casual viewer to comprehend on television and in fact, just as hard for experienced sailors to see on television which is two dimensional. They must also prepare themselves mentally. No athletes at the Olympic Games will spend more time competing than the sailors. There are no sprints on the race course, rather each day can be a marathon for the sailors and their boats. The psychological drain on a sailor after two weeks of competition in the Olympics can only be surpassed by the drain qualifying to represent their country. The competition within each class to represent America is intense and in the end, second place will mean little to anyone except the sailors who put so much into the effort.

This year, professional yacht racing will attempt to make an impact in the U.S. with the "Ultimate Yacht Race." Who knows just where it will lead to, if anywhere, in the next couple of years for the sailing public. Few professional sports are successful without promotional rewards for the sponsors. No sport would be profitable at its current economic level without television or other advertising revenues or sponsorship. I find it hard to believe (and I hope I'm wrong) that the professional sailing events will really attract many new converts to sailing.

Some sailors and designers may make good money off of the "Ultimate" event, others will lose money. Sponsorship of boats is slow to come for many. Then there is the question of "Professional Status."

Professional sailing seems to miss the point that sailing is a participatory sport, not a passive sport to sit back and watch. NBC plans to televise highlights of the event Memorial Day Weekend when we are all out sailing. Other races are scheduled for July, in San Francisco, and October, in Mystic, Connecticut with more televised coverage.

It will be interesting to see if any new innovations come out of these races. Windward legs of the courses will include a mid-leg gate the boats must go through. That sounds very interesting, but would you like to have on the water judges (referees) calling penalties at future Scot regattas.

The Ultimate 30s sound like quite a thrilling boat to sail but one few people would want to own.

As I submit this for final publication, the first event is taking place. I have looked to find media coverage in the newspaper (there was something about a Skeet Shooting contest) and on TV. I hope there was something but it wasn't on the station that I work for.

The ultimate disaster is now occurring with the America's Cup. Our sport's number one public relations tool is now being torn apart by the New Zealand Challenge. I don't know if I'm mad because they didn't switch to Flying Scots or just confused because every week they change the rules, but I've lost interest. People who know my love of sailing like to ask (just to make conversation) about the America's Cup. Little do they innocently know what a crazy subject it is. Think about it. Try to explain the current America's Cup status to a friend.

Most of the major sailing publications I see are tending to shy away from detailed coverage because whatever they print will be out of date by the time it gets to the reader. "Sail Magazine" ran a story which showed the New Zealand boat but felt to me like it had been edited by Michael Fay. They ran the same full page picture twice and never showed the boat under spinnaker. A few more final statistics would have been nice also.

"Sailing World" covered the launch in three paragraphs. They continued by interviewing Tom Ehman who had several quotes that seemed to summarize the challenge:

"We don't feel we have any other choice in order to fend off this very unwelcome challenge."

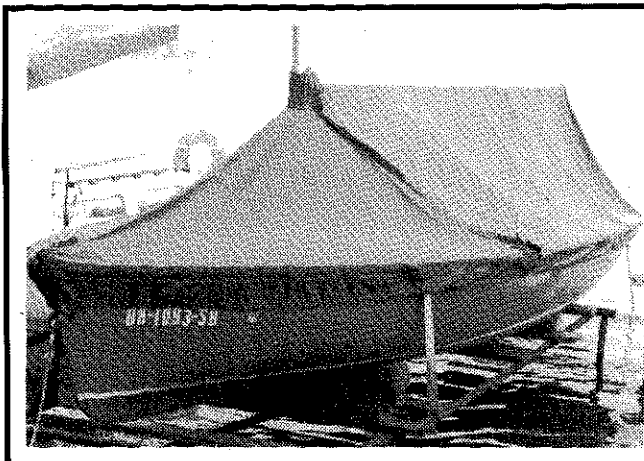
"It is not, as Fay would like to believe, a challenge-driven event; it is a matter of mutual consent between challenger and defender."

"I personally think we should do what the majority of the challengers want."

New Zealand has some unbelievable numbers and costs for a race that seems doomed (although now it seems must go on for investment purposes). Computer programs predict **New Zealand**, nicknamed **Kiwi Mischief**, would still be twenty or more minutes behind an American catamaran.

Now the courts have jurisdiction over how the event is run because of the "Deed of Gift." Possibly we should create an international "America's Cup Council" with representatives of participating countries to re-write "The Deed" or rules so that it will truly be a world event which is

(Continued on page 17)



CUSTOM FITTED COVERS

*In stock ready to go

*Made by one design sailors

YACHTCRILLIC • CANVAS • URETHANE COATED NYLON

MOORING full deck over the boom (pictured)

COCKPIT boom tent that covers from mast to transom

TRAILING/MOORING use for trailing and/or fits with mast up for mooring

BOTTOM protects bottom & sides while trailing with nappac canvas flannel-lined

- NOW • MONOGRAMMING • Prevent loss by monogramming your name or boat number on your present or new cover.

EXCELLENT WORKMANSHIP • SATISFACTION GUARANTEED

For more information and samples: OR See your local dealer



The Sailors' Tailor

191 BELLECREST • BELLBROOK, OHIO 45305 • (513) 848-4016 • SANDY

Scot Safety:

Bailing Ports and Towing Bridles

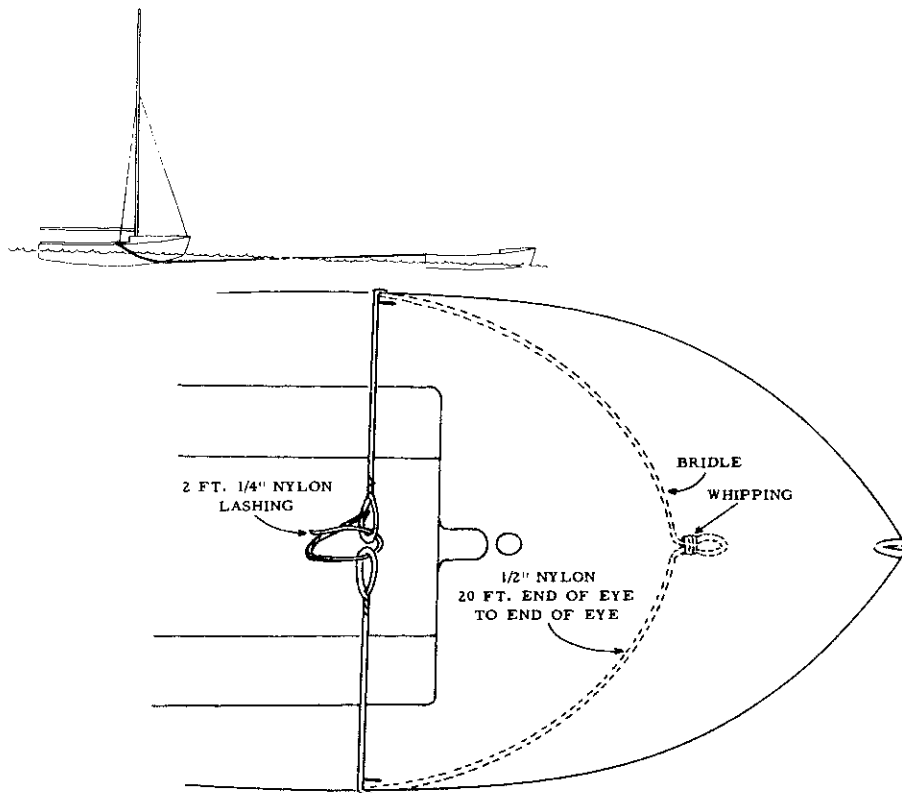
It's been many years since we've run an article on two of the biggest assets in capsizing. Transom ports and rescue boat towing bridles seem to be two forgotten items which can mean a big difference between making a capsize just another part of sailing and a disaster.

Capsizes don't have to be, but they are a part of centerboard boat sailing. I have never seen a capsize that was not caused by a mistake on the part of the sailors in a Flying Scot. The Scot is very stable and that is one reason we all love it so. I will always remember a race at Berlin Reservoir where the winds were pushing 40 mph in the gusts. There were several times where we laid the boat on its side (60-70 degrees) in the biggest puffs and waited for them to subside below 30, then pulled the boat back up and sailed on. While there were numerous capsizes, they were all on downwind legs (don't forget to ease the vang) mostly with die-hards trying to fly spinnakers. The other classes weren't as lucky. The whole incident proved to me just how great a boat the Flying Scot really is.

I thought it was only logical to have transom ports installed when I purchased a new Scot five years ago. I had heard stories of capsizes on Lake Erie (which usually occur when there are big waves) where boats were abandoned until storms subsided because boats couldn't be righted and bailed.

Last year I travelled to a regatta and while rigging *Nicknack* was approached by a crowd of sailors curious about my ports in the stern. They had no idea what they were for and then wondered if they were legal. I explained their use and they all agreed the ports seemed like a good idea. In writing this I have discovered that you may not be able to find these in your handbook under the "Specifications" as they were accidentally deleted in the last printing. Article S-II Section 9 should read:

"Transom ports are permitted as an owner's option to facilitate rescue of a swamped yacht. Such transom ports



shall be round, five inches in diameter, opaque, one on each side of the rudder post, centered five inches outboard from the centerline of the transom, and 3 1/2 inches above the top of the boottop. The ports shall be suitably closed at all times while racing."

There is flexibility in the size of the ports depending on the materials available. Douglass Boats currently installs a 5 1/4 inch port.

I'm convinced they are not just for big wave sailors but any Flying Scot. Last fall and again at the Midwinters, I saw capsized Scots being bailed on a beach after a capsize in calm water. Try to figure out how many gallons (and pounds) of water are in a swamped Scot. I thought to myself "Even if they got my boat to a beach and I opened the ports I would be rid of most of the water." The real plus of the transom ports is that after they are opened and you are under tow, most of the water will drain out. As the boat lightens, the rescue boat operator and the engine will breathe a big sigh of relief, as will you and the Scot. If there's another race, you may

even be there for the start.

What is a transom port? It is merely an inspection port available from most marine suppliers for under \$10. The hard part may be finding a hole saw which is carried by some rental stores. Harry Carpenter suggests that if you make a fleet event out of installation, you may borrow a saw from Gordon Douglass Boats. Before ordering either the saw or the ports, make sure they match in size. Eddie Sharp wrote a good article on installation which appears in the latest *"Highlights of Scots n' Water"* available through Gordon Douglass Boats. I recommend "Highlights" to every Scot owner.

Most important is that you seal any exposed wood core from cutting the hole with epoxy or polyester resin to protect it from moisture absorption. Also, tie the port covers to themselves or something so you don't lose them. In five years I have yet to use my ports and I hope I never do, but anytime I see a swamped Scot I'm glad they are there.

(Continued on page 14)

Safety

(Continued from page 13)

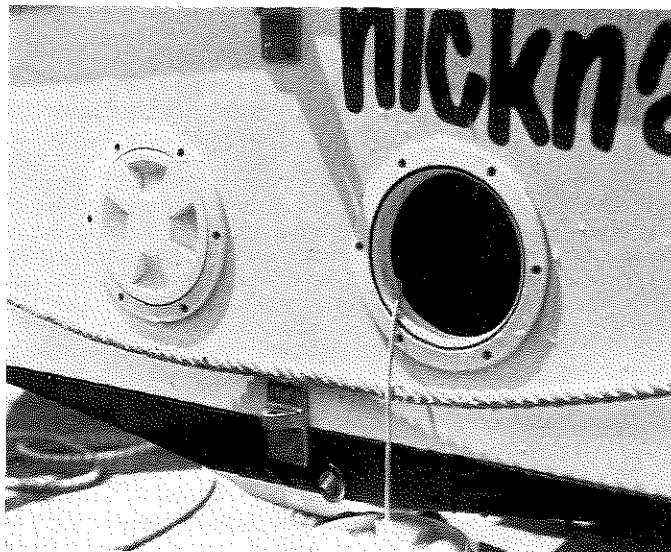
There is something else every fleet should have and every sailor should know how to use for safety in racing. A "towing bridle" should be made and kept with the club rescue boat for all races. One can also be tied with a 25 foot mooring line kept on the boat. The principle of the Scot towing bridle is very simple. It must lift the bow while under tow (move the crew weight back) so that much of the water will run out over the stern.

In the July, 1976 issue of **Scots n' Water**, Sandy Douglass shows us the design of a towing bridle he recommends. Start with a line of 1/2 inch nylon and tie or splice a loop on both ends. This line should measure 20 feet after both ends are done. Then in the middle whip or tie another loop to which the tow line will be tied. Splice a 1/4 inch piece of line onto one of the end loops for tying the two ends together later.

One other tip is if you get a swamped Scot beached, don't try to roll it over pulling by the halyards. Insurance companies do not like to buy new masts.

Safety drills are an excellent fleet activity for all classes. Try to get together a club capsize drill for everyone. It doesn't hurt to know how to rescue another class of boat when you are on race committee nor for others to know how to rescue the Flying Scot. Most important, find a line and make a fleet towing bridle. Have someone donate an old sail bag to keep it in on the rescue boat. Also, think seriously about installing transom ports.

As an extra motivation to make sure we've all learned our lesson from this article (the last time it ran only



one out of five capsizes at the following Midwinter knew how to use the towing bridle), send me your estimate on the weight of the Scot full of water. I have some extra five gallon buckets I can award for prizes. Have a safe and enjoyable summer of sailing, even if you capsize.

When it comes time to be used, first tie the tow line to the bridle. Then pass the ends of the bridle outside the shrouds and behind, tying them together in the middle of the boat. The middle loop should be well under the bow of the boat in the middle. Talk to the rescue boat driver to make sure he pulls the slack out slowly and keeps the boats lined up with one another. As he applies full power, the bow lifts slowly and with the crew weight back the water should run out over the stern. Don't expect this to happen magically in a few seconds, there is a lot of weight shifting during the whole process. When the water level is below the centerboard trunk

bail from the stern while still being towed. When the water is substantially below the centerboard trunk stop the tow and bail. Save the rescue boat for use by another sailor another day. This method will not pull you dry. You'll wish you had transom ports so you'd be rid of most of the water under tow in just a few minutes.

Here are a few tips to remember:

1. Wear your life jacket.
2. Attaching the bridle, it is best to swim it around the boat. Remember, the tow point of the bridle will be well under the bow.
3. Keep your weight back in the Scot. Sit on the back of the cockpit with feet in the cockpit until it is time to bail.
4. Keep the boats lined up on their centerlines. If the boats pull side ways, you'll find yourself back in the water starting all over as witnessed at the 1988 Midwinters.
5. Keep some extra bailing buckets on the rescue boat. □

GIFTS

TROPHIES

AWARDS

The Regatta Collection

A new concept in trophy design.

These awards are hand-made and signed by the Designer-Craftsman, Mark T. Diebolt. Constructed of the highest quality exotic and domestic hardwoods, these colorful sculptures provide an affordable alternative to the standard trophy or award.

Send \$1.00 for color brochure to:

Treebourn Woodworking

P.O. Box 17663 • Dept. 4 • Rochester, NY 14617 • 716-482-5142

SO I HAD A BAD DAY

by Terry Vacha, FS# 1362

This is a sailing story about almost sailing during an outing too early in spring on an Ohio lake. Our Flying Scot, which we had just purchased, is named the "Four Sons" (the name is on with peel off letters, just in case).

This was our third outing in the Scot, and I was an expert. After all, I had taken the Power Squadron course, read about twenty library books, and even talked to some Scot owners.

When we arrived at the lake, we got out our wind meter. It was one of those hand held ones, and was registering 10-15 mph. Sorry, that's what it read! Apparently it was a sailing gauge for non-sailors, since there was no knot scale. That gauge didn't seem quite right as we had to stand at 20 degrees off vertical to brace against the wind; flags were flying at 90 degrees to their masts. Nevertheless, reading only 10-15 mph winds, we began to rig up. My first clue to an off day was the 6 power boats that immediately pulled ahead of me in the docking line.

The careful cleaning work I had done on the Scot during the past week and my careful preparation at home had left my shrouds, sheets, and now shirts all tangled up. Of course, this tangling is not apparent when the mast is horizontal on its supports, only when the mast is at 45 degrees on the way up.

Well, all looked ready, and we forced our way into the docking line ready to launch. I drove while Brian and Craig stood at the dock to guide me. I like to back the trailer into the water so I just about cover the trailer hubs. (I've got "Buddy Bearings"! I know what I'm doing, no neophyte here!) Well, the kids yelled stop. I got out of the car to launch. Where's the trailer? They had me drive in until the trailer was gone, sunk. Beside the low maintenance value this had on my trailer, I would have had to wade to get to the trailer winch. After some prayerful utterances, I hopped back into the car and pulled out to the correct distance. Well, we finally got it launched. I drove the car up to the lot while the kids hung onto the boat. By the time I got back to the boat, I was whipped. As I returned to the kids at the dock, I heard, "Dad, I left my shoes in the car." "What? When and why did you take your shoes off?" I didn't want them to get wet when we launched." "But I launched the boat, you kids didn't!" So, one son and I waited while the other ran back to the car for shoes.

Finally, we were all three in the Scot, under power from a 2hp. motor, heading away from the dock. I attached the main halyard and began to raise the sail. "Dad where is the water coming from?" That's not a nice thing to say to a Dad who's a sailor. I looked down, and sure enough, we'd accumulated about a half inch of water. "Dad did we ever put the plug in?" Aaahhh! I dropped my work in the main, told Brian to cut the motor, hung over the back of the boat, and plugged in the drain plug. Now the pressure was building. The motor was off, the sails were down, the anchor

was stored, and the lee shore was quickly approaching. I tried to raise the main. That doesn't work out well on a reach in heavy winds. The situation and my personality were fast deteriorating. We crashed the lee shore.

I couldn't lower the centerboard to start the motor with the sunken trees just six inches beneath the surface. After all, I didn't want to lose control of the situation.

Then I did it. Yes, I jumped in to push the boat to a better location for a launch, at least someplace where I could start the engine without breaking a pin. A water bound location is not a good one for the captain. It is difficult to issue commands with some semblance of respect when the crew is not familiar with the gear and the captain is lost in the weeds. My crew actually thinks we have —get this— "ropes" on board. Gad!

I was humiliated yet thankful that a powerboater, those boats without sails, saw my situation and offered to help. I immediately threw him a line.

We set anchor out in the middle of the lake and had the great lunch that Brian and Craig made. We tried to relax and warm up. The day was supposed to reach 70 degrees with moderate winds, but seemed to be in the upper 50's with high winds. I changed my clothes and was ready to try again. Although I remembered my Yin and my Yang, I figured, "What do they know anyway." Some of the ancients say you go with the flow. If you start things on a day they aren't working out, drop it, forget it, put it away. But what do they know? I go against the flow.

(Continued on Page 16)

Bad Day

(Continued from page 15)

This time we tried a clever trick. We turned the boat into the wind and hoisted the main. Hmm, its a little easier when you do it this way. We turned the boat, hung on for dear life (by this time we were a little sensitive), and went on a broad reach. It worked out fine. We whisked along across the water, watching the shoreline dance by, and covered three miles of shoreline in record time. We had a nice sail. Unfortunately, an attribute of small inland lakes is that their shoreline forms a small geometrical figure which is closed.

Now we were forced to turn the boat into the wind. We had three to four foot waves breaking over the bow. This couldn't be 10 mph winds! The Scot easily skimmed over the waves on a close reach. With the centerboard down and the mainsheet controlled by hand (never cleated), we nicely sailed upwind with the boat upright. On occasion we heeled about 17 degrees. Although the boat was going well, we weren't. The early-

Spring weather with the 45 degree water, high winds, and waves going over our heads was drenching us in a nice periodic, predictable way. I finally decided that the cold was too much. Our skill and the weather didn't mesh well, and hypothermia was becoming a serious consideration if we didn't get back to the dock, now two miles to windward.

I yelled to my son (yelling is part of dadhood), "Brian, I'm going to lower the main. As I do, you start the engine." I quickly lowered the main, pulling it off the boom and storing it in the boat. "Dad, I can't start the motor!" "What?" I yelled in hysteria! I now had no sails, my son had pulled the rope out of the motor, three foot waves were crashing over the bow, and we were at the mercy of the elements — which don't have any mercy. I was ready to cry. I had experienced disgust, hysteria, joy, and was now ready for depression. Its best to enjoy all human emotions while on a family outing.

I lowered the anchor, letting out most of the line, and hoisted the distress flag. Thank goodness for the Power Squadron. Now the emergency measures that are drummed into me were paying off. But some boaters must have skipped that course. Amazingly, boat after boat motored by me at top speed. After numerous boats went by, totally unaware of what the flag signified, one fellow and his wife began to head my way. I immediately lit a flare to emphasize my dilemma. They pulled along side, but my flare still had another two minutes to burn.

Our trip back to the dock was like the rest of the journey. First, our good Samaritan tried to tow us against our anchor. Then he tangled our bowline in his prop, ripping our line and fouling his motor. Then neither of us had power.

Finally after twenty minutes of towing he got us back to the dock and we all thanked God for making land on the second day.

We were just exhausted. But trailer-ing, we still had to put things away, unrig, etc. We just threw stuff around, tied things down and drove off. We went for a Big Mac to try and relax. On the way home I got lost and spilled my pop on the car seat.

We couldn't look at the boat for a week.

But this is a new week! So I had a bad day. I'm a sailor!

Editor: Terry just purchased his Scot this spring after consulting with me. It's his first boat, although he has done some rental at small lakes in the past. Yes, he had a bad day, but I think he's glad it was in a Scot. What is important is that he took time to sit down and think about the experience, and in his case that included writing about it. He stopped by one evening to check out my boat and see how it was set up and get some ideas. I told him how important I thought it was for new FSSA members to let us know what we need to address in **Scots n' Water** and maybe just write what they learn or experience in their first year of owning a Flying Scot. He reached in his car and pulled out this story. At the end of the year we will all expect another story from Terry entitled "A perfect day of sailing!" □

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

Call: (801) 972-0350
or
973-6493

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

John Wallace — Sales Manager

Licensed by The Gordon Douglass Boat Co.



Future

(Continued from page 12)

what it was turning into. People on the street were talking about sailing during the 1987 Cup and I know many a person who has never been on a sailboat who watched part of the coverage live in the eastern time zone. I believe it is the highest rated event ESPN has ever televised to this day.

If sailing is going to police itself, it should start with Mr. Fay. Maybe we can get the case heard by Judge Whopner on "The People's Court." Think of the ratings that show would bring. I'm not going to defend the American side of this two hulled story with much pride. I know their initial intentions were good (they thought they were calling a bluff) but the whole thing has gone overboard. Let's save sailing's image and save the America's Cup. Would you enjoy racing your Flying Scot against a Tornado or Hobie?

These are all important one-design (?) events on the high end of technology and competition. They

represent the best promotional events in sailing and could prove very helpful or harmful to sailing's growth. The good part will possibly never be seen while the conflicts will make the news. The growth of professional yacht racing faces uncertainty and limitations.

Now imagine that we doubled the registration fees at every regatta and gave away cash prizes instead of trophies. Would that be an incentive for you to travel to regattas? Would it keep you from traveling at all? Do you think your friends (now rivals for the cash prize) will still put you up in their cottage? Imagine the cut-throat protests that we would be hearing. Wind shifts will no longer be measured in degrees but dollars.

No folks, yacht racing is meant to be a fun pastime where we can demonstrate and hone our sailing skills. It's a time to get together with other people and share a good time. Maybe we all dream about quitting our jobs and being professional

sailors. After all, it would be fun. Just lay back and go sailing every day. People will pay to come out and watch you sail.

For sailing to continue to grow people must want to buy and sail boats that they can afford and enjoy. Imagine the market in new boats if all those big boat crews who have never owned their own boat decided this year to buy their own boat. As a class, we see sailing through some very rosy glasses. The future is now and 1988 will be an interesting year for us to sit back with tiller in hand and enjoy. □

FLYING SCOT CANADIAN CHAMPIONSHIP

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



SCHEDULE OF EVENTS:	Friday, August 12	Afternoon/Eve.	Launch and tow to Club and cottages. Continental Breakfast Skippers' Meeting and Race 1 Races 2 and 3 BBQ Dinner and Social Race 3 and 4 Awards
	Saturday, August 13	Morning	
	Sunday, August 14	Afternoon Evening Morning ASAP	

RACING: We will attempt to run a five race (one throw-out) series.

ACCOMODATIONS: We will endeavour to billet as many entries as possible with local cottagers (at no charge) on a first come first served basis. If preferred, hotel accommodation is available, but limited.

REGISTRATION: The registration fee is \$40 US/ \$50 CAN. Registration can only be accepted with payment of registration fee. We will send out more information on the area to those who register.

CONTACT: Doug Smith, 33 Havenbrook Blvd. Willowdale, Ontario M2J 1A3 Canada (416) 498-9162

FLYING SCOT CANADIAN CHAMPIONSHIP REGISTRATION

Name _____ FS# _____
Address _____ #People _____
City _____ State _____ Postal _____

Registration fee \$40 US / \$50 Can. Make checks payable to Stony Lake Yacht Club.

Mail to: Doug Smith, 33 Havenbrook Blvd. Willowdale, Ontario M2J 1A3 Canada

REGATTA SPOTLIGHT

GREAT 48 / HUSBAND-WIFE CHAMPIONSHIP

Lake Norman hosted the Great 48 and Husband-Wife Championship April 30 and May 1. Fifty-two boats from New York to Texas made the trip to participate in this early season event. Twenty-four boats were there to compete for the Husband-Wife Championship.

Saturday the winds were light, allowing only one race to be completed. The fluky winds and large competitive fleet made for difficult sailing and many favorites struggled. Harry and Karen Carpenter, the defending Husband-Wife champs, finished 17th while the Hassells and Cohens finished in the top five of the Great 48 Fleet. With separate scoring for the two simultaneous events, fleet finishes did not coincide with Husband-Wife scoring.

Sunday the winds filled in at a perfect 8 to 12 knots putting boat speed at a

premium. Steve Callison dominated the Great 48 standings with 3 firsts followed by Steve Bellows with 3 fifths for second place.

The Carpenters found the steady winds more to their liking. They finished right behind Larry and Star Lewis in the first race and won the last race to take the Husband-Wife title for the second year in a row. Ira and Cathy Cohen kept on the pressure but settled for a sixth in the last race to miss the title by 1/4 of a point. The top five boats were separated by only four points.

In the Century Division, Jack and Nancy Rudy took top honors with consistent top ten finishes followed by local sailors Hal and Cathy Walker.

It was a fine weekend of sailing for everyone with one of the largest single fleets making for great racing. Dates for next year's Husband-Wife Championship should be announced at the NAC in July.

HUSBAND-WIFE CHAMPIONSHIP

FINAL RESULTS	Race 1	2	3	Total
1. Harry and Karen Carpenter	8	2	1	10.75
2. Ira and Cathy Cohen	2	3	6	11
3. Larry and Star Lewis	4	1	8	12.75
4. Bob and Beverly Murdock	5	5	3	13
5. Kent and Elizabeth Hassell	1	7	7	14.75

CENTURY DIVISION

1. Jack and Nancy Rudy	9	9	5	23
2. Hal and Cathy Walker	3	10	16	29
3. Kent and P. Taylor	13	6	12	31

GREAT 48 REGATTA

FINAL RESULTS	Race 1	2	3	Total
1. Steve Callison, T. Walcott	1	1	1	2.25
2. Steve Bellows, B. Braxton	5	5	5	15
3. Ira Cohen, Cathy Cohen	3	4	12	19
4. Harry Carpenter, Karen Carpenter	17	3	2	22
5. Tom Hohler, D. Mariin	6	8	8	22
6. Larry Lewis, Star Lewis	10	2	15	27
7. Kent Hassell, Elizabeth Hassell	2	12	13	27
8. Bob Murdock, Beverly Murdock	13	9	6	28
9. Roland Foerster, B. Foerester	28	7	3	38
10. Dick Schulte, R. Cohn	19	11	10	40

(Continued on page 19)



Flying Scot & Windsurfing Specialists

8930 Dexter Pinckney Road
Pinckney, MI 48169

Office: (313) 426-4155

In Stock: NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew", race equipped SCOT. TJS rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat and not the crew or sails).

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

Parts and Equipment in Stock: All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, TELO windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/IKENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50.

Accessories: AIGLE boots, absolutely the best wet sailing dinghy boat; CHUCK ROAST jackets and jumpsuits; HIGH SEAS PVDs and foul weather gear; ACCUSPLIT racing timers, at \$42 the slickest waterproof watch/stopwatch you can buy; LASER compasses, and much more. Call us for holiday or birthday shopping suggestions. Catalogue available.

New Items: HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$31 package has (2) risers, fasteners. HARKEN #150 cleat wedges, and instructions.

We ship daily by UPS on open account to FSSA members! We repair hulls, centerboards, and sails.

Regatta

(Continued from page 18)

ATLANTA YACHT CLUB INVITATIONAL

by Kent Hassell

This year Flying Scots were invited to participate in the Atlanta YC Regatta on Lake Altoona. While no Scot fleet exists there (yet), many Atlanta area Scots responded to the invitation to produce a fleet of 11 Scots. Steve Bellows and Harry Carpenter also travelled in for the regatta hoping to arouse local enthusiasm for a fleet.

The AYC Invitational includes Snipe, Thistle, Y-Flyer and Laser fleets. A total of 72 boats participated. Shifty 6-8 knot winds played havoc as the Race Committee tried to set lines in the first race. Sailors had many problems playing the shifts as thunderstorm clouds built. Problems continued in the second race as a thunderstorm passed by Altoona causing some knockdowns in most fleets. AYC members were impressed with the righting ability of the Scot while many other boats required assistance. Steve Bellows and Harry Carpenter led the fleet after Saturday's racing was complete.

The thunderstorms cleared out Sunday morning to unveil a picture perfect day with 8-12 knot winds. Bellows led the fleet followed by the Carpenters, Berkely Merrill, Kent Hassell, and David Whitehart.

A first time event for Scots, this was a very successful regatta and hopes are to see it grow in the future. A special thanks goes to the Atlanta YC for inviting the Flying Scots to participate in what has been a great traditional regatta.

Anyone interested in an Atlanta area fleet should contact Kent Hassell, 7345 Brandon Mill Rd. Atlanta, GA 30328.

TEXAS DISTRICT CHAMPIONSHIP

by Jeff Foerster

A new name has been added to the Shirreff Trophy, the perpetual award signifying the Texas District Champion. Roland Foerster, along with his son Jeff, and Bruce Moore, bested the fleet of 10 boats including the likes of Steve Bellows from Pensacola and Richard Wade, District Champion the



Texas District Champ Roland Foerster and son, Jeff, during the 1987 NAC.

last four years. The competition was hosted by Fleet 138 at the Seabrook Sailing Club on Galveston Bay. Competitors were treated with a good test of sailing ability by the everchanging conditions throughout the 2-day, 5-race event on May 21-22.

For the first race Saturday morning, the skies were cloudy with a 10-15 knot southwester. Steve Bellows led around the first triangle followed by Richard Wade and Roland Foerster. On the second beat, Foerster took advantage of a westerly shift to lead at the weather mark. Bellows and Wade followed but could not catch Foerster who won race 1.

The afternoon races were delayed as the winds died and shifted. With a course finally set, the pin end was favored and the second race started. A large shift to the right turned the race into a boat speed parade with Wade leading the way followed by Brad Davis and local sailor Hank Kleespies.

The sun finally broke through for the third race but the winds were still shifty. After a heavy traffic jam at the favored pin end, Foerster broke free of the pack. This time the big shift went to port, putting the premium on being in front early and in the right place for the shift. Foerster led the way followed by Davis and Wade.

After the races everyone gathered at the Oasis, an oyster bar and restaurant, to indulge in good seafood and attitude adjustment. The only order of "business" was to

unanimously elect Roland Foerster as the new Texas District Governor. Fun was had by all including the helium balloon chasing Brad Davis and Jeff Foerster, who left John Starr wondering when he would wear his one-of-a-kind Oasis T-shirt!

With two Sunday races left, Richard Wade led with 5.75 points, followed by Roland Foerster with 6.5 and Brad Davis with 9. Local sailor, Pat Strader, sailed consistently for 4th with 14 points followed by Steve Bellows with 16. The "Seabrook Doctor" made a house call for the last two races in the form of 20 knot winds with higher gusts. Richard Wade capsize in a puff on a reach and saw his championship hopes go over with the boat. Although he recovered to finish seventh, a torn jib left him unable to sail the last race. Steve Bellows found the heavy air to his liking (temporarily) with a first followed by Foerster and Davis.

In the last race Bellows took an early lead followed by Davis and Foerster. Pat Strader came back to win the race while Bellows went swimming at the jibe mark. Foerster and Davis battled for the championship in a race of their own. While the two man crews enjoyed the downwind legs, three on board helped Foerster overtake Davis on the last beat to win the District Championship while Bellows recovered for a 5th. Rumors have it that after many years sailing the Scot this was Steve's first

(Continued on page 20)

Regatta

(Continued from page 19)

capsize. This could not be confirmed because Steve was too busy threatening anyone who would report and print it. Sorry Steve!!!

Fleet 138 in Seabrook, Texas has struggled through some hurricanes in recent years, so every one was happy that they provided such a great time with the District Championships. Regatta Chairman Don Dutton and his wife, Eileen, hosted a tremendous event. Race Chairman John Chappel and committee members Gordon McKay, Judy Meedham and Don Cooper all did outstanding jobs in running the races.

Fleet 23 at White Rock Lake, in Dallas, reminds everyone to plan on attending our "Open House Regatta" September 17-18.

We did it, Trish!!!

FINAL RESULTS	Race 1	2	3	4	5	Total
1. Roland Foerster	1198	1	5	1	2	2 10.5
Jeff Foerster, Bruce Moore						
2. Brad Davis	4242	5	2	2	3	3 15
Chris Dukeminier						
3. Patrick Strader	3442	4	6	4	5	1 19.75
Kelly Strader						
4. Steve Bellows	GYA 10	3	4	9	1	5 21.75
Rod Stieffel, Blair Baxton						
5. Richard Wade	4271	2	1	3	7	DNS 23.75
John Starr, Sharon Beckerich						

20TH ANNUAL BUCKEYE REGATTA

by John Lewis

Again this year the Ohio District started its regattas with the Buckeye Regatta at Hoover Reservoir near Columbus. Fleet 37 promised a great celebration to commemorate the 20th anniversary of this event and nobody was disappointed by the outcome.

A great turnout of 32 boats sailed, including boats from Michigan, Illinois, Maryland and Wisconsin. Many of the Ohio Fleets were also well represented. After an embarrassing finish last year, Fleet 37 pulled out all stops with a Greg Fisher seminar the Wednesday before the race. Greg also sent the guy who taught him everything he knows about sailing. George, his father, was there to lead Fleet 37 around the course.

Steve Callison, in only his second Flying Scot regatta, won the first race in drifting conditions. He finished in just under the time limit on a shortened course, hotly pursued by George Fisher. They were closely followed by a 180 degree windshift and those

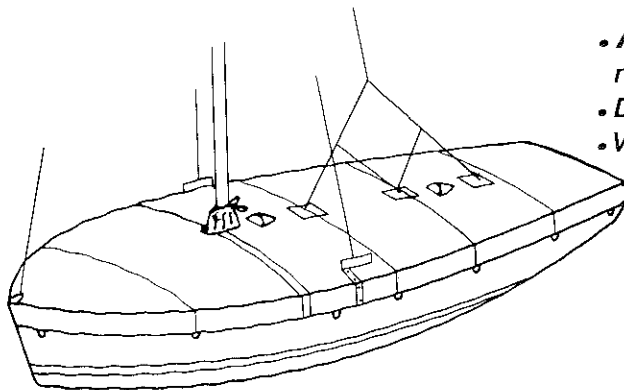
crews who were quick with their spinners made up good ground. Fleet 37 was well represented in the top ten finishers. The wind finally filled as the race finished and it was with mixed emotions that Fleet 37 voted to postpone the second race until Sunday. With the long first race, party time was already upon the fleet.

And party they do at Hoover. After some of Bill Colonel's attitude punch and an Italian dinner it was time to dance all night to the tunes of a disc jockey. Tunes like "Help me Rhonda" and "Heard It Through the Grapevine" have become Fleet 37's trademark when they travel and that night they showed why.

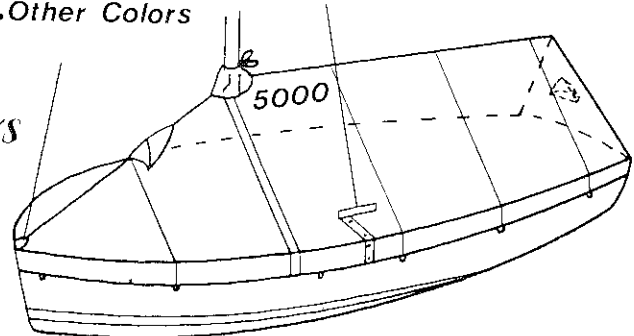
Sunday morning started early for many racers but as the wind filled in, nobody complained. Steve Callison again lead the way by just keeping his boat moving in the lulls. Sandy Eustis and George Fisher followed close behind with John Gottwald having another good race to be fourth overall. Harry and Karen Carpenter were looking at the skies for help after finishes of 10th and 11th on puzzling Hoover Reservoir. In the

(Continued on page 21)

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 ⁰⁰	220 ⁰⁰	231 ⁰⁰
Flat Full Side	275 ⁰⁰	289 ⁰⁰	303 ⁰⁰
Tent 6" Skirt	249 ⁰⁰	265 ⁰⁰	278 ⁰⁰
Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
Sail # Installed		25 ⁰⁰	

CHRIS ROOKE
901-744-8500

Check in advance - no UPS
MC, Visa, AmEx - add UPS

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111



Regatta

(Continued from page 20)

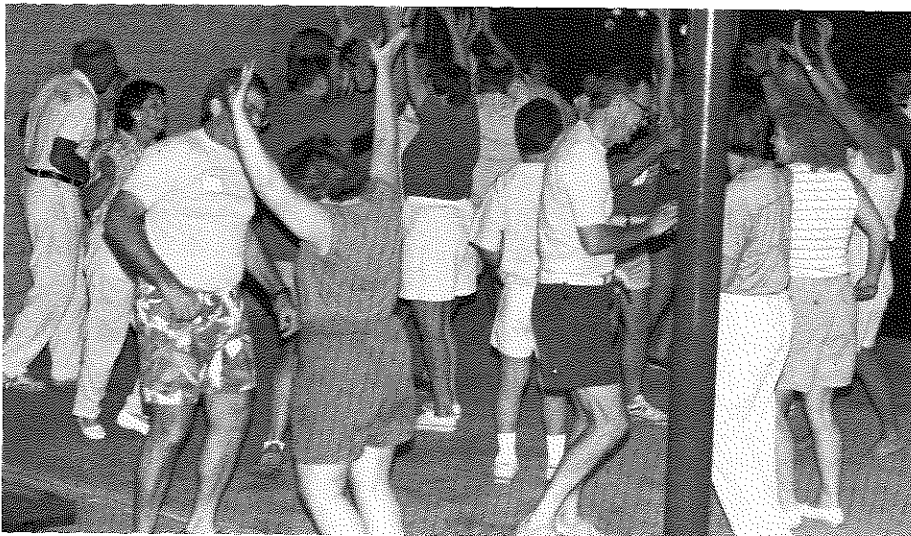
third race they found help as the winds filled in a steady 5 knots. The Carpenters took a first followed by

Callison and Fisher. The quarter point difference moved Carpenter into fourth overall followed by a tie bet-

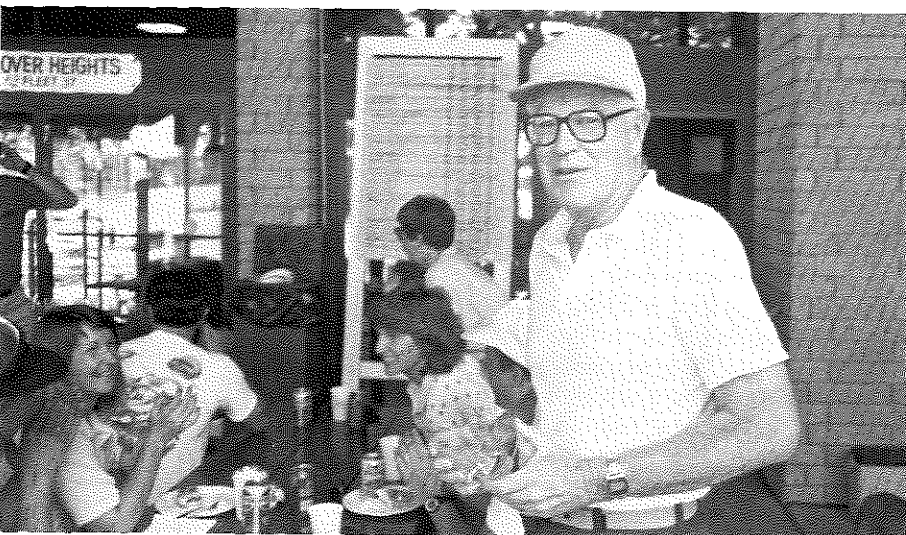
ween the junior Vanderhorst boat and Jay Huling. Gottwald hung on with a good last race for third overall.

Fleet 37 made up for last year collecting much of the hardware including four of the top five and seven of the top ten places. Jack Huling was also honored for his dedication to the fleet and his presence at all 20 Buckeye regattas. Jack is a big reason Fleet 37 has built to over 40 Scots.

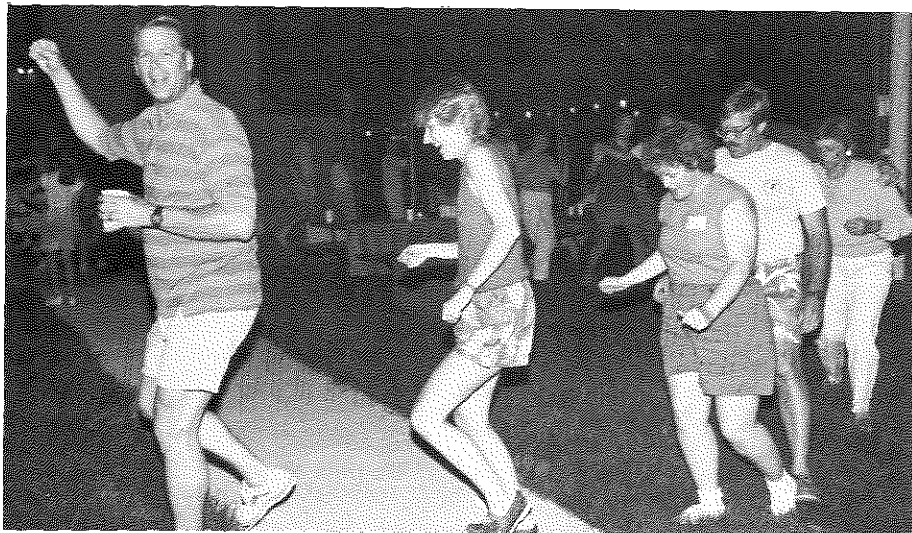
With their fall cruise threatened by the burning down of the "Beer Barrel Saloon" in Put n' Bay, these party animals may be looking for more regattas to take their travelling disco and compete for the silver. They also promise an even better regatta next year so plan now to be there.



"Help Me Rhonda"



Jack Huling honored for his 20th Buckeye Regatta.



The Razors lead the line in "Heard it Through the Grapevine."

3FINAL RESULTS	Race 1	2	3	Total
1. Steve Callison, Carl Erickson	1	1	2	3.5
2. George Fisher, Rick & Tammy Kirby	2	2	3	7
3. John Gottwald, Carol Gottwald	6	4	10	20
4. Harry Carpenter, Karen Carpenter	11	10	1	21.75
5. Sjeord-Jan Vanderhorst, Charles Vanderhorst, Brady Loveless	7	11	4	22
6. Jay Huling, Dave Parker	12	5	5	22
7. Sandy Eustis, Scott Litwin	13	3	12	28
8. John Lewis, Paul Gigl	16	7	6	29
9. Dave Raush, Clyde Findley	3	13	20	37
10. Lynn Goodwin, John Rudy	5	13	20	38

A SPORTY THANKS!

by Dan Goldberg

Sportsmanship seems to be a problem at times in sailing but Scot sailors seem to have the right spirit. At the beginning of the second race of the Great 48 Regatta, we were approaching the heavily favored pin end on port tack. About twenty seconds before the start, the cotter pin came out of the tiller and I was left standing with the tiller in my hand and the whole fleet of starboard tackers coming down on me. Horrified, we watched helplessly as 51 boats accepted our predicament and started. We were envisioning 51 protests but nobody said a word. When the line cleared we were able to get things back together and continue the race, just a bit late.

I would like to thank all those sailors who so graciously avoided FS 3637 and renewed my trust in the sportsmanship of Flying Scot sailors.

STARTING LINE



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

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

August 6-7

**WILMETTE REGATTA
FLEET 3, LAKE MICHIGAN
Wilmette, IL**

Contact: Dennis Dugan, 243 Linden Ave. Wilmette, IL 60091 (312) 256-8786

August 6-7

**MARYLAND INVITATIONAL
FLEET 6, DEEP CREEK LAKE
Oakland, Maryland**

A large local fleet provides ex-

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

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

August 6-7

**CAPITOL DISTRICT CHAMPIONSHIP
FLEET 97, MILES RIVER YC
St. Michael's, MD**

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

**1988 CANADIAN NATIONALS
AUGUST 13-14**

Stony Lake, Ontario, Canada

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

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

August 13-14

**FISHING BAY REGATTA
CHESAPEAKE BAY
Deltaville, VA**

Contact: John Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815

August 20-21

**WINNEBEGO SCOT INVITATIONAL
FLEET 107, LAKE WINNEBEGO
Neenah, WI**

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

August 31

**PACIFIC DISTRICT CHAMPIONSHIPS
FLEET 40, TOMALES BAY
Marin County, CA**

Contact: Sandy Corbett, 111 Calumet, San Anselmo, CA 94960 (415) 459-5713

September 3-4

**LNVC LABOR DAY REGATTA
FLEET 48, LAKE NORMAN
Charlotte, NC**

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

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

September 2-4

**WEST RIVER REGATTA
FLEET 97, CHESAPEAKE BAY
Galesville, MD**

Long distance race on Saturday followed by closed course racing on Sunday and Monday.

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

September 4

**LAMBIE TROPHY
FLEET 43, SKANEATELES SC
Lake Skaneateles**

Contact: Bill Elkins, 203 Scott Ave., Syracuse, NY 13224

September 10-11

**MAYOR'S CUP
FLEET 126, LAKE TOWNSEND
Greensboro, NC**

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

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

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

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

Contact: Don Hartzell, 1500 Farber St. NE East, Sparta, OH 44626 (216) 866-9726

September 10-11
WALTER COLLIER REGATTA
FLEET 42, NATIONAL YC
Potomac River

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

September 10-11
MONONA LAKE REGATTA
FLEET 68, MONONA LAKE
Madison, WI

Contact: Carole Cutshall, (608) 238-6345

September 10-11
MASSAPOAG ANNUAL REGATTA
FLEET 76
Sharon, MA

This annual event is a five race series on Beautiful Lake Massapoag. This event is open to Flying Scot sailers.

Contact: Dennis Dubuc, 36 Upland Road, Sharon, MA 02067 (617) 784-8798

September 10-11
SARATOGA LAKE INVITATIONAL
FLEET 161, SARATOGA SC
Saratoga, NY

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

September 17-18
OPEN HOUSE REGATTA
FLEET 23, WHITE ROCK LAKE
Dallas, TX

Contact: Allen Tuell, 9880 Estacado, Dallas, TX 75228 (214) 327-5475

September 17-18
GLIMMERGLASS REGATTA
FLEET 103, OSTEGO SC
Cooperstown, NY

Contact: Doug Krum, Box 200 West Hill, Sherbourne, NY 13460 (607) 674-4789

September 17-18
HOT SCOT REGATTA
FLEET 20, PORTAGE LAKE YC
Pickney, MI

Contact: Doug Christensen, 9215 McGregor Rd., Pickney, MI 48169 (313) 426-3510

September 17-18
WHALE OF A SAIL
FLEET 83, CARLYLE LAKE
Carlyle, IL

Contact: Jim Harris, 775 Haw Thicket, Des Peres, MO 63131

September 17-18
WHISKEY SOUR REGATTA
FLEET 80, LAKE ARTHUR
Pittsburgh, PA

An excellent five race series with a Saturday night Whiskey Sour and Steak Fry dinner.

Contact: Dan Goldberg, 1100 Penn Center Blvd. Apt. 515, Pittsburgh, PA 15235 (412) 823-8579

September 24-25
GLOW IN THE DARK
FLEET 135, CLINTON LAKE
Champaign, IL

A great time and a great regatta. Advance registration please.

Contact: Jerry Hartman, 708 W. State St., Mahomet, IL 61853 (217) 586-3575

September 24
YORKTOWN DAY REGATTA
FLEET 137, VIRGINIA SAILING ASSN.
Contact: John Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815

October 8-9
PIG ROAST REGATTA
FLEET 1, COWAN LAKE
Wilmington, OH

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

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

October 15-16
GREAT SCOT REGATTA
FLEET 118, LAKE LOGAN MARTIN
Birmingham, AL

Contact: John McCary, 2235 23rd Ave South, Birmingham, AL 35223 (205) 870-0112

October 22-23
PUMPKIN PATCH REGATTA
FLEET 97, WEST RIVER SC
Galesville, MD

Five race series with a Saturday evening homecooked "Octoberfest" dinner.

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

FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
1104	Capitol	William S. Byrd	Rt. 3, Box 491	Eden	NC	27288
3655	Capitol	Marbury Council	10962 Shadow Lane	Columbia	MD	21044
2349	Capitol	George A. Eslin	1500-10 S. George Mason Dr.	Arlington	VA	22204
0424	Capitol	James A. Hayes, II	2 Highland Avenue	Annapolis	MD	21403
3917	Capitol	Richard P. Kleffman	307 East Tazewell Rd.	Sterling	VA	22170
3956	Capitol	Seth J. Worley	841 Old Hickory Rd.	Lancaster	PA	17601
4131	Carolina	Lee C. Currin	PO Box 297	Louisburg	NC	27549
2110	Carolina	William Vance Singletary	15 Sweetbriar Dr.	Chapel Hill	NC	27514
4442	Carolina	Bill Underwood	100 E. Drewy Lane	Raleigh	NC	27609
4431	Greater NY	Brian J. Finnerty	209-10 41st. Ave., 4K	Bayside	NY	11361
2469	Greater NY	June C. Horn	48 Druid Lane	Riverside	CT	06878
4352	Greater NY	Pat & Carolyn Lamond	Duncan Hill, Apt. 21-B	Westfield	NJ	07090
0873	Greater NY	Thomas J. McGinnis	PO Box 159, Pheasant Lane	Remenburgh	NY	11960
4433	Greater NY	Charles T. Swensen	2817 Tulip Ave.	Baldwin	NY	11510
3256	Gulf	John E. Brandon	2811 Camellia Dr.	Tuscaloosa	AL	35401
3266	Gulf	Gordon M. Gsell	2001 Edenborn Ave.	Metairie	LA	70001
1498	Michigan-Ont.	W.H. Hassard	Rt. 1, Box 756	Kewadin	MI	49648
4466	Midwestern	Peter K. Batholomew	1532 Chicago Ave.	Downers Grove	IL	60515
1186	Midwestern	Austin A. Fribance	1972 Church St.	Steven Point	WI	54481
3119	Midwestern	Ryan F. Harling	1127 Grant St.	Evanston	IL	60201
4413	Midwestern	Paul J. Schaffhausen	213 North Dryden	Arlington	IL	60004
1862	New England	Robert Montagno	6 Winchester Lane	Bedford	NY	03102
4467	Ohio	James K. Horiacher	268 W. Schantz Ave.	Dayton	OH	45409
1694	Ohio	Leonard F. Mayernik	253 Fairview St.	Reading	PA	19605
1362	Ohio	Terrance H. Vacha	128 Briarleigh Dr.	Brunswick	OH	44212
4428	Ohio	R. Zeppenfeld	4272 Tanglewood Dr.	Allison Park	PA	15101

CAVEAT EMPTOR

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

FS 1399 - Hull and rig in perfect condition. Needs new sails if racing intended. All rigging replaced 1987. Trailer, in good condition, included. \$2500.00. Steve Woodworth, 47 Fordville Rd, Duxbury, MA - Days (617) 583-7268, Eve. (617) 585-5730

FS 1421 - Custom flex 1968, in excellent condition. White on white. Equipped w/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. Robert Simmers, 10834 Lakeview Dr., Whitehouse, Ohio 43571 (419) 877-5465.

FS 1932 - Customflex, Red hull w/white deck. New balsa cone in hull. New rigging. Trailer. Boston Sails (M&J) 1986. Main reef spinnaker, race equipped: thru deck spinnaker controls, risers on jib blocks, Waco 360° centerboard control; Ritchie compass, anchor, cover, motor mount. Excellent condition, \$3,500. Call: (days) (616) 385-1275; (Eves.) (616) 329-4018. 3803 Woodhams, Portage, MI 49002.

FS 2573 - Douglass White Hull, Light blue deck, harken rigging, motor bracket, anchor, paddle, one set of sails and spinmaker, Strl. tilt trailer, spear tire, boom tent cover. Good condition. \$3500.00. John Custer R.D. #2 Box 82A, Hopwood, PA 15445, Ph. (412) 437-1841.

FS 2635 - Douglass, orange hull/white deck, blue cover, spinnaker, dry sailed, fresh water. \$3400.00. Bob Thayer, 13 Bluffhead Drive, Mooresville, NC 28115, (704) 664-6097.

FS 2680 - Douglass, light blue with white deck, Sterling trailer, full cover, Sears motor, Murphy-Nye main & jib, Schreck spinnaker, Harken rigged, dry sailed, very good condition, \$3500.00. Jim Brandon, 880 Byrnwyck Road, Atlanta, GA 30319. (404) 843-3763.

FS 3821 - Douglass 1982 Garaged - fresh water - white w/red stripe, Waco 360, Cunningham & Tiller Ext. '83 Tee-nee tilt galvanized trailer with mounted spare tire - red canvas boom tent cover. All in excellent condition. \$5495.00 Dennis A. Ammons, 5132 Canter Drive, Roanoke, VA 24018, (703) 989-4639.

FSSA District Governors

CAPITOL DISTRICT
John D. Barnes
7710 Chatham Road
Chevy Chase, MD 20815

CAROLINAS DISTRICT
Michael A. Duncan
827 Ashmeade Road
Charlotte, NC 28211
(704) 364-7842

FLORIDA DISTRICT
Charles D. Smith
2325 Canter Club Trail
Apopka, FL 32703
(305) 880-1476

GULF DISTRICT
Jerry Dees
412 Frederick
Fairhope, AL 36532
(205) 928-0872

GREATER N.Y. DISTRICT
John Pridmore
829 Soundview Drive
Mamareneck, NY 10593
(914) 381-4196

MICHIGAN-ONTARIO DISTRICT
Doug Christensen
9215 McGregor Road
Pinckney, MI 48169
(313) 426-3510

N.E. DISTRICT
John Clark, Jr.
88 Supluss St.
Duxbury, MA 02332
(617) 934-5209

N.Y. LAKES DISTRICT
Peter Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731

OHIO DISTRICT
Dan Goldberg
1100 Penn Center Blvd., Apt. 515
Pittsburg, PA 15235
(412) 823-8579

MID-WESTERN DISTRICT
Paul Newton
667 St. James Circle
Green Bay, WI 54311
(414) 465-6560

PACIFIC DISTRICT
Tim C. McCarthy
5912 Trail View Place
Yorba Linda, CA 92686
(714) 579-1544

PRAIRIE DISTRICT
Keith W. Fager
8727 EBY
Overland Park, KA 66212
(913) 341-6358

TEXAS DISTRICT
Roland Foerster
1405 Wind Cave Cir.
Plano, Texas 75023
(214) 424-0490

MY ADDRESS LABEL IS NOT CORRECT

Name _____

Street _____

City _____

State, Zip _____

Change: Temporary Permanent

Please send change of address to:

FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Second Class Postage Paid
at Columbia, SC 29201