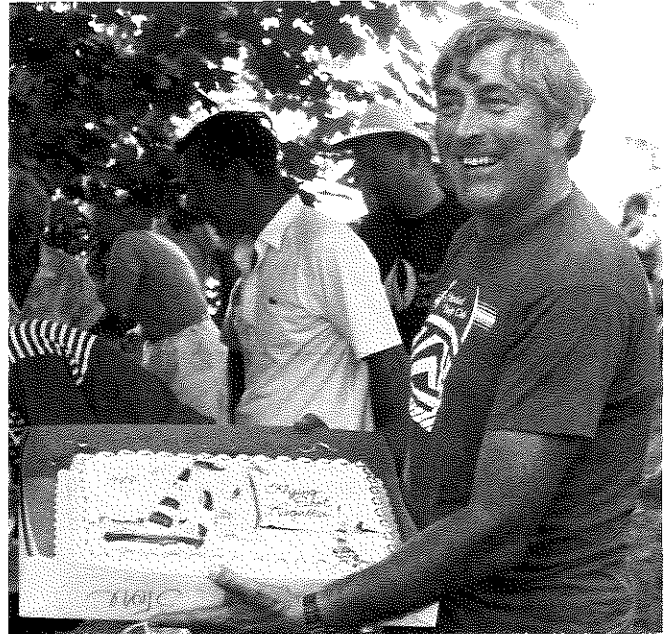


# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXX NUMBER 5, SEPTEMBER/OCTOBER 1988

*Sailing . . .  
A Piece Of Cake*



# 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:** George Rootring displays his Regatta cake.

# CONTENTS

SEPTEMBER/OCTOBER 1988

Volume XXX, Number 5

**4** NEWS AROUND THE FSSA

**7** DONATE YOUR BOAT

**9** FUTURE OF SAILING

**11** RECIPES FOR SOCIALS

**12** TIPS TO IMPROVE YOUR SAILING

**13** GADGETS, GADGETS, GADGETS

**15** FSSA CRUISE DOWNUNDER

**17** REGATTA SPOTLIGHT

**22** STARTING LINE

**23** NEW MEMBERS

**24** CAVEAT EMPTOR

## Advertisers

<b>2</b> Fisher Sails	<b>13</b> Treebourne Woodworking
<b>5</b> Shore Sails	<b>15</b> Gordon Douglass
<b>7</b> The Sallor's Tailor	<b>16</b> Schreck Sails
<b>8</b> Schurr Sails	<b>21</b> TJ Sales
<b>10</b> Rooke Sails	<b>22</b> The West Scot Corporation

## 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. 5. 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

# 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!

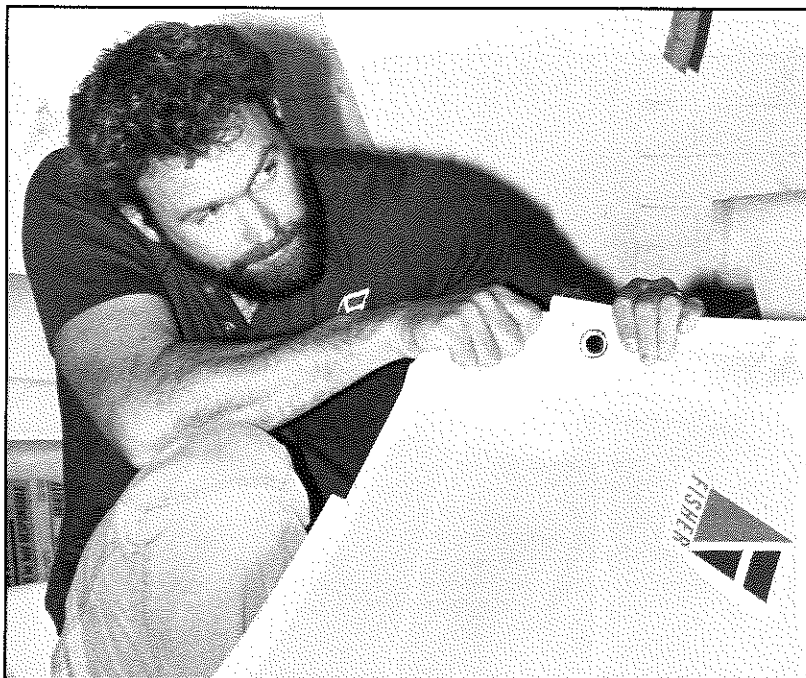
We appreciate the encouragement and support from our friends in the Flying Scot Class. The votes of confidence we've received have meant a

## '88 Flying Scot Midwinters

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

# NEWS AROUND THE FSSA

## RECORD FSSA MEMBERSHIP

### 1989 MEMBERSHIP

The FSSA fiscal year runs from September to August. Everyone should be receiving 1989 Membership forms in the mail shortly. You are encouraged to return these immediately. This helps us keep better records and save the expense, both in labor and postage, of second mailings. While you are writing the check and filling out the form, think about that regular crew and what a great gift to say thanks an Associate Membership may mean.

We also want membership feedback and would like to hear from you with your membership on just what we can do for you to help you enjoy your Flying Scot just a little bit more.

### SCOTTERS GET RECOGNITION

The *Sailing World 400 Issue* recognized Greg and Charlotte Fisher under the headline of "5 Winning Couples." It's not Greg's first mention in the annual *Sailing World 400* issue, his family was given credit as one of the top sailing families several years ago. It was also nice to see Charlotte get much deserved credit in this team. Of course no mention of the Fishers would be complete without some credit to Martha who gets just as much attention at most regattas.

"Sugar Daddy" Larry Taggart was also recognized as one of "10 One-Design stalwarts." Larry serves as the FSSA First Vice-President and was given credit for his role as Measurer during the rigging specification changes in the early 80's. Larry is always busy in some yacht racing activity whether it's racing his Scot,

crewing on bigger boats or judging a GYA event.

Bay-Waveland Yacht Club in Bay St. Louis, Mississippi has long been known as a hot spot for Scot racing. One of the big reasons is the number of junior sailors who have made their mark in the class and gone on to greater recognition. This year BWYC was selected to compete in the USYRU U.S. Yacht Club Challenge sailed in Shock 35s. In what proved to be extremely tight competition, the Bay-Waveland crew finished a point behind in second place. Only two points separated the top five teams.

Past NAC Champions Marc and Bubby Eagan along with Mac Hadden, Corky Hadden, Randy Santa Cruz, Robbie Schmidt, Dennis Stieffel and Renee Dupaquier rounded out the BWYC team. Congratulations on a well sailed series.

### NEW MEMBERS

As editor I try to keep up with what is happening throughout the FSSA and try to get a pulse from our newest membership. I have been sending out some questionnaires to some of those listed as **New Members** and received this gem of a response from William Heintz of Harwood, Maryland.

One of the first questions was years of sailing to which the answer was 62. Next came the question of previously owned boats. I guess I didn't leave enough room for him to list them all so he just answered "about 25." Under crew he just listed his wife, a young 79. Who says the Flying Scot isn't a great boat for everyone.

Bill goes on to tell this story:

In the fifties I owned Thistle #334 and knew Sandy Douglass and Ray McLeod very well. I was at one time National President of the Thistle Class.

When Sandy built the prototype of the Flying Scot, he brought it to my place and we launched from my beach. He hoped I would help him promote the Scot in the Chesapeake area. I was very impressed with the boat, but at that time I had just bought my first cruising racer. Regretfully I told him I could not help him.

Now at age 80, I am getting too old to mess with with big genoa jibs and large spinnakers. I bought Flying Scot 1908 just to have something to sail, knowing of its stability and ease of handling.

We have a very active fleet here on West River, and some day, if I can woo my son and or grandsons away from their J27 for an afternoon, I might just come out and race.

We welcome the Heinz's to the FSSA and hope they will share some more of their wealth of sailing experiences with us.

### MAY/JUNE ISSUE RESPONSE

As Editor, I often get lost in the maze of issues I am working on. I hoped the issue would have a positive impact because of Greg Fisher's tuning article and Charlotte Fisher's crewing expertise. My one fear was that I would hear complaints about too much racing in the issue. My response to the cruising daysailors is always what is true for racing applies to daysailing. A boat that is out of control on the race course is not going to win many races. A boat that is out of control while daysailing is not fun at all.

Before I had received my issue in the mail, I was having dinner at Edgewater Yacht Club and up walks Bill Back. Bill is a long time Scot daysailor, although he has raced with friends on a keel boat sailing JAM. He

(Continued on page 6)

# 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

## FSSA News

(Continued from page 4)

congratulated me on a great issue of **Scot n' Water** and I thought he was talking about the issue featuring the Filemyr's cruise from Pittsburgh to Tampa. After all, he was much more of a cruising sailor. It turned out he was talking about the May **Scots n' Water**.

Many other racing skippers have also said it was a great issue, so maybe everyone should take a moment to review it before a fall regatta or over the winter while planning for the Mid-Winters which was also featured in that issue.

### 1989 MIDWINTERS DATE IS SET

Allen Douglas has announced that the 1989 Midwinters will be held March 28 thru 31 at the St. Andrews Bay Yacht Club in Panama City, FL. This date should coincide with many spring breaks, so we will hopefully see this regatta continue to grow in 1989. This really is a great regatta and a great time for the participants. Make plans now among your fleet to bring several boats to this outstanding regatta.

The only major change for this year is that racing will start earlier on Tuesday so that two races may be completed early in the series improving the chances of getting all the races in, including a throwout.

The Bayside Inn will again be offering a special rate for all participants this year and is only minutes from St. Andrews Bay Yacht Club. Look for full details in the next **Scots n' Water**.

### FEATURE STORIES NEEDED

For many of us the sailing season is winding down as we read this issue. Take a few minutes today to write down some of your thoughts and experiences of the 1988 sailing season. Do you have any questions that need to be answered? Are you looking for more Scots in your area to start a fleet? Do you happen to have a great picture you think belongs on the cover? This is your publication and we want and need everyone's contribution to keep the FSSA in the forefront of one-design sailing. Do your part, today.

We would also like to highlight and recognize some of our members who have contributed a little extra towards the FSSA and sailing. If you know of someone who deserves such recognition please send a story on them and possibly a picture.

### EXPANSION AT GORDON DOUGLASS BOATS

Gordon Douglass Boats is currently expanding its building and facilities. 1988 was a very good year for new Flying Scot sales with delivery dates often running over three months behind. The addition is actually planned to be used as much for boat repair as for new boat construction. They hope to increase production of new boats by about 10 to 15 percent as demand necessitates. It's hard to take orders for the current sailing year when you can't guarantee delivery until the end of sailing season for many.

As the class grows, there has been an increasing demand for repairs and maintenance (old Scots never die but they do need upkeep). Now, Douglass Boats will have better facilities to meet this end of the market.

If you or someone you know has plans for a new Flying Scot in 1989, now is the time to place your order.

### REGATTA DATES FOR 1989

It's time to get in those regatta dates for 1989. If you get them in today they will make the January issue, but if you wait a month the earliest they can be published is next March. As editor, I would like to be able to publish a complete regatta list in the March issue. Now I know this is not possible for all regattas, but it is for most regattas. I would also like to know who all the 1989 Fleet Captains are as soon as possible. While fleet reports are filed with the FSSA this fall, please send your current officer list to **Scots n' Water** also so we can keep our records up to date.

For the record, every regatta notice and every regatta report received is published. Mailings were sent to all Fleets requesting this information and if your notice or report is missing talk to your Fleet Captain or District

Governor. No business can function properly without complete information and the same goes for the FSSA.

### CRUISING RENDEZVOUS FOR 1989

Statistics tell us that only about half of all Flying Scot owners race their boats. Therefore a lot of FSSA members join fleets and the association not for racing news, but for tips on handling, rigging and daysailing. For the past several years an effort has been made to promote organized cruises. This has been met with limited success.

We would like to find someone or some fleet that would like to set up a cruiser's rendezvous for 1989. If you know of or sail in an area that you think could provide an interesting week of cruising for a group of Scoters, put your ideas down and send them to **Scots n' Water** or give your editor a call. This could be sailing from a central location or it could be trying to cover a long distance, staying someplace different every night.

In the past we have had as many as ten boats, but there is no reason we shouldn't be able to get twenty or more boats together for such a rendezvous. If you have any ideas, I would like to hear from you as soon as possible for 1989 or even future years. If you would possibly like to join a cruise, please write so we have a list of interested people ready when plans are made.

### FSSA BURGEE DESIGN

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 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.

This may be a fun project for fleets during their fall meetings or awards parties.

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.

# DONATE YOUR BOAT

## by Joe Rotolo, FS 1875

One of the best ways to build your fleet is through sponsoring a "Learn to Sail" program. Many clubs have tried this and some have had great success. It is a great way to get people interested in sailing and a great way to promote the Flying Scot. Some fleets have been able to build a tidy treasury off of sailing lessons to enhance fleet activities.

This may be a fleet activity or it could be a club function in which several fleets participate. In the GYA the clubs buy the boats and use them for Junior Sailing programs. Maybe your club already has a junior program and they are using other classes of boats. To buy a boat like the Scot may be too expensive for the program, but possibly with the donation of a Scot you can introduce the juniors to a great three man boat.

There are many young people and potential Scot owners, who would love to learn how to sail if only they had the opportunity to do so. Perhaps you have never thought about it, but a Flying Scot owner might be instrumental in helping to build such a

program, or even teach others to sail. The Flying Scot, because of its stability, simplicity of operation and bullet-proof construction, is an excellent learning boat. Think about donating one to such a program or even starting such a program in your area.

The Oswego High School Sailing Club in Oswego, New York, has used donated boats since its inception. The club was formed in 1983, with the enthusiastic help of Ed Hawkins, the first student Commodore and Joe Rotolo, who is a teacher of technology at the High School. The club is made up of high school students, over 90% of these young people have never sailed before. We have baptized over one hundred and thirty new sailors since the club started.

The club sails out of the Oswego Maritime Foundation's Waterfront Education Center. This center is a non-profit model community volunteer organization dedicated to fostering water related activities such as sailing and fishing.

A Scot owner or sailing enthusiast

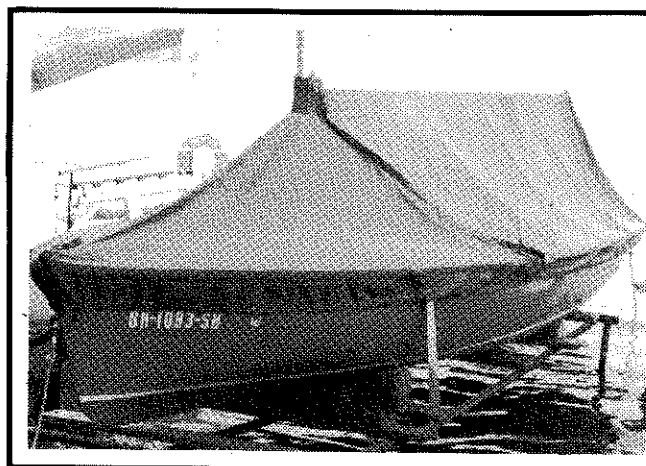
could help start a similar program in his community. He could start by donating his boat or time to take beginners sailing, perhaps once or twice a week as our club did the first year. To insure maximum safety, we always sail with a motor aboard or have a separate power boat on duty. Whenever we are teaching, life jackets are put on before anyone even steps on to a dock.

A Scot owner could directly donate his boat to a local non-profit organization, such as a high school. This could be a part time donation, for example, on week days from 8 a.m. until 3 p.m., thus you will still be able to use your boat on weekends. For the past five years, Jim Landry (FS 2920) who is the president of the High School Sailing Club Adult Safety Support Organization, and I have alternately donated our Scots to the Oswego High School Club and the Maritime Foundation. The boats take this use with very little wear. The most serious damage has been a ding or two in the leading edge of the centerboard, which is easily repaired. One of those old sets of sails also makes a great donation to such a program.

I propose the following plan as a method of starting such a program possibly throughout the country. The following three ingredients are essential.

1. We need magnanimous Scot owners who are willing to donate their boats, and who understand the potential of such junior programs in future fleet growth. This could be someone who is buying

(Continued on page 10)



### 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 napbac 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

# Consistently Out Front

# SCHURR SAILS

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

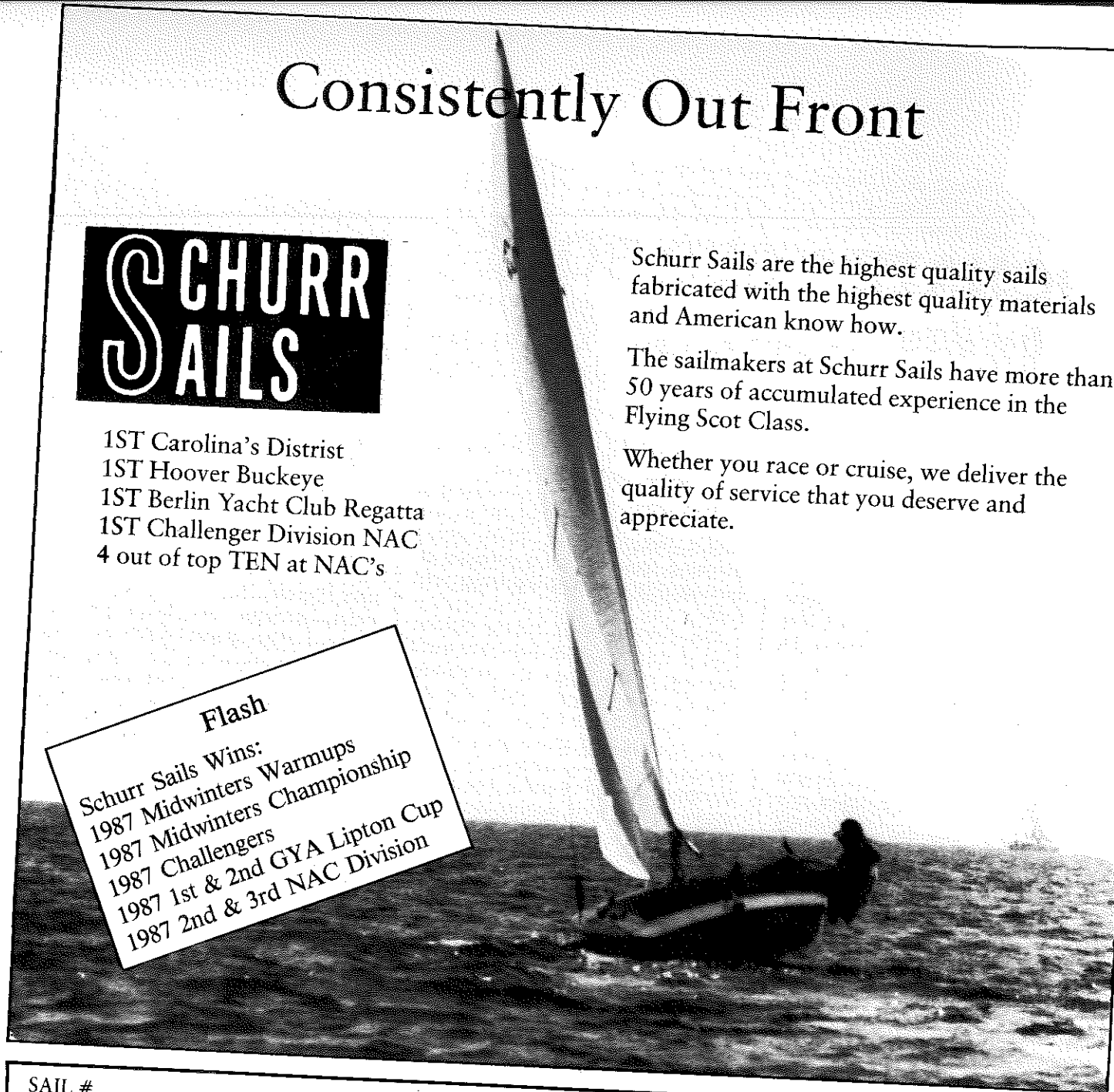
Schurr Sails are the highest quality sails fabricated with the highest quality materials and American know how.

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

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

( ) 5 oz. Cruising Cloth

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

Name \_\_\_\_\_

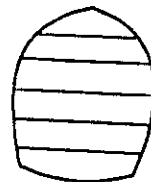
Address \_\_\_\_\_

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



# FUTURE OF SAILING, PART II

## JR NAC POSTPONED

In the last issue of **Scots n' Water** we looked at a somewhat satirical view of some of the current events in yacht racing. I thought a good title for the story was "The Future Of Sailing." I may have been all wrong with the title or I may have been only half right. The real future of sailing is not just what is happening in sailing today, but what is happening for the sailors of tomorrow, our juniors.

For many years we have tried to hold a JR NAC in conjunction with the regular NAC. There are many clubs with junior programs and many Scot families with junior sailors (sailors under eighteen years of age). We have seldom been very successful in getting the Junior NAC held in conjunction with the NAC. This year the Executive Committee of the FSSA decided to open up participation to "family crews" as long as the skipper was under eighteen. This meant a son and father could compete, or two brothers or sisters, as long as they were all immediate family and the skipper was under eighteen.

Maybe the word didn't get out fast enough about the change or maybe nobody really cares. Of all the sailing families and junior programs there was only one registration for the JR NAC. Obviously this event is either a dream which will never come true or a nightmare we should try to forget about.

A JR NAC probably will get organized somewhere in the GYA for this fall and hopefully you will read a feature story about it in **Scots n' Water**. Details are not available at this printing. Unfortunately, this does not turn out to be the national event it was meant to be, but rather a GYA

event. The GYA is the heart of junior sailing in the FSSA and is a part we are all very proud of because of its success. However, the JR NAC like the NAC was developed to attract Flying Scot sailors from all over the country.

Next year we will again attempt to hold the JR NAC in Oswego with the NAC. Part of Oswego's pride is that they have built their fleet with the help of the Oswego High School Sailing Club. That should guarantee several participating local boats and hopefully a nucleus that will mean a JR NAC will be held as part of the NAC.

### JR NAC

The site of the 1988 Junior North American Championship, scheduled for the weekend of November 12 and 13, will be Pensacola Yacht Club.

A four-race series is being planned, with a throwout, provided all races are sailed. On Sunday no Warning Signal will be made after 1300. The entry fee will not exceed \$15.00.

Rules require that a skipper must be at least an Associate Member of the FSSA and that skipper and crew must not have reached age eighteen on or before December 31, 1988. The exception to the age requirement for this event is that a skipper may round out the crew from immediate family members, meaning brothers, sisters, mother and father.

Make your plans now to share in making the JR NAC a success and enjoy sailing in beautiful fall weather. Several motels are located close to PYC and there is ample space for tents and campers. For further information call Frank Vaillant at PYC, (904) 433-8804.

Start planning within your family or club to get participation in the juniors. This is also a great way to pick up a third crew as the racing will be held on Lake Ontario. Organize a boat of juniors from your club and then after the JR NAC, other boats from your fleet (of course each fleet will have three boats there to compete for the Fleet One Award) can use them as third crew or they can sail the NAC.

While on the subject of the NAC, there was an interesting note in the Fleet 27 newsletter recently. They run a "Learn-to-Race" series during the summer and for their July program they were encouraging fleet members to attend the NAC. Where else can you go to sail eight races in a week while meeting lots of new friends and some of the best sailors in the class? Some people say they don't go because they're not good enough but, on the other hand, you may never be good enough if you don't go to an NAC. It's not whether you win or lose, it's participation and enjoyment of sailing.

Our kids are where the future of sailing lies as well as in the family. Make plans now for the 1989 NAC and don't leave the kids behind. The 1989 JR NAC will be held the weekend before the NAC, July 15-16.

As for the 1988 JR NAC, contact the FSSA office if you are interested in the date for rescheduling as it should be final by the time you receive this issue of **Scots n' Water**. By the way, this event is still open to "family crews" (skipper must not turn 18 during 1988) and there should be some charter boats available for any crews wanting one.

## Donate

(Continued from page 7)

a new Scot and would like to donate his old faithful, or an owner of a Scot who is no longer sailing his boat. A donor could also be someone looking for a tax deduction. Recently, Hugh Malone of Long Beach, Long Island was buying a new Scot and has donated his old Scot, #2427, to our club. Hugh's boat has enabled us to plan a regular Wednesday night racing program for our club members. We would like to obtain six boats and then start a racing team. Remember that donations of sails, trailers, fittings, and any related equipment would be very helpful to such beginning programs. There is absolutely no such thing as a donation which is too small.

2. There is a need for a person who is a faculty member of a local school system that is willing to start a sailing club. Since a school is a model non-profit organization, such a donation would not generate negative repercussions from the IRS. Once

the school accepts the donation, it is the donor's responsibility to obtain a statement of the boat's value. Our local marina has been helpful with supplying such statements. Our club has received many donations, such as a kayak, various sailboats, a powerboat and even an inflatable boat. We repaired and sold them to the highest bidders. With this profit, we were able to buy two more Flying Scots.

3. A final ingredient would be someone who would volunteer as the program leader to be responsible for coordinating the donations with the potential programs. This coordinator would have to take charge of all correspondence and make individual merit judgments for each organization applying for a donated Scot. If this program becomes successful, the association might wish to create a special donation secretary to coordinate all communications and transfer of boats and equipment.

I will be happy to answer any of your questions that might be generated by this proposal. If there is sufficient interest, I will notify the Flying Scot Sailing Association and help create a central office for donations, or perhaps even create regional offices of donation.

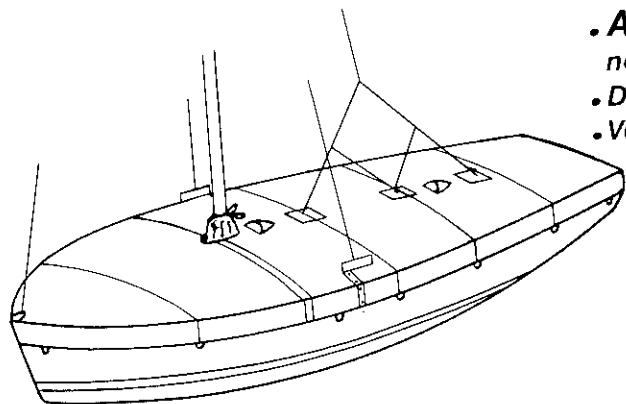
I believe that because this program has been so successful in our town, it could be used as a model for any area in the country. What a unique, rewarding, yet simple way to build our fleet and introduce others to sailing, as well as developing Lifetime Leisure Skills. Anyone interested in this program should notify me soon so we can get plans under way for 1989.

Contact: Joe Rotolo

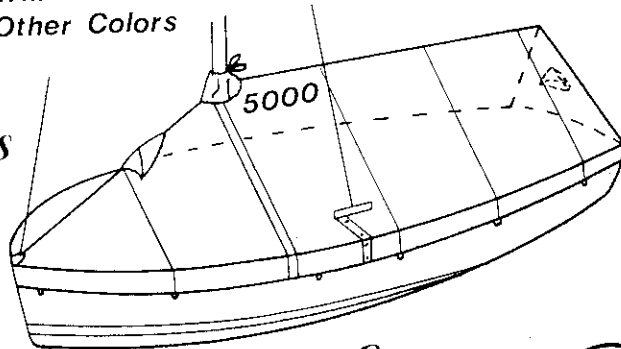
Home: 14 Bayliss Street, Oswego, New York 13126, (315) 343-7756

Work: Oswego High School Sailing Club, 2 Buccaneer Blvd., Oswego, New York 13126, (315) 341-5970 Leave a Message

# 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>
Tent 6" Skirt	249 <sup>00</sup>	265 <sup>00</sup>	278 <sup>00</sup>
Tent Full Side	299 <sup>00</sup>	315 <sup>00</sup>	330 <sup>00</sup>
Sail # Installed		25 <sup>00</sup>	

CHRIS ROOKE  
901-744-8500

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

**ROOKE SAILS**  
1744 Prescott South  
Memphis, Tenn 38111



SCOTS' N' WATER

# RECIPES FOR SOCIALS

A suggestion that crossed the editors' desk recently was to add a feminine touch to **Scots n' Water**. Many regattas are known for their great after race socials and hors d'oeuvres spreads. While we are aware that many of these recipes may be closely guarded family secrets, here is the opportunity to share some of your favorites with other sailors from around the country.

Every part of the country has some traditional style of cooking. Why shouldn't a fleet in New England have a cajun social? Raw oysters on a cracker with hot sauce may not be everyone's favorite, but the Mid-winters and Panama City just wouldn't be the same without the oyster bar and cocktail parties. Or how about the lobster party at the Glow in the Dark Regatta. Fresh lobster, personally delivered from Boston, is only the beginning of this fine feast. Twenty minutes in a pot of boiling salted water, served with drawn butter, and you've got a great campfire treat.

The following are recipes already tested and approved by Scot sailors.

## SAUSAGE HORS D'OEUVRES

contributed by Christine Nickerson  
Edgewater Yacht Club

### Ingredients:

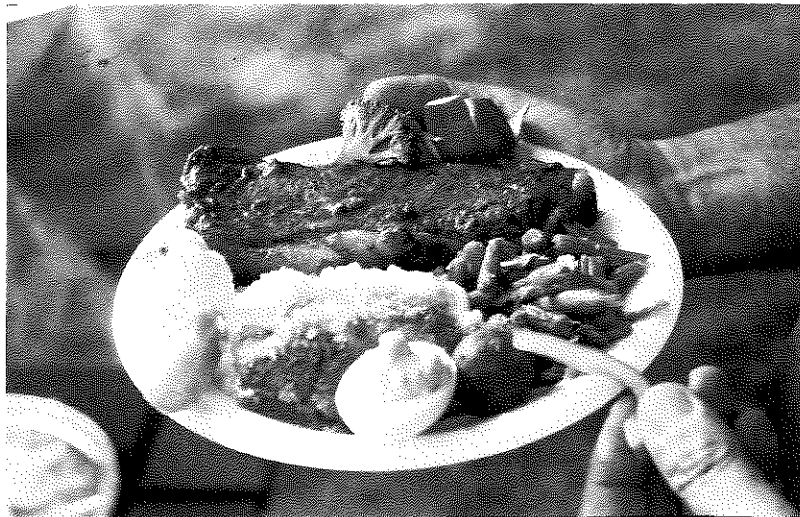
- 1 lb. hot Italian sausage
- 1 lb. ground chuck
- 1 lb. Velveeta
- oregano, garlic powder, and Worcestershire Sauce.
- 1 loaf of party ryes

Brown, drain and crumble the sausage and ground chuck. Mix in the remaining ingredients.

Spread the mixture on party ryes.

Bake 15 minutes in a preheated oven at 350.

The hors d'oeuvres may be frozen before baking and saved for a later date.



A Steak Fry Platter

## BLUEBERRY POND CAKE

contributed by Carole Sue Gurbach  
Cleveland, Ohio

### Ingredients:

- 8 tablespoons butter
- 1 cup sugar
- 1 egg
- 2½ cups flour
- 2½ tsp. baking powder
- ½ tsp. salt
- ¾ cup milk
- 1 pint fresh blueberries  
(other fresh fruit may be used)
- 3 tps. cinnamon
- 1½ tps. nutmeg
- 1 tablespoon grated lemon rind

Preheat oven to 350. Butter 9x9 baking pan.

Cream 4 tablespoons of butter with ⅔ c. of the sugar. Beat in egg. Sift together 2 c. of flour, baking powder, lemon rind, and salt. Add alternately with milk, beating after each addition. Fold in fruit.

Cream remaining butter and sugar. Mix remaining flour with cinnamon and nutmeg and add to the creamed butter and sugar to form a crumbly topping.

Pour batter into pan. Sprinkle the crumb mixture on top.

Bake 35 minutes, or until toothpick inserted in center comes out clean. Cool 10 minutes. Cut into squares.

## BABE RUTH BROWNIES

contributed by Martha Stewart  
Atwood Yacht Club

### Ingredients:

- 6 cups Special K Cereal
- 1 cup dark Karo Syrup
- 1 cup sugar
- 1 cup peanut butter
- 6 oz. chocolate chips
- 6 oz. butterscotch chips

Heat Karo and sugar to a boil.

Add peanut butter.

Butter a 9x13 pan.

Put cereal in the bottom of the pan. Pour the Karo mixture over the cereal.

Melt the chocolate and butterscotch chips together. Use to frost the brownies.

Chill. Cut into squares.

July 15 - 16  
1989 JR NAC

July 17 - 21  
1989 NAC

Fleet 159, Lake Ontario  
Oswego, New York

# TIPS TO IMPROVE YOUR SAILING

*Just sailing  
along . . .*



One of yachting's more popular authors is Dr. Stewart Walker. Many sailors have read at least one of his books or are regular readers of his column in **Sailing World**. While Dr. Walker may not be the first to think of many of the ideas and strategies he writes about, he is an innovator in one way, he writes about his experiences and his lessons learned.

One of the best ways to really learn from your sailing experiences is to keep notes, or a diary, of your daysails or races. We must learn by reinforcing our good experiences as well as learning from our mistakes. This can hold true for the racer as well as the cruiser and can help in the performance and pleasure of both aspects of sailing. As winter approaches, this will give you something to contemplate. You can improve your sailing as much off the water as on the water, because a lot of sailing is mental.

Here are a few lessons for 1988.

**Lesson 1:** All good starting strategies include a good bail out plan in case the first plan gets ruined. The favorite end of the line is only one aspect of the start. You must get clean air and good boat speed to have a good start. You must then have control over going where you want to go on the race course.

**Lesson 2:** You must practice to become a better sailor. Typical club racing or daysailing is not necessarily good practice. In fact, when not done properly you will learn bad habits without knowing it. When you go out

and run drills in your boat, that is practice. Do 20 tacks or 20 jibes. Get another boat to go along or better yet do it as a fleet activity. Have a seminar hosted by some of your better sailors or create one of your own. Evaluate your practice. Skipper and crew should talk about how to make things better for their own situation. You can also learn by watching others, whether it is by watching perfect jibes or bad jibes. Don't forget to include man overboard drills or docking drills.

**Lesson 3:** Get the mainsheet out of the cleat as often as possible. When Sandy designed the Flying Scot there were no Harken Hexaratchets with pivoting cam cleats. When that big puff hits, you heel over, get heavy weather helm, round up and scare the dickens out of your crew all because you couldn't get the mainsheet out of the cleat fast enough (even on the bearing cam cleats). No matter how good the block and cleat, you must anticipate the puffs and have the sheets eased before they hit and you loose control and boat speed. It is better to have the sheet out too far with the boat under control and then trim in after the initial puff. You'll be amazed at how easy it is to hold the mainsheet against the ratchet block without it being in the cleat. It also gives you more feel of the boat and boat speed.

Another habit that goes with this is over-trimming the mainsail. Too many people give the sheet a yank and stick it in the cleat. It should be trimmed with every change in velocity and

coming out of a tack it must be adjusted several times. This is part of that catch term "changing gears." You can't tack into third gear. You must regain some boat speed in first gear and then start shifting. Remember pinching, which is done by over-trimming the mainsail in part, is slow in the long run. After you have pinched for a short period of time you must bear off for more speed, so naturally you must ease the main several inches. Once full speed is reached you may pinch again for a while.

How do you know how much mainsheet is right? Develop a "feel" for speed. Your tiller tells you a lot, but it will have no feel if there is excessive helm. Go for a balanced helm.

Get the mainsail way out when beating in a light drifter. It is most important to keep the boat moving through the water. To start a boat from a dead stop takes a lot more energy than sailing many boat lengths.

**Lesson 4:** Don't give up in any race. Plan a comeback. The easiest leg to do this is on the beat while it is often easier to close up distances on the run. A lot of boats get lazy on the runs and don't jibe often enough in the shifts. Open your eyes and play every shift. Cause confusion between other boats without getting caught in the mess yourself. You must have clean air to sail fast. Plan that finish leg in advance, possibly on a previous leg. Boats that are covering each other ahead of you often are sailing against the other boats and tend to miss some shifts.

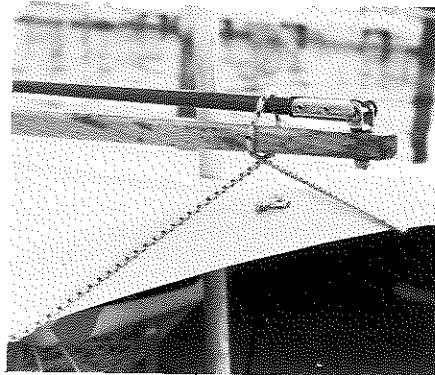
# GADGETS, GADGETS, GADGETS

by Paul Nickerson

Part of the true test of sailing ability comes from one's innovative desire to rig a boat slightly different to enhance performance or cruising comfort. If you have any ideas, old or new, you wish to share (maybe you even stole it from someone else who won't tell his secrets) please send them to **Scots n' Water** and we will see that the entire class knows.

To start this series I'll let you in on some of the little secrets I use on **Nicknack**. Actually the name **Nicknack** came from the use of many of these items. We had thought of the name because it was a take-off on Nickerson. When Gordon Douglass Boats called to confirm our rigging specifications, their closing comments went something like, "you've got a lot of knicknacks on your boat." At that point the name was finalized. Being our second Scot, we had a good idea what we wanted and some ideas were taken from the original owner of our first boat, Ken Perkins.

First, it was important that every hole in the boat serve a purpose on each side. If there was a cam cleat or any other fitting on one side, then why not back it with an eye strap. You never know what you might want to hang or tie there. Because **Nicknack** is sailed from a slip, it is nice to keep everything high and dry. Almost the entire under-sides of the deck is now hanging nets.



*The Nickerson Autohelm*

In the bow the nets, actually low cost hammocks you can find in many marine or camping stores, stretch between a bow trim bolt and eye straps which back the cunningham and topping lift fittings. This is a great location for life jackets and a distress kit. It also keeps that extra clothing dry when you take a little spray and there is water in the bilge.

Under the aft deck is stretched another net between spinnaker block eye straps. This is a great place for the lines to be stored, and serves as the skipper's locker for foul weather gear. Each crew member now has his own locker or net to store gear.

Under the seats is a lot more storage space. Sailing in waves on Lake Erie, I hate when things are banging around the boat. Ken Perkins had a great system to hang the paddles under the seats. On the wooden supports in the middle of the seats was a loop of shock cord between two eye straps. Into this loop is placed the

blade of the paddle. On the end of the seat was glued another eye strap with another loop of shock cord. In this end went the handle of the paddle. If the tension is just right on the shock cord, both ends are held snug against the bottom of the seat. To remove the paddle, slide it back six inches to remove the blade and forward a foot to remove the handle.

Sailing with too many big boat sailors, I just had to have an autohelm for my Scot. After tying up my paddles, I had some shock cord left which I had a bug to use. With two eye straps already on the back of the seats, an idea struck. Stretch a piece of shock cord from side to side under the aft coaming and then when you want to lock down the tiller just pull out the cord and put it around the tiller. It works great when you are working your way out of the slip and you don't have an extra hand for the tiller which you want to be centered. This is especially helpful when I try to get out single handed.

In 1986 we decided to go on the Canadian Cruise in the Thousand Islands. For a family of four, a week in the Scot seemed insane, especially since we planned to camp. I had remembered an article in **Scots n' Water** on under seat storage and searched through back issues to find it. Was it 1983 or 1984? Lucky guess,

*(Continued on page 14)*

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:  
**Treebourne Woodworking**

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

## Gadgets

(Continued from page 13)

1983, October. Now Hap Crowe had a great idea, but he had insisted on \$5 for anyone who copied his idea to help defray R&D expenses. My sailing blood started to boil, especially at the thought of drilling holes in the front of the seat for shock cord. There must be another way!

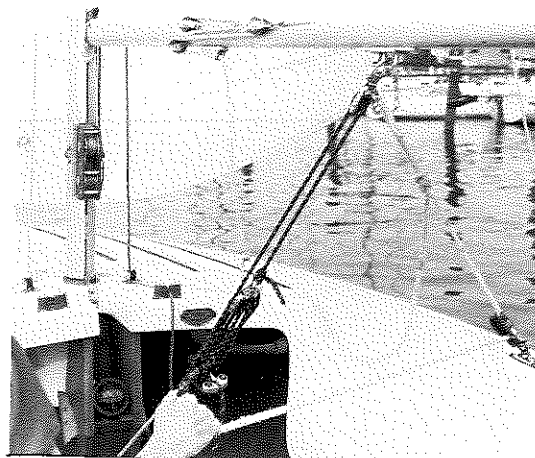
I already had eye straps for my forward nets in the block of wood that the longitudinal flotation strap was screwed to. So why not just run a line from there to the eye strap for the paddle. Just the right tension on the old spinnaker sheet that the mouse had chewed and there it was, the system to put Hap Crowe's Enterprises out of business. Nothing more than a line to flip over the front edge of the laundry basket to keep it from sliding out.

That held two baskets per side but I needed more. The back half of the seat being a little bit lower only had room for one basket with the line stretched between the seat support and the aft strap block.

Back to the cruise, this gave us each a basket for clothes double wrapped in garbage bags. The other baskets held foul weather gear and things we may need in a hurry while cruising, like toys and snacks. There was plenty of room for the four sleeping bags, two pup tents, cooking gear, fishing poles, food, cooler and spinnaker under the fore and aft decks.

I was amazed at how much stuff we got into the Flying Scot which still flew in a big blow the first day, and everything stayed in place. There was a noticeable difference in windward performance, both speed and pointing ability, on more moderate days. Now I know why those big boat designers worry so much about where to put the laundry baskets in their IOR designs.

Like so many other performance sailors, I also look for little ways to enhance rigging for racing the Scot. The one hint I always offer is that it is always easy and inexpensive to double the purchase power by adding some line and a block somewhere in the system. Many sailors have done this in their cunningham and topping lifts. I have also done it to my boom vang. We all know how important the vang is in controlling the mainsail. Well, if yours is only 4:1 and you want



*A Bullet Block and a spare piece of line doubles the purchase power.*



*Ties around the baskets keep them from sliding around the boat. The paddle is up and out of the way. But easy to get to.*



*Nets keep lines high and dry on the water and when trawling.*

to increase it, double it by shackling a block to the vang car and then run a line from your top fitting through the block and back down to the travelling vang block.

**Warning:** While we all know that heavy vang helps control the main to windward in heavy air, remember that it must be eased when heading off the wind. Because of the way the Flying Scot vang is rigged in the tabernacle, the vang tightens as the main is eased out. It is not fast to have the vang on too tight going downwind and this has been the cause of mast failure. Ease the vang going downwind. The reason for adding purchase is to be able to play it more efficiently going upwind.

I have also adjusted my "doubling line" so the purchase blocks touch at what I have found to be the heaviest

vang tension. This acts to limit the trim but it also keeps the blocks low so when you come luffing into a dock a smaller block hits you in the head, instead of a two or three way block.

In these inflationary times it's a good idea to stock up on extra bullet blocks and eye straps because you never know when you might need another one. You also never know when someone will walk up and ask if you have a spare.

If you have some secrets of your own that you would like to share, take a picture and send them along to the editor. Make sure all patents are applied for or ideas will become the property of the FSSA. As the end of a season approaches for many of us, keep that sailing mind sharp thinking about new ideas.

# FSSA CRUISE DOWNUNDER STILL TIME TO SIGN ON SHORTER PACKAGES AVAILABLE

by Bob Vance, Past Commodore

In April 1989, many FSSA 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 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.

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.

For those wishing to cruise but can't commit to a long trip, we have several other shorter packages available. Please call or write immediately for any other questions or details.

(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.*

**Gordon Douglass  
Boat Company, Inc.**

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

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

## Cruise

(Continued from page 15)

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. Final details are now available through Bob Vance. If you are up for this trip and cruise of a lifetime, make plans to be a part of this enjoyable experience today.

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

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

**RETURN COUPON TODAY TO**  
Bob Vance, 134 Indian Head Road  
Riverside, CT 06878 (212) 349-1632  
**FIRST COME, FIRST SERVED!**

### 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) \_\_\_\_\_

# 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



# REGATTA SPOTLIGHT

## BERLIN YACHT CLUB INVITATIONAL

by Bill Kobel and Mike Gold

The BYC Invitational on Berlin Reservoir in Northeast Ohio started on Friday evening with the traditional hot dog roast and keg socializing. A strong cold front was leaving its final mark on the area after several days of gale conditions. The cool evening found many participants enjoying the warmth of the clubhouse fireplace hoping that Saturday would still have some leftover winds.

Saturday the winds did arrive from the northwest with large oscillations. The race committee took a little extra time to allow the winds to stabilize and fill while setting up a double course needed for a sailboard division. Eighteen Scots finally hit the starting line at 1:20 with the winds at 10-12 knots.

In the first race, Jack and Martha Lee Stewart lead the pack in some very close racing. The winds were shifty and patchy keeping the boats in tight groups. Cecil Bloomberg finished second followed by a pack including John Busch, Art Berstein and Bill Kobel all overlapped at the finish.

The conditions held for the second race which was run back to back. The fleet split to either side of the lake looking for some magic. On the right was a big lift if one had the patience to sail to it in lighter air. To the left was more wind but you had to find a timely puff to cross to the windward mark. Paul Nickerson and Bill Kobel lead around the first triangle but the shifty winds meant big gains and losses depending on one's luck. The fleet witnessed a violent crossing of masts as Dave Solomon was the target of a heeling Thistle. Witnesses reported the Thistle was nearly lifted from the water when his diamond stay hooked onto Dave's shroud. Both boats finished the race with the only damage a bent stay on the Thistle. Bill Kobel held on for first followed by Tim Abbey, John Busch, Derrick Lonsdale and Paul Nickerson.

Apres race socializing included the famous Fleet 19, BYC Manhattan and



Paul Nickerson and Bill Kobel get quick spinnaker sets at the windward mark.

Whiskey Sour hors' oeuvre table. For those not too full, a lasagna dinner followed along with a volley ball game.

Sunday continued with great weather, good breeze and two races. The winds were around 10 knots but the puffs went to 15 on the planning reaches. Bill Kobel with son, Billy, as crew enjoyed the heavier air for another first to take a commanding lead for the regatta. The Stewarts and Buschs were close behind for the race and the regatta.

A big shift at the start of the last race put most of the fleet jammed at the starboard end of the line. Those who got away in clean air jumped out front. The winds remained shifty and puffy enough to create some good battles around the course. Jim Snelson sailing his new Scot, #4505, avenged the first race (an end of fleet finish) with a victory. Paul Blonski back sailing his Scot took second followed by the regatta leaders Kobel, Busch and Stewart.

The Kobels easily won followed by John Busch, who sailed consistently throughout. The Stewarts were right behind in third place followed by the Nickersons, who edged Tim Abbey of Pymatuning, Fleet 143, by one point.



Another Berlin YC Tradition — Manhattans and whiskey sours.

FINAL RESULTS		Race 1	2	3	4	Total
1. Bill Kobel	1038	5	1	1	3	9.5
2. John Busch	3175	4	3	3	6	16
3. Jack Stewart	1342	1	12	2	4	18.75
4. Paul Nickerson	3911	8	5	7	7	27
5. Tim Abbey	3115	6	2	6	14	28
6. Cecil Bloomberg	2862	2	13	4	12	31
7. Paul Blonski	2843	12	7	12	2	33
8. Jim Snelson	4505	9	6	19	1	34.75
9. Derrick Lonsdale	3907	11	4	11	10	36
10. Gordon Shasteen	1394	14	8	9	5	36

(Continued on page 18)

## Regatta Spotlight

(Continued from page 17)

### LAKE OF THE WOODS INVITATIONAL

by John Beery, FS 4257

When we last reported on this event (July '87) we had been in the middle of a nor'easter. Well, this year the same storm was back; by our calculations it had traversed Virginia 16 times since April 1987. We knew it was coming around again, and being smart, planned accordingly. Wednesday through Friday night was a mess, as anyone who lives in the Mid-Atlantic region will attest. Saturday (May 7) the day carefully chosen for the 7th Annual Lake of the Woods Regatta; well this was something else to be sure...75 degrees, 100% sunshine, blue skies, north winds at 15-20 knots, Virginia at it's greenest, the dogwoods out in full bloom. All is right with the world!

The Scots came from Deep Creek, Norfolk, and from as far as Philadelphia. Fleet 160 has 100% registration for this day and red suspenders can be seen everywhere. Red suspenders? That's another story, for another time.

It's announced at the skippers' meeting that the wind is stronger than appears from high atop the Marina on the lee shore. Sure enough, once on the water the boats all duck into coves for one last crack at hardening up. Some of the gusts are knock-down and remain that way for the first two races. The Race Committee, Dick and Doris Smith and Ralph Cook, do an excellent job at keeping everything on schedule and the Warning goes off at 10:50. All day, the long beats are text book and the planing spinnaker reaches thrilling. The fleet stays together and covering becomes paramount. Two races are run and everyone is ready for a break. A picnic lunch is held on Clubhouse Point where our guests find it very easy to relax. Richard Dickoff roams around with his candid (video) camera, which of course draws a wealth of unsolicited comments. The camera finds its way onto the committee boat to capture the 3rd race. John Clickner thinks he might make ESPN (not a chance for NBC).

The three races produce three winners: John and Joan Clickner's **Mischief** wins the first, Bob, Gail and

Brad Post sailing **Geneses** capture the second and Andy and Julie Gillis come back in **Sanguine** to take the third. The Beery's and Richard Dickoff and Steve Davenport sail strong in every race to claim their share of the silver, or I should say LOWSC's very special color photo trophies. Our traditional barbecue chicken Awards Dinner is held right where it belongs, on Clubhouse Point as this jewel of a day begins to wane. David Ivey, FS 4427, graciously provides every skipper with a "Park It Here" beach towel. Some called them crying towels. By this time everyone has had seconds on the potato salad, baked beans and of course the famous rolls. The keg runs dry and the breeze has softened. On to next year.

Now that we finally have insider information on the weather, you should plan to "Park It Here" next year around the first of May.

FINAL RESULTS	Race 1	2	3	Total
1. John and Joan Clickner	.75	2	4	6.75
2. Bob, Gail and Brad Post	5	.75	3	8.75
3. John, Yvonne and Katie Beery	3	4	2	9
4. Richard Dickoff/ Steve Davenport	2	3	6	11
5. Andy and Julie Gillis	4	10	.75	14.75
6. Bill Naylor/Bob Scatchard	6	5	7	18
7. George & Joan Burgess/ Troy Gooding	7	7	8	22
8. Joe, Jerry and Pat Dowling	8	10	5	23
9. Paul Knapik/Harry Cambell	9	6	9	24

### SOUTHERN REGIONAL CHAMPIONSHIP

by Larry Taggart

The Southern Regional Championship for the "Fastest Scot In The South" trophy was held Memorial Day weekend at the Southern Yacht Club in New Orleans. As the trophy name suggests, Scots from all over the south came for this annual event. From Alabama to Dallas the word is out about this great event which features over 15 one-design classes on three different courses.

This year the five race series was sailed in excellent 12-15 knot breezes. Steve Bellows lead the series with consistently high finishes including two firsts. Steve sailed with "soon to be" Blair Bellows and Mike Kane. I guess the Husband-Wife Championship at the Great 48 was quite an inspiration to Steve and Blair.

Dwight LeBlanc sailed an outstanding series including one bullet to take second place followed by the ever present Larry Taggart. Scott Sonnier helped give the New Orleans fleet three of the top four places. Scott sailed to two firsts but may be voting for a throw-out next year. Roland and Bonnie Forester with Bruce Moore represented Dallas with a fifth overall while Dan Kolenich and Granny Dees made the trip from Alabama worthwhile with a sixth.

A great time was had by all both on and off the water in this memorable event. Make your plans next year for Memorial Day and a visit to the Southern Yacht Club in New Orleans.

FINAL RESULTS	Race 1	2	3	4	5	Total
1. Steve Bellows	1	2	3	2	1	8.5
2. Dwight LeBlanc	2	4	5	1	4	15.75
3. Larry Taggart	4	3	6	3	2	18
4. Scott Sonnier	5	1	1	8	6	21.5
5. Roland Forester	8	5	4	4	3	24
6. Dan Kolenich	3	7	8	9	5	32

### OHIO DISTRICT CHAMPIONSHIP

by Paul Nickerson

Many of the Ohio District's best sailors travelled to Atwood Lake, southeast of Canton, on June 25 and 26 for Fleet 65's version of the Ohio District Championship. Well known for its Harvest Moon Regatta and interesting bends, Atwood Lake promised to be a real championship test. Fleet 65 decided to set a more traditional triangular course in the most open area of Atwood Lake. The real surprise came in the form of wind. While all of Ohio is suffering from severe drought and hotter than normal temperatures, no one expected temperatures over 100 degrees. The wind did help to relieve the sailors on the water as some puffs reached the 20 knot range. The weatherman referred to the wind as a Santa Anna type breeze common on the west coast.

The racing was just as hot as the wind. In the first race, Harry and Karen Carpenter played a couple of shifts better on the windward legs to take the first race, followed by Dan Goldberg and Monica Berton in second, and Rick and Jo Baugher in third.

(Continued on page 19)

## Regatta Spotlight

(Continued from page 18)

Boats split between going up the shores and the final shift going into the mark was usually the deciding factor in the rounding order.

The second race was a carbon copy of the first as the boats fought the shifty winds and gusts. Paul Blonski found one big shift to his liking on the second beat to pull away for the win with the Carpenters in second for the race but two points ahead overall. Only four points separated the rest of the top eight boats.

After docking the boats, everyone finally realized just how hot it really was. The Atwood Yacht Club pool was a favorite place to cool off. The picnicking under the trees was even hot as all-time record highs were set. Fleet 65 put on a great steak fry for dinner and the dessert table included a custom made cake of a Flying Scot by George Rootring.

Greg Fisher presented a sail seminar after dinner and everyone was able to apply much of what he said to the afternoon races. Monica Berton also gave a demonstration of her unique hiking technique which is a very popular topic of conversation.

A cold front went roaring through that night and rumor has it a few drops of rain fell. As we awoke, you could hear the winds roaring through the trees. Having not even thought to pack a pair of long pants, I pulled on the foul weather overalls as did a few other competitors. The winds were



Ohio District Steak Fry.

heavy but the surrounding hills didn't allow the worst to get down to the water consistently.

The winds were due north which brought them straight down the famous Atwood bends, chute, dogleg, or whatever you want to call it. The final course was to have three long beats in heavy, shifting winds and with the close standings this would be an appropriate challenge for the finals of a District Championship.

A clean start and about twenty properly played tacks could get one in a good position by the windward mark. A shoreline reach proved disastrous for those who got too close or set spinnakers too early. The

second reach took one around "the point" and back down the bends with lots of fast planing in the puffs.

The second beat was the same as the first, with every shift and every tack critical. The run was exhilarating as we caught a puff and planed the entire leg. I remember looking over and seeing a powerboat taking pictures barely able to pass us with a 25 hp (that's the limit) motor.

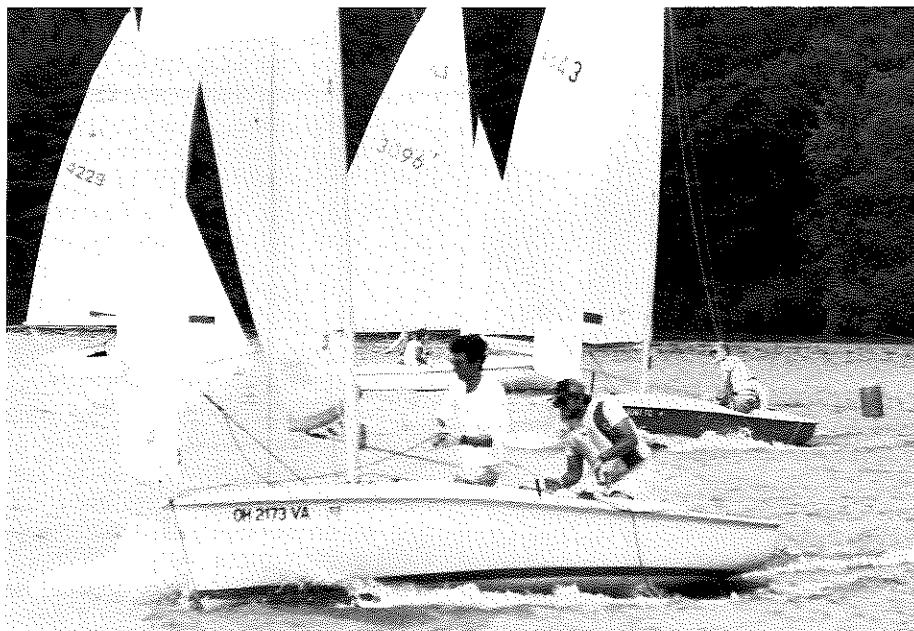
The last beat was another grueling one. The Carpenters lead to the finish and the title of "District Champion." The Hohlers and Baughers battled to the last tack with the Hohlers finishing second for the race and third for the regatta. The Baughers claimed fourth for the series. Paul Blonski sailed to a fourth which gave him second overall. His son and third crew, P.J., with an extra fifty pounds of hiking power, was part of his secret along with former Scot owner, Tom Blackman.

In the battle for fifth, Paul and Christine Nickerson finished fifth in the last race and then watched to see Zeppefeld finish before the Stewarts to win on a tie-breaker.

The Fleet Championship Trophy was won by Fleet 80 for the best three finishing boats from any fleet in the district. The winning skippers for Fleet 80 were Hohler, Goldberg and Zeppefeld.

In conditions very uncommon to Atwood Lake, the locals could finish no higher than Stewart's sixth. They did earn a lot of respect for hosting a

(Continued on page 20)



Art Bernstein leap a pack around the windward mark.

## Regatta Spotlight

(Continued from page 19)

great district championship which everyone will long remember. It may also change the Atwood reputation for their annual Harvest Moon Regatta.

FINAL RESULTS	Race 1	2	3	Total
1. Harry and Karen Carpenter	1	2	1	3.5
2. Paul and Pj Blonski/ Tom Backman	4	1	4	8.75
3. Tom and Kristine Hohler	6	4	2	12
4. Rick and Jo Baugher	3	8	3	14
5. Paul and Christine Nickerson	8	5	5	18
6. Jack and Martha Lee Stewart	5	6	7	18
7. Dan Goldberg/Monica Berton	2	9	8	19
8. Bob and Dale Cornish	9	3	9	21
9. R. Zeppfeld	7	10	6	23
10. Chuck and Beverly Hoffman	10	7	11	28

## SANDY DOUGLASS REGATTA

by Bill Ross

On May 22nd, Sandy Douglass arrived at the Lake Norman Yacht Club to witness the new beginning of the Sandy Douglass Regatta. The centralized location of Lake Norman contributed to the regatta attendance of fifty-nine boats from nine states.

The long distance traveler was Jack Orr from Candlewood Lake YC in Danbury, Connecticut. On top of that, he did it twice! The following week he returned for the Great 48 Regatta! The regatta was open to all Flying Scots (24), Thistles (14), and Highlanders (21).

As registration began to get under way on Saturday, the competitors were greeted on the grounds by a roving piper, while Sandy entertained many who had not met him. Highlander, Thistle and Flying Scot development was of prime interest.

After sailing a drifter on Saturday afternoon, everyone was treated to a Wine and Cheese Party followed by a terrific dinner prepared by Kay Leffler (FS 133). Allan and Judy Stahle (FS 1663) provided the party entertainment. Allan brought enough wine to last well into the evening, which along with the blue grass music, helped dispel the memories of the afternoon drifter.

The day's race had been a bad memory for some, but not for Starling Gun (FS 1104) who found some air and blew everybody away. Rob Spring (H 969) and Chuck Gise (T 2970) also found some wind and led the way in their classes.

On Sunday morning the start time

was moved up an hour. This time we had 8-10 mph wind, and sailed a full Olympic course in about an hour. Firsts went to Jack Finefroch (T 3789), Don Sweet (FS 2070), and Tanner Shultz (H 911).

Race three started as another light air race, but shortly after the Highlander and Thistle starts, a big northeast shift to the right came in and things got real interesting. The wind rose to 20 MPH as the Flying Scots, who had yet to start, were now competing for a front row at the Committee Boat. The Race Committee, with hard hats, dove for cover as the fleet screamed across the line at the starboard end.

Jack Orr (FS 3877) managed to lay the mark on one tack and that put him number one for this race. In the Highlander Class, Rob Spring found the finish line first, followed by John Davidson (T 1330) first in the Thistles.

At the completion of the racing, trophies were presented to the winners. Sandy made the presentations and capped it off with a copy of his book, "Sixty Years Before the Mast," for each winning skipper.



The Sandy Douglass Regatta "Ape".

The traditional Flying Scot "Ape Award" was given to Page Stephens (FS 2699), and the same was instituted for Highlander, Mark Redmond (929), and Thistler, J. Grundy (T 1395). Each winner keeps the Ape for a year and adds an article of clothing to it before the next Sandy Douglass Regatta which will be held again in 1989! Y'ALL COME!!!

FINAL RESULTS	FS #	Race 1	2	3	Total
<b>FLYING SCOT</b>					
1. Don Sweet	2070	7	1	2	9.75
2. Jack Orr	3877	4	7	1	11.75
3. Richard Schultz	1855	2	2	11	15
4. Jack Stewart	1342	5	4	6	15
5. Bill Ross	1290	14	5	3	22
6. Page Stephens	2699	15	3	5	23
7. Larry Lewis	3933	11	6	7	24

### THISTLES

1. Finefroch (3789) 2. Russell (3659) 3. Davidson (1330)

### HIGHLANDER

1. Spring (969) 2. T. Schultz (911) 3. Webb (919)

## MICHIGAN-ONTARIO DISTRICT CHAMPIONSHIP

by Doug Christensen

The 1988 Michigan-Ontario District Championships were hosted by Fleet 41 of the Crystal Lake Sailing Club. Crystal Lake is located about 50 miles northwest of Lansing, Michigan. Fleet Captain Don Twohy did a fine job of organizing this event held July 9-10.

Crystal Sailing Club is in its 26th year of action. Many of the club's Charter Members are still active. Barbara Wright (one such Charter Member) coordinated the weekend's food program. All competitors were cared for very well and some crews camped at the club grounds.

Winds were out of the west for both days of racing. Saturday's races in 12 to 15 knot winds, with some sizable gusts thrown in, provided quite a workout for the racers.

First race excitement included a General Recall and the weekend's only capsizes. Due to a timing error on the recall, Race Committee Chairman Gene Martineau abandoned the results of the race and scheduled the re-sail immediately after lunch. Dick Weaver (having won the abandoned race) went out and won the re-sail with just as much ease. Ray and Carol Flajole of Lake Orion placed second.

Race two was won by college sailors Brian James and Morgan Collins of Gull Lake Yacht Club. Second place went to another youthful crew of Rob Cowles and Kerry Pebbles of Detroit Yacht Club. Ray Flajole lost out on a port-starboard protest situation which seriously hurt his placement in the regatta.

Dick Weaver and Dan O'Haver of

(Continued on page 21)

SCOTS N' WATER

## Regatta Spotlight

(Continued from page 20)

Huron-Portage Yacht Club won the third race with the Flajoles close behind. Day one ended with Weaver in front by 5.5 points and a closely bunched group in second through fifth. After a long physical day on the water, the crews were really looking forward to some rest.

Sunday dawned with slightly lower wind strengths. The first race of Sunday started in 8 to 10 knots but was building. Paul Lee and Ken Bachulis of Detroit Yacht Club showed some newly found boat speed to win over Bob Cowles and Trina Bresser, also of DYC.

Race 5 started as the breeze continued to build. Doug Christensen and Dave Holtfreter fought hard for the pin end start. Hard enough to be over early by 10 to 15 seconds. Recovering quickly by circling around the end, they were rewarded a private breeze and lift to round the first mark with a solid lead. Meanwhile, back in the pack, Dick Weaver fought to finish second.

When the spray had settled, Dick

Weaver and Dan O'Haver were significantly ahead in the standings. By winning the last race, Doug Christensen had snuck into second place over Bob Cowles (third) and Brian James (fourth). As indicated by the final standings and point totals, the competition was very close. The top seven or eight boats constantly traded positions in the fleet.

FINAL RESULTS FLEET	1	2	3	4	5	Total
1. Richard Weaver Dan O'Haver	20	1	4	1	3	2 10.5
2. Doug Christensen Dave Holtfreter	20	5	3	4	6	1 18.75
3. Bob Cowles Trina Bresser	16	4	6	5	2	3 20
4. Brian James Morgan Collins	15	3	1	8	5	4 20.75
5. Rob Cowles Kerry Pebbles	16	6	2	3	7	7 25
6. Paul Lee Ken Bachulis	16	7	7	6	1	5 25.75
7. Ray Flajole Carol Flajole	52	2	DSQ	2	4	9 34
8. Linda Armstrong Chris Henry, Jr.	16	8	5	7	10	6 36
9. Chris Sorrick Ernst Doebeli	41	11	9	10	11	8 49
10. Jim Jabczenski Paul Thackabery	52	12	8	12	8	11 51

## NAC WINNERS

Harry and Karen Carpenter outlasted the competition to win top honors in the 1988 Flying Scot North American Championships at Lake Norman Yacht Club.

Jon Lancto of Davidson, NC, established an early lead after three races and held on, surviving a 15th in the last race to win the Challenger Division. Bob Post of Locust Grove, VA had a strong finish to take second, only one point behind.

This year's NAC attracted 85 boats, the second-largest field in the 30 year history of the event.

Hallam Walker of Davidson, NC cinched the Masters Division with three bullets in the second, third and fourth races. David Solomon of Shaker Hts., Ohio finished second followed by Ted Glass of Mt. Vernon, Ill.

A complete story will follow in next month's *Scots n' Water*.

# TJ SALES

## 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/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50.*

*Accessories: AIGLE boots, absolutely the best wet sailing dinghy boot; 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.**

# STARTING LINE

**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**

## **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**

## **WHISKEY SOUR REGATTA**

**FLEET 80, LAKE ARTHUR  
Pittsburgh, PA**

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

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

**September 17-18**

## **WHALE OF A SAIL**

**FLEET 83, CARLYLE LAKE  
Carlyle, IL**

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

## **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.



**September 17-18  
CAROLINAS DISTRICT  
CHAMPIONSHIP**

HILTON HEAD ISLAND, SC

Sailing will take place out of Harbortown, launching at the South Beach Marina. Saturday night party will be at the Yacht Club of Hilton Head and will be a "Low-country cookout."

Contact: Larry Lewis, 1314 Kensington Dr., High Point, NC 28260, (919) 884-0518

**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 1-2  
WRSC FALL REGATTA  
FLEET 97, WEST RIVER SAILING CLUB  
Galesville, MD.**  
Contact: Frank Gibson, 6302 Marjory Lane, Bethesda, MD 20817, (703) 998-0610

**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

**March 28-31  
MID-WINTER CHAMPIONSHIP  
St. Andrew's Bay Yacht Club  
Panama City, Florida**

A great week of sailing and socializing with Flying Scot sailors from all around the FSSA.

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

**Donna Welle  
(1930 - 1988)**

*Donna B. Welle, Scots n' Water Advertising Director passed away August 10, 1988 after a three year battle against cancer. Donna was well known to many Scots n' Water readers as that friendly voice on the phone ready to help with any problem situation. She handled the FSSA Hot Line and Caveat Emptor as well as all advertisers. The FSSA has lost a devoted staff employee. Scots n' Water has lost a wonderful friend and co-worker. Donna Welle will be greatly missed.*

**FLYING SCOT NEW MEMBERS**

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
3587	Capitol	Bob Campbell	381 Steven Way	Severna Park	MD	21146
4464	Capitol	Richard W. Flinchbaugh	9712 Cymbal Dr.	Vienna	VA	22180
2412	Capitol	Gregory Kew	27 South Edison St.	Arlington	VA	22204
4445	Capitol	Chuck Millican	107 Askewton Rd.	Severna Park	MD	21146
1132	Capitol	Lon D. Shackelford	3660 Country Ln.	Charlottesville	VA	22901
2582	Capitol	David W. Wallace	1200 Griner Ln.	Shady Side	MD	20764
4462	Carolina	Bill Arkins	9 Misty Morning Dr.	Hilton Head	SC	29928
1917	Carolina	Allan H. McKinley	4040 Marlin's Pont Rd.	Kitty Hawk	NC	27949
2412	Carolina	Phil Threatt	8409 Smith Rd.	Apex	NC	27502
Co-Owner						
4461	Carolina	Wayne & Norma Tillet	3020 W. Annalee Dr.	Raleigh	NC	27604
2248	Greater NY	Peter J. Adams	13 West Main St.	High Bridge	NJ	08829
4396	Greater NY	Stephen R. Berglund	546 Country Club Ln.	Bridgewater	NJ	08807
2571	Greater NY	Christopher Ford	1 Stella Dr.	Bridgewater	NJ	08807
4468	Greater NY	Gelinn D. Shaffer	299 Raymond Rd.	Princeton	NJ	08540
3359	Greater NY	John B. Simmons	14 St. James Place	Brooklyn	NY	11205
3868	Greater NY	William C. Young	31 Tilton Rd.	Middleton	NJ	07748
3239	Gulf	W. Preston Hill	Ctr. Bank,	Birmingham	AL	35209
Co-Owner						
1809	Gulf	Terry D. Hill	501 Shades Creek Pkwy.	Little Rock	AR	72211
3400	Gulf	Larry L. Johnson	10812 Breckenridge	Alabaster	AL	35007
3239	Gulf	L. Lister	1224 Siskin Dr.	Montgomery	AL	36104
4373	Michigan-Ont.	Roy Anderson	57 Adams Ave.	Battle Creek	MI	49015
1252	Michigan-Ont.	Gerald Mark Banish	1008 Riverside	Dearborn Hts.	MI	48127
3746	Michigan-Ont.	Gordon Cullins	23405 Bonair	Toronto, Ont		M5R 2L9
1321	Midwest	L.T. Betty, Jr.	149 St. George St. Apt. 305	Tampa	FL	33606
2305	Midwest	T.H. Hostetter	825 S. Delaware	Minneapolis	MN	55405
4472	Midwest	Michael D. Schmitz	1832 Kenwood Parkway	Lake Forest	IL	60045
2651	Midwest	James T. Smerz	1310 Wild Rose Ln.	Hinsdale	IL	60521
2444	New England	Arthur Bookstein	304 S. Lincoln	Waban	MA	02168
4455	New England	Lee Cordner	269 Dorset Rd.	Colchester	VT	05446
3579	New England	David W. Dougherty	23 Holy Cross Rd.	Plymouth	MA	02360
3806	New England	Dennis B. Dubuc	8 Beach Plum Ln.	Sharon	MA	02067
4397	New England	George S. Kovach, Jr.	36 Upland St.	Cohasset	MA	02025
3249	New England	Chris Miller	41 James Ln.	Goffstown	NH	03045
2658	New England	Edward R. Mockler	3 Hillside Dr.	Worcester	MA	01602
4126	New England	Thomas O. Phipps	10 Tahanto Rd.	Wrentham	MA	02093
3707	New York Lake	John P. Alexander	423 Thurston St.	Gansovoort	NY	12831
4406	New York Lake	Clark G. Cook	10 Elizabeth Ave.	Vestal	NY	13850
4348	Ohio	Steve Branner	820 Annabelle St.	S. Charleston	WV	25309
3825	Ohio	Kieth & Kerry Chelm	1107 Ridge Dr.	Solon	OH	44139
4454	Ohio	Anthony R. DePietro, Jr.	31000 Aurora Rd.	Canfield	OH	44406
0053	Ohio	Ronald L. Holden	3104 Meanderwood Dr.	Mansfield	OH	44904
3190	Ohio	Jim Sprow	2773 Bell Rd. Rt. #8	Lexington	KY	40511
1263	Texas	Doug Neeley	2469 Ironworks Rd.	Plano	TX	75074
4470	Texas	Jack Seifrick	3320 Avenue 'N'	Dallas	TX	75252
1684	Florida	Donald R. Alchner	5925 Still Forest	Dania	FL	33004
3477	Florida	David A. Mayfield, III	330 S.W. 14th St.	Jacksonville	FL	32250
			1522 Roberts Dr.			

# 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, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.

**FS 2291** - Douglas Hull, light blue, white deck and black bottom. Very fast. Fully Harkened Rigged/W Centerboard Well Compass. Two complete sets of sails and spinnaker; 1 set is brand new 'Bostons'. Has new boat cover - Also tilt-bed trailer. \$3800.00. Call Bill England 313-693-2289 Lake Orion, Mich. 48035.

**FS 3299** - Must sell, 1978 Douglass, tangerine hull, cream deck, two suits of sails, racing's are new Bostons, spinnaker, dry sailed, tilt trailer, 1.2 hp motor, good condition. \$3,600.00. Call Steve Curnutte (615) 665-2020 work or (615) 297-7473 Nashville.

**FS 3467** - Douglass, 1980, white on white. Tee-Neer trailer, new tires, spare. Schurr Sails, incl. 1/2 oz. spin. used twice. Harken cleats on main, jib, downhaul, C' ham, and spinn. 6:1 vang, two sets sheets. Dry-sailed only. Suunto compass, waterline cover. \$5600.00 Len McLaughlin (803) 579-2689.

**FS 3637** - Douglass white/blue stripe. This boat is fast. (Fleet champion, 3-time NAC trophy winner). Absolute minimum weight. Race-rigged (6-1 vang, 3-1 cunningham and outhaul, custom spinnaker rig, pole downhaul, etc.) Tee-Neer trailer, acrylic full-deck cover, 2 suits Shore/Fisher main & jib, Shore spinnaker, dry-sailed in freshwater lake. \$5950. Dan Goldberg, (412) 829-8557 (day); (412) 829-8557 (evenings), Pittsburgh, PA.

**FS 4192** - Douglass, cream hull/deck, w/brown boot & cove, Tee-nee trailer,

spinnaker, 2 covers (cockpit & mooring), 2 HP Yamaha, dry sailed, extras, \$5600. Richard Sanger, 5420-B1 Valley Green Dr., Wilmington, DE 19808, (302) 368-7258, evenings.

**FS 4231** - Douglas Built, like new, clean, very little used. Ivory hull, red trim, red cover. Schurr main & jib. Motor bracket, tie down, mast hinge anchor. \$6295.00. George Rooting, Box 311, Navarre, Ohio 44662. Phone H. 216-879-2686, w. 216-879-5635.

**FS 2921** - Douglass, white on white, immaculate condition. Harken rigging, telescoping tiller extension, compass, anchor, life vests, motor bracket, lifting bridle, paddles, boom tent cover, Sterling tilt trailer. Dry sailed only. Boat can be seen in Capitol District. \$4200.00. Michael Weisman, P.O. Box 269, Spring Valley, NY 10977, (914) 356-2131.

## 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 Supliss 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

4271 f1 88 act FSSA 5

Richard T. Wade  
8723 Bacardi  
Dallas, TX 75238