

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXX NUMBER 6, NOVEMBER/DECEMBER 1988



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- 1, 3, 5 Championship Division
(15 of top 20 boats)
- 2 Challenger Division
- 1 Masters Division
- 1, 2, 3 Qualifying Series

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- 1, 4 Championship Division
(5 out of top 10 boats)
- 1, 2, 4, 5 Challenger Division
(8 out of top 10 boats)

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Scots n' Water

COVER: "Carolina in the Morning"
J. Edgar Eubanks photo taken at 1988
NAC.

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Scots n' Water

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NEWS AROUND THE FSSA

1989 MEMBERSHIP

By now you should have received your 1989 FSSA Membership application. If you have not already filled it out and returned it, please do so today. Please make sure all of your personal information is correct so we can keep up the data bases. You will also save the FSSA the cost of additional mailings which add up. Also think about an associate membership for your regular crew as a gift.

Remind any new fleet members and check to be certain that they have received an application. If you plan to sell your boat this winter, provide the buyer with all the FSSA details so they can get the most from the boat. Also, put them in touch with your local fleet.

Anyone having any questions or suggestions should feel free to write or call any of the officers (listed in **Scots n' Water**) or the FSSA offices. We want 1989 to be a banner year for membership in the FSSA and the best way to do that is to make sure everyone renews and we re-enlist some old members.

Remember, the FSSA is your organization to help enhance the enjoyment of all Flying Scot owners. Take an active interest.

NEW FLEETS IN 1988

We welcome two new fleets for 1988. Fleet 116 has been chartered at Manchester, New Hampshire. Any area Scots interested should contact Wes Wallace at 46 Raymond St., Nashua, NH 03060.

Bob Summerfeldt is the Fleet Captain of Fleet 165 at Cave Run Lake, just east of Lexington, KY. You can contact him at 1320 12 St. Apt. B-7, Huntington, WV 25701.

We wish both of these fleets much success and hope any other Scots in the area will give them all support.

1989 HUSBAND-WIFE CHAMPIONSHIP

Fleet 97, which sails on the Chesapeake Bay out of the West River Sailing Club in Galesville, MD, will host the 1989 Husband-Wife Championship, June 24 & 25. Galesville is located between Washington and Annapolis and has a strong local fleet of about forty members.

This three race series will be sailed by itself this year and should prove to be a terrific event. Mark it on your calendar today and look for more details in future **Scots n' Water**.

FLORIDA DISTRICT ACTIVITY

For several years the Florida District has struggled to really get organized. Part of the problem has been that there are no large fleets and the Scots are scattered all over the state, which can mean a long drive. New District Governor, Cal Hudson, has published a great newsletter and is trying to get Scot activities going. If you live anywhere in Florida and are interested in this activity contact Cal at 986 Haas Ave., NE Palm Bay, FL 32907, (407) 725-3008.

We are especially looking for owners in the Tampa/Clearwater area and along the west coast to get some fleets started. This could be a major growth area for the Flying Scot and we hope everyone who knows of any Scots in the area will put them in contact with the FSSA.

FLEET OF THE YEAR

Congratulations to all of the members of Fleet One on being named "Fleet of the Year" for 1989. Fleet One has a reputation of being a great social fleet and hosts the "Pig Roast Regatta" every fall.

Known as a fleet that really cares about racing, they have hosted the 25th and 30th Anniversary Regattas. The "Fleet One Trophy" is awarded every year at the NAC to the fleet with the top three boats entered. Some day Fleet One promises to win their own award, but they always have three boats at the NAC.

They also sponsor an award presented every year to the Ohio District sailor who collects the most points by beating other boats at Ohio District regattas. For sailing on a small pond, Cowan Lake is only 700 acres, this is one of the most enthusiastic fleets you will ever see.

We look forward to their continued leadership in the FSSA and, rumors have it, a 35th Anniversary Regatta.

BURGEE DESIGN

The FSSA is still looking for more burgee designs. Take a few minutes tonight or at your next fleet meeting to come up with a few ideas and submit them to the editor. All ideas must be submitted by the 1989 Midwinters, March 28.

Pat Barry Awarded Executive Secretary's Cup

by Ed Eubanks, FS 3901

The 1988 Executive Secretary's Cup was awarded to long time Flying Scot Sailor, former Editor of **Scots n' Water** and current secretary of the FSSA, Pat Barry.

Over the years, there have been many men and women who have donated an extraordinary amount of their time and expertise to the Flying Scot Sailing Association, but few have had such a positive effect as Pat.

Barry entered the job of Editor of **Scots n' Water** with a serious challenge from the Board of Governors. The publication had been controversial because some sailors felt it was strictly a listing of regatta results and racing articles. Some felt it had too many photos, others felt the opposite, etc., etc.

Through his efforts and skills, Pat Barry produced a publication that was not only the pride of the FSSA, but was recognized as one of the best publications by a one-design class in the U.S. The natural result of this is the economic health of the FSSA which comes from an all-time high membership.

After serving his stint as Editor, Pat chose not to rest on his laurels as some may have been tempted to do. Instead, he accepted new responsibility as the FSSA Secretary and at the request of the Executive Committee, developed job descriptions for Fleet Captains and District Governors which will appear in **Scots n' Water**.

Pat's dedication to the class and his willingness to share his time and talents with us simplified this year's selection process. Pat Barry is a winner and the FSSA is a winner with Pat working for us.

FROM THE FSSA PRESIDENT

E. Paul Moore Jr.

FS 4300

A smart "dip of the flag" and a loud "Baker Zebra" (well done) to the gals and guys at Lake Norman Yacht Club. Good friends, good food, and would you believe it, good wind, along with outstanding race management and regatta administration, gave all of us a very warm feeling of a well spent week.

I'm sure all of us share the enjoyment of belonging to the FSSA which reported at the annual meeting its largest membership and growth this past year. We are financially in the black with a reasonable budget for the next year approved by the Board of Governors.

Although we lost a couple of fleets last year we are gaining new fleets this year. I signed the charters of two new fleets, Fleet 116, Lake Massabesic, New Hampshire, and Fleet 165, Cave Run Lake, Kentucky. Congratulations to our newest fleets!

Two measurement issues were cleared at the Board of Governors meeting: The method of jib measurement will include folding or flaking the material at the jib foot thus defining cloth position when measuring foot roach. The Board approved the measurement committee's recommendation to leave stand as passed, the 1987 annual meeting action on the 1/2 ounce spinnaker. (No usage deadline in effect.)

If you haven't taken the time lately to read through our Handbook, I think you'll find it quite interesting to review how the FSSA is governed. While maybe not perfect, our constitution and by-laws were pretty well written and we can get things done. The strong element of stability results from the structure through methods and procedures as well as

organization. Having past leaders remain at hand in the offices of Commodore and Immediate Past Commodore was a good idea. The real strength of FSSA governance lies in the Board of Governors. These representatives of the fleets have the final say in just about all matters.

As you may already know, Pat Barry was awarded the Executive Secretary's Cup this year for his value to the FSSA. Pat's services as Scots n'

Water Editor was outstanding. After leaving that office, Pat drafted job descriptions for Fleet Captains and District Governors. These excellent, professional documents will be very helpful to new Fleet Captains and Governors. Finally, my thanks to the district Governors and the officers of the FSSA for an outstanding year. Also, last but certainly not least, my thanks to a great group of sailors, our membership.

President's Letter to Greg Fisher

August 4, 1988

Dear Greg,

Although many hours of tiller time still remains for this year, I feel the NAC is generally our sailing year's climax.

Many activities and hours of hard work go into preparing and executing a successful NAC such as we all enjoyed at Lake Norman in July. I believe all agree it was outstanding.

Greg, I want to thank you for your informal participation at this NAC. Your counsel and assistance throughout the week added a significant positive dimension to the regatta. I know many gained from your willing assistance.

Sincerely,

Paul Moore

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NAC RACE REPORT

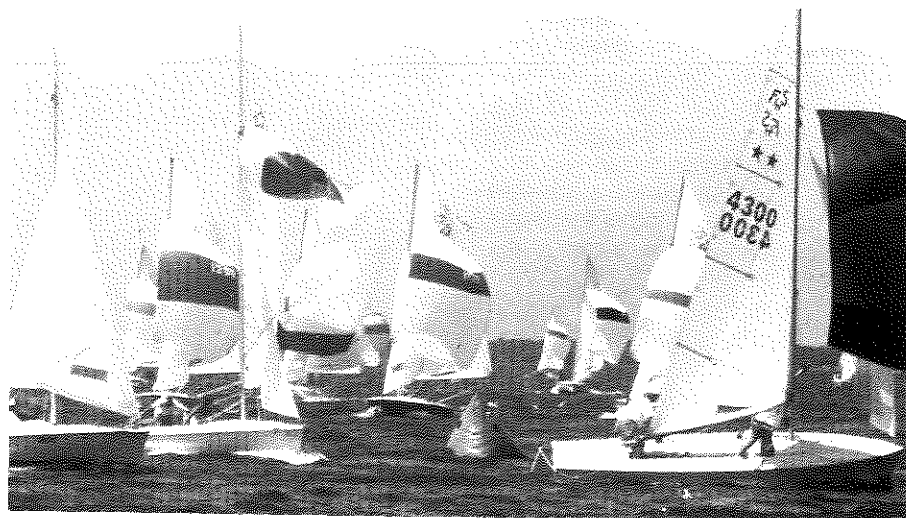
Greg Fisher

FS 3961

Editor: Greg decided not to sail in this year's NAC but spent the week observing, coaching, and socializing. Paul Moore, FSSA President wrote me a letter praising Greg for his participation and sharing of his knowledge even though he did not participate in the racing. Harry Carpenter credited Greg with some coaching advice after the qualification series that gave him an edge on boat speed which helped him win the NAC. That advice was basically, lots of vang and lots of outhaul as the winds blew around 15 mph. You've read Greg's ideas on boat speed, now you see how he analyses the race course.

No one could have predicted the weather would be as beautiful as it was all week long at the North Americans at Lake Norman, NC. Not only was the breeze blowing a solid 12-15 mph, but it truly was solid, never shifting more than 10-15 degrees. The competition was very tight. It was not until the last hundred yards of the last race that the North American Championship was finally determined.

It was just as difficult to predict a favorite going into the Championship Series. There was Steve Bellows, 1987 Midwinter Champion; Larry Taggart, perhaps one of the most consistent sailors in the class; Harry Carpenter, always in the top five at the Nationals and sailing especially hot this year; Randy Santa-Cruz from Bay-Waveland Yacht Club, which always seems to put forth some of the toughest competitors at any regatta; Ira Cohen, who has certainly been working as hard as anyone in the class to improve his sailing and speed; Chuck Millican, a top notch sailor and a newcomer to the Scot class...and the list goes on.



Paul Moore leads a pack around the Gybe Mark.

It was definitely an exciting series to watch. Those who have said watching a sailboat race is like watching the grass grow should have seen this one. I honestly believe you can learn as much watching as you do racing yourself. For Charlotte and myself it was a lot of fun.

RACE ONE

A 15-17 mph breeze greeted the competitors for the first start, and a perfect line had been set by race committee chairman Don Sweet. At the gun Harry Carpenter and Randy Santa-Cruz blasted out ahead of the fleet. Carpenter got a little out of phase on the last half of the weather leg, which allowed Santa-Cruz and Jack Orr to round the first mark in great shape. They were followed by Barry Moore, Steve Bellows, Larry Taggart, and Harry in sixth.

The positions basically stayed the same around the next lap, with the exception of Carpenter, who began an impressive comeback. At the second weather mark, he had moved up to third, catching Bellows, Taggart and Moore. Santa-Cruz and Orr held first and second.

By the second lap the wind had died to approximately 10 mph. Santa-Cruz opened to an impressive 150-200 yard lead at the finish. Carpenter, too, was making his way up to second, nailing Jack Orr on the last weather leg. Bellows held on to fourth, Taggart fifth, and Jim Cavanagh moved up to sixth.

RACE TWO

The wind for the start of the second race remained fairly light, nearly the same as the end of the first race. Although not shifty, it definitely demanded another set of gears. Again, Carpenter hit these gears just right, rounding the first mark with a big lead. In second was Taggart, third was Brian Davis, fourth was again Barry Moore and fifth was Randy Santa-Cruz.

On the first reach the wind died a little more, which gave Larry Taggart an opportunity to roll past Carpenter. At the second weather mark Taggart was in first, with Carpenter in second, Santa-Cruz working back up to third, and Brian Davis in fourth and Ira Cohen grinding his way to fifth. Up the last weather leg Taggart fell out of phase unable to cove both Carpenter and Santa-Cruz and lost them both.

Carpenter finished first, followed by Santa-Cruz, Taggart, Davis and Cohen.

RACE THREE

At the start of the third race, the wind was the heaviest yet, blowing a solid 18 mph and very steady. Peter Salmon-Cox pulled off the most impressive start of the series, crossing the fleet at the pin end on port tack. Carpenter had also set up well at the weather end of the line and quickly ground over the windward half of the fleet. Jack Orr and Larry Taggart were also quick to get off the line.

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NAC

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The tough story seemed to be for Santa-Cruz, who was buried at the start and halfway up the weather leg, unable to find clean air. Finally, halfway up the first leg Randy and brother, Edgar found an open lane and literally hit every shift perfectly to round the weather mark second behind Harry and Karen Carpenter. Peter and June Salmon-Cox were close behind in third. Jack Orr, who also sailed a consistent weather leg, rounded fourth followed by Bane Shaw in fifth. Ira Cohen worked out of a bad start and rounded sixth.

The breeze continued to build to the pleasure of the Santa-Cruz brothers as they rounded just inside the Carpenters at the gybe mark. The remainder of the race was nearly a parade with Santa-Cruz first, Carpenter second, Salmon-Cox third, Cohen fourth and Larry Taggart making an impressive comeback to fifth.

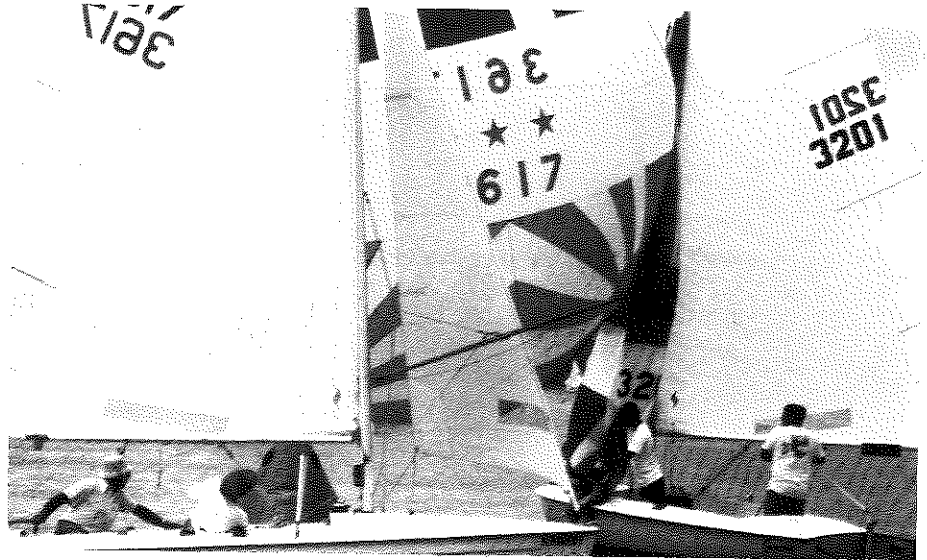
RACE FOUR

The breeze continued to build with puffs up to 20 mph at the start of the fourth race. It seemed this race would be quite a challenge for many of the crews, as most were sailing light in anticipation of Lake Norman's "predominantly" light winds. The start seemed nearly a replay of the last race with Carpenter again blasting off to a great lead.

Once again Santa-Cruz had a difficult time at the start, having to gybe at the pin, spin out and come back at the fleet on port. Fortunately, he quickly found a clear lane and was quickly back in the top ten of the fleet. Salmon-Cox also pulled off another superb start.

Again, by the first mark Carpenter had developed quite a lead with Jim Cavanagh in second, Santa-Cruz third, Chuck Millican in fourth, and Salmon-Cox in fifth. Cavanagh seemed to have excellent technique for sailing fast in heavy air. These conditions demanded a lot of vang tension upwind, since the flatter the main the easier it is to keep the boat flat and on its feet.

The positions remained unchanged for the next two reaches. However, up the second weather leg, Cavanagh, showing great boatspeed, worked the left corner where the new breeze was filling and rounded the second



Ted Glass chases Bob Post.

weather leg with a large lead over the Carpenters.

As the wind gusted over 20 mph on the last weather leg, Cavanagh moved out considerably, and Santa-Cruz slowly worked over the Carpenters with help from a slight lift from the right. Carpenter held on to third at the

finish, followed by Millican, Salmon-Cox, and Larry Taggart. Taggart sailed an impressive last leg and picked up nearly six boats. Ira and Cathy Cohen also picked up four or five boats to finish seventh.

(Continued on page 9)

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NAC

(Continued from page 8)



Hal and Cathie Walker lead from the start to win Masters.

RACE FIVE: The Final Race

Lake Norman finally produced the breezes that everyone anticipated. The stalled front that had fed such nice wind and sunny skies for nearly five days blew through and left a 4-5 mph breeze and overcast skies for the last race. Not only was it lighter, but it was from a completely new direction

and much shiftier. Anything could happen.

As the fleet drifted off the starting line, an obvious split quickly developed between the right and the left. At times the group that went left seemed to be in great shape, but as the fleet neared the weather mark, the right came out big. Millican, who had

a good start, was hitting every shift perfectly and rounded the first mark with a near horizon job. In second was Larry Taggart. Brian More was third, Jack Orr — showing great consistency in all conditions — rounded fourth, and Steve Bellows came in hard from the left side for fifth. Way back in tenth place were the Carpenters who had just shaken a tough cover by Randy Santa-Cruz.

Off the start Santa-Cruz jumped on top of Carpenter to take control in an effort to force him back. As the breeze got shiftier and the boats converged on the weather mark, Carpenter broke Santa-Cruz's cover to round four places ahead. On the reaches, Millican held his impressive lead, followed by Taggart and Roland Foerster in third. Carpenter, sailing hot, picked up six places to round the gybe mark in fourth. Santa-Cruz, too, was making a comeback as he picked up four boats to round the gybe mark in tenth.

Up the second weather leg, the Carpenters continued to grind through the fleet and picked up both Foerster and Taggart to round second. Foerster caught Taggart as the wind shifted right. Brian More of Cincinnati was fifth and Paul Moore was sixth. Santa-Cruz rounded a dismal sixteenth after hitting the ill-fated left corner. With fourteen places between Carpenter and Santa-Cruz, it seemed the North American victory was in sight for Harry and Karen.

The Santa-Cruzes did not give up easily. On the long, light, downwind leg they worked to the more favored right side of the course and picked up eight boats. In addition, a group close ahead of Santa-Cruz worked themselves to the left side on the last weather leg. Had Santa-Cruz picked up this group, he would have kept his overall regatta lead. Millican held on to win this race, Carpenter remained in second with Foerster in third. The Benson-Gunn team worked right to finish fourth. Taggart, forced to the left, hung on to fifth for the race and third overall.

While Santa-Cruz picked up two more boats on the finish beat, to finish sixth, they just weren't enough. Only 1.75 points separated Santa-Cruz and the Carpenters when it was all over. Harry and Karen sailed a great series to earn their well deserved first National Championship.



Hectic activity at the Gybe Mark in the Championship Division.

1988 NAC RESULTS

CHAMPIONSHIP DIVISION

	1	2	3	4	5	Total														
1 Harry and Karen Carpenter							15 Michael Hartman, John Carlson	22	22	20	9	26	99	29 Paul Moore Jr., Paul Moore III	32	38	25	26	16	137
2 Randy and Edgar Santa-Cruz	2	1	2	3	2	9.75	16 Bernie and Suzie Knight	33	20	18	10	18	99	30 Tom Guy, Tom Huggins	43	35	37	24	7	146
3 Larry Taggart, Debbie Peterson	1	2	1	2	6	11.5	17 Jim Cavanagh, Scott Rubenstein	43	29	8	1	19	99.75	31 Jim Harris, Peg Woodworth	33	26	31	15	43	148
4 Charles Millican, Kelson Elam	5	3	5	6	5	24	18 Bob and Beverly Murdock	16	15	28	11	30	100	32 Don and Pat Smith	24	8	32	43	43	150
5 Ira and Kathy Cohen	11	11	6	4	1	32.75	19 Jack and Martha Lee Stewart	28	7	16	29	23	103	33 Neil Benson, Starling Gunn	38	43	35	35	4	155
6 Larry and Starr Lewis	10	5	4	7	24	50	20 Roland and Bonnie Foerster	21	18	43	18	3	103	34 John and John Dye	15	27	41	34	43	160
7 Peter Salmon-Cox/ June Schneider	7	9	9	17	11	53	21 Mario and Mike Bonaparte	18	23	14	32	20	107	35 Bill Ross, Pete Marriott	30	30	36	27	27	160
8 Steve and Blair Bellows	4	17	10	19	12	62	22 Brian and Julie More	29	13	22	36	8	108	36 Jim Bryan, Sam McNeil	26	31	29	39	39	164
9 John Meredith, Keith MacMillan	6	5	19	23	10	64	23 Dan Goldberg	17	21	24	13	36	111	37 Chris Swenson, Denise Arundell	31	28	40	40	27	166
10 Brian and April Davis	13	4	12	8	29	66	24 Bane Shaw, Chris Dillow	23	16	23	16	34	112	38 Gary Werden, Henriette Rieu	36	36	33	31	31	167
11 Barry Moore, Steve Ohims	9	10	17	21	21	78	25 Gil and Mordy Levin	14	24	27	33	25	123	39 John and Michael Eilers	39	33	43	38	21	174
12 Jack Orr, Scott Johnstone	3	32	7	30	17	89	26 Bob and Matt Rich	19	37	21	22	30	129	40 David Jacobsen, Cathy Cream	40	43	42	22	28	175
13 Paul and Mary Jo Blonski	8	14	11	25	33	91	27 Bruce and Keith Spinnenweber	34	25	26	36	9	130	41 Mike and Dorothy Duncan	35	34	34	37	43	183
14 Sandy Eustis, Scot Litwin	27	19	15	20	14	95	28 Brian James, Mary Robinson	28	43	13	12	35	131	42 Jerry and Granny Dees	37	39	3	41	32	188

MASTERS DIVISION

	1	2	3	4	5	Total
1 Hallam and Cathie Walker	0	1	1	1	0	2.25
2 David Solomon, Bob Clark	1	2	0	0	2	4.75
3 Ted and Florence Glass	3	4	0	0	2	9
4 Richard and Doris Smith	0	0	2	4	5	11
5 John and Suzanne Burnside	0	3	5	0	3	11
6 Donald and Charlotte Hott	0	0	6	3	4	13
7 Bert and Sue Allen	0	5	4	0	4	13
8 Ed and Betty Miller	0	8	7	10	0	25
9 Frank and Ann Wilt	0	0	10	10	10	30

CHALLENGER DIVISION

	1	2	3	4	5	Total									
1 Jon Lancto, Gary Fox	2	1	2	7	15	26.75	19 Lynn Cook, Allison Woodworth	18	16	11	10	35	90		
2 Robert, Gail and Brad Post	1	12	9	3	3	27.75	20 David and Jane Winston	21	10	14	22	35	102		
3 Ralph and Stacey Rieu	4	8	1	8	9	29.75	21 Jim Horney Jr., Jim Stitt, Bill Curruth	26	22	28	29	2	107		
4 David Osler, Dave Franck	7	6	7	2	22	44	22 David Robinson, Adriane Bernet	25	22	18	16	26	107		
5 Ed and Ed Wynn	5	14	5	11	12	47	23 Ted Kaperonis	31	30	23	28	4	116		
6 Robert New, Edwina Kleeman	12	4	10	14	8	48	24 Chris Doyle, Lennox McNeary	35	35	19	23	10	122		
7 John Rudy, Lynn Goodwin	15	12	6	4	14	51	25 Steve Branner, Bill Bevins	14	25	21	35	27	122		
8 Dan, Terry and Daniel Kolenich	10	11	4	9	24	58	26 Peter and Ann Seidman	23	31	26	26	21	127		
9 Jeff Foerster, Trish Smith	9	18	12	13	7	59	27 Jake Barnhardt, Ken Wall	24	35	24	25	20	128		
10 John Domagala, Greg Boothroyd	19	2	8	12	18	59	28 Russell and Jean Norburn	29	26	27	17	31	130		
11 Sam and Anne Eich	17	7	13	19	5	61	29 Dave and Kristen Alkire	28	9	35	35	28	135		
12 Larry and Carla Vitez	8	17	27	6	6	64	30 Chris Rotunno	32	28	29	24	25	138		
13 Emile Gebel and Emile Gebel Jr.	11	24	3	8	29	75	31 John and Gracia Slater	30	27	25	35	23	140		
14 Bill and Debbie Reinke	13	13	29	20	1	75.75	32 Charlie and Hugh Grant	35	33	30	27	17	142		
15 John Pridmore, Trevor Davey	22	20	16	6	13	76	33 Louis Calame, Laura and Jeff Duncan	16	21	35	35	35	142		
16 Brian and Suzanne Warner	6	19	17	18	19	79	34 Wayne and Norma Tillet	27	32	31	35	30	155		
17 Bob Summerfeldt, Adsele Lewis	10	3	35	21	11	80									
18 Margaret Carson, Bill Sanjour	20	23	15	15	16	89									

NEAR RECORD TURNOUT FOR IDEAL NAC



John Slater

FS 2048

This is a story about wind and boats and people and how they all came together for a week last July for a picture perfect Flying Scot North American Championship.

It's the story of racing competition so keen that the championship wasn't decided until the last leg of the last race.

The story had its beginning more than a year ago when regatta co-chairmen Mike Duncan and Dennis Leffler began planning for the 30th annual sailing of the Flying Scot North American Championships.

Guided by Lake Norman Yacht Club's previous experience hosting the NACs in 1976 and 1981, they named 19 committees to handle everything from boat measurement to trophies. All told, well over 100 people were involved in planning for and carrying out the event.

Work on the regatta went on throughout the year, but once registrations began arriving in the mail the pace increased. The LNYC clubhouse and grounds were spiffed up, and volunteers from fleets 48 and 126 learned how to measure and weigh boats and sails, practicing on local boats.

By the time boats began arriving from far-off places, everyone knew what was expected of them. In all, 85 boats registered for the competition, just one shy of the record-setting 86 boats that turned out for the 1977 NACs.



J. Edgar Eubanks Photo

This years competitors represented 17 states, as follows:

North Carolina	28	Ohio	8
New York	7	Connecticut	6
Maryland	6	Missouri	4
Alabama	3	Illinois	3
Massachusetts	3	Virginia	3
West Virginia	3	Florida	2
Louisiana	2	Michigan	2
Pennsylvania	2	Texas	2
Kentucky	1		

The two days of registration and measuring in were hot and sultry ashore, and many skippers cast anxious eyes to the weather, wondering whether there would be enough wind to make things interesting.

At the competitors meeting Monday morning the regatta flags hung limp, and there were only a few cats paws on the surface of the lake. There was general laughter and disbelief when Race Committee Chairman Don Sweet announced that the NOAA forecasters were calling for 10-15 mph.

But, as if on signal, the wind filled in, and by the time the first qualifying race was started an hour later, it was blowing south-southwest at 7 mph.

The wind continued to build throughout the day, and by the end of the second race it was blowing 15-19 mph. The week's first capsize occurred near the end of that second race, when a puff surprised Ed Wynn as he gybed his chute approaching the leeward mark.

It blew like that for four days, finally moderating and moving to the north in time for the last race on Friday.

The week was filled with good sailing and good socializing. There were plenty of opportunities to greet old friends and to make some new ones, to enjoy good food and good camaraderie, and to learn what makes boats go fast (and what doesn't).

Here are some mental snapshots from my collection:

- Tom Huggins celebrating his 62nd birthday by being the first boat around the first mark in the first race.
- The real classy banquet held in the dining hall at Davidson College.
- Well wishers signing the huge greeting card for Sandy Douglass, who was not able to attend.

(Continued on page 12)

Record

(Continued from page 11)

- Paul, Mary Jo, Paul Jr. (6) and Jodi (4) Blonski sailing four up, and loving it.
- Chris Rotunno extolling the pleasures of sailing on Lake Ontario and inviting everyone to next year's NAC.
- Gil and Mordy Levin learning to speak Southern.
- A Thursday evening squall that moved through just at dinner time, threatening the caterer's tent but failing to dampen anyone's spirits.
- Don Hott participating in his 30th NAC (his wife, Charlotte, has sailed the past 11).
- Tom Guy breaking his tiller in the first championship race and falling out of the boat in the second (it only works for Greg Fisher!).
- Last year's champion, Greg Fisher, sitting out this year's NAC aboard a power boat, with an unobstructed view of the action (see his com-

mentary on the racing action in this issue).

- Finally, the Friday evening presentation of trophies, marking the end of a perfect week. Here's a list of the major trophies and their winners:

Executive Secretary's Trophy; Patrick J. Barry

Fleet of the Year; Fleet One, Cowan Lake

William S. Singletary Trophy, awarded by Fleet 83 to the winner of the qualifying series; Larry Taggart and Debbie Peterson

Oldest boat registered; Bill and Debra Reinke, FS 142

Best finisher in the Championship Division with women aboard; the Paul Blonski family

Best finisher in the Challenger Division with a woman aboard; Bob, Gail and Brad Post

True Love Trophy, for best husband-wife crew; Harry and Karen Carpenter

Fleet One Trophy, for best fleet performance by top three boats; Fleet 6, Deep Creek, represented by Harry and Karen Carpenter, Brian and April Davis, and John Meredith and Keith MacMillan

Detroit Yacht Club Trophy, for best sailed club-owned boat; Randy and Edgar Santa-Cruz

Paul Schreck Trophy, to the skipper with the most first place finishes; Randy and Edgar Santa-Cruz

Best Female Skipper; Margaret Carson

And finally, the traditional closing for every NAC, an invitation to next year's event, to be held July 14-21, 1989 at Oswego, NY. **Be there!**

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KIDS AND SAILING

Melvin C. Tews
FS 1040



J. Edgar Eubanks Photo

Paul Blonski
FS 2843

We bought our Scot when the kids, Lauren and Tracy, were 2 and 4. Since sailing was our primary summer entertainment and almost every Sunday was race day, the children grew up on the boat. We were a crew of four with the entire family participating. In the beginning, no sail was attempted without food and toys for the children on board. Sometimes playing under the bow cuddy was more fun than sailing. That's all right. Let the kids have their own fun. Many a nap was taken while under sail.

When we were day sailing, the kids took a turn with all aspects of sailing the boat. They handled the tiller with glee; learned the feel of the mainsheet and jib sheets; began to experience how the boat reacted to all these adjustments. These days were for fun. Sometimes we'd anchor and fish; sometimes swim; sometimes dock to explore the area and buy an ice cream cone. A standard piece of equipment on our boat is a forty foot line with a boat bumper on the end. The kids love being towed on this line. So do adults! (Incidentally, our children were competent swimmers by the age of four, but still wore life jackets on the boat.)

When we raced, the kids had tasks equal to their abilities; hiking out with a hand line attached to the centerboard trunk; raising and lowering the centerboard; watching for other

boats; watching for cat's paws. As their interest increased, they learned sailing terminology, racing rules, starting techniques, and racing strategy. As their strength increased, they took over the jib sheets. Racing or not, they learned how to rig and unrig the boat.

By the time Tracy was ten, she was hooked on sailing, but Lauren and Mother decided that racing every Sunday was not for them. They preferred sunning, swimming, or socializing at the club house with a sail after the races. Tracy became a fully competent light air crew, but needed help setting sails when the wind piped up. We usually took another junior sailor for the races to add more muscle and that extra pair of hands and eyes.

By ages 12 and 14 the children were ready for other experiences, so we bought a sunfish, which Tracy raced and which rekindled Lauren's interest in sailing since she felt more in control than on the Scot. A few capsize drills gave the children confidence that they could rescue themselves and the boat in all conditions. Now Lauren is very competitively winning many races on her own Sunfish. Yes, our family of four owns and sails three boats.

Things not to do with children: Don't expect them to be dedicated to

(Continued on page 14)

My wife, Mary Jo, and I sailed the Scot for years. We then got active in bigger boats on Lake Erie but had kept the Scot and many fond memories. When the kids came along and the big boats were not for us, we got back into racing the Scot. P. J. is a competitive six-year-old who loves to sail and race, but Jodi, at four, has other things on her mind.

The decision to attend this year's NAC at Lake Norman with the kids crewing brought on mixed emotions. Drifting races could get long and tedious for the kids even more so than adults. Fortunately the winds blew good all week, until Friday. The kids were actually great crews as long as the boat was moving in good wind and there were other boats around.

In this case, the boat must keep their interest so they pay attention and are not fidgeting about and causing unnecessary commotion on the boat. They need jobs, whether its handling a simple line, hiking as best they can or watching for other boats.

Things were really great all week until the light air on Friday. It is really hard to tell a kid that the most important thing in light air is to sit still, especially when they have sailed in so much fresh air this summer (you should have seen P.J. hike at the Ohio Districts). The NACs were great and the kids enjoyed the entire week. I am

(Continued on page 14)

Kids and Sailing

(Continued from page 13)

Tews:

the sport like you are. Don't expect them to carry out assigned sailing tasks without error. We all make mistakes. When racing, verbally discuss approaching actions, so they know what to do. Longer discussions are necessary until skills are developed. Later, a question like, "We're approaching the windward mark, what are your jobs?" is more appropriate. Finally, sail the boat taking into account the skill of the kids. Your tacking will not be as crisp with a youngster on the jib sheets. So, don't try Olympic type maneuvers unless you are willing to accept your severe penalty when they fail. I once sailed a race with only the mainsail because my crew had too much trouble controlling the jib. We both had more fun.

We've had many children on the Scot as racing crew and for fun sails. Let them have fun. Let them sail the boat. The tiller is great fun. Our two year old took the helm aided only by verbal instructions. Let them prac-

tice. The man overboard drill is necessary to make the boat go and have fun. But remember, if fun means playing with the toys in the cuddy, even on race days, that's ok!

Blonski:

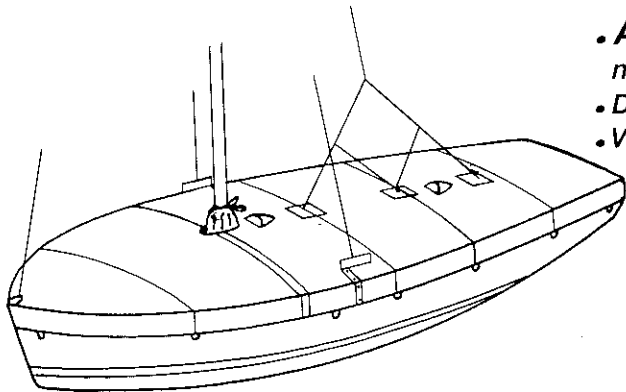
really glad we sailed it as a family and hope the kids will remember it for years.

Editor: During a visit with Harry Carpenter at Deep Creek's Maryland Invitational Regatta, the week after the NAC, I asked Harry what was next for the Carpenters. How does one top winning the NAC? Harry and Karen say they are thinking about doing a "Blonski Imitation." Our kids are about the same age and the Blonski's really looked like they were having fun at the NACs.

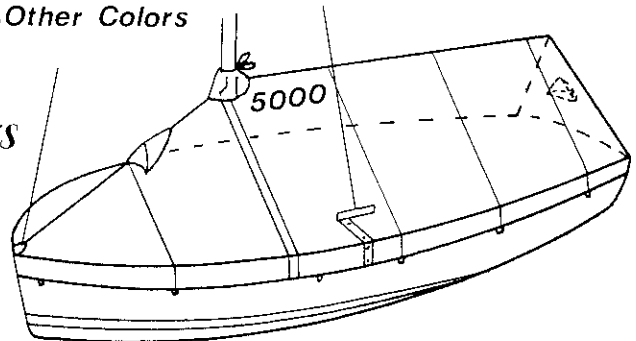
I'll have to agree with them, so make reservations for all four Nickersons at the 1989 Midwinters. The extra 180 pounds and extra hands and eyes should prove very competitive in the St. Andrew's Bay chop.

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Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
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THE FLEET CAPTAIN

A Summary of FSSA Duties and Suggested Activities

Editor: The following is a description for the office of Fleet Captain. It was requested by the Executive Committee and written by Pat Barry, the current Secretary. It was accepted by the Board of Governors at the 1988 NAC Meeting and will eventually be published as part of the handbook. It is published here so that everyone has an idea of just what is expected of a Fleet Captain and to help guide them to do the best possible job while fleet plans are being made for 1989. The job of District Governor will appear in the next issue.

Since the Flying Scot Sailing Association is an association of fleets, the individual fleet is the central and vital unit in both the functioning and success of the FSSA. Though the Fleet Captain may not receive the recognition that is accorded the district or national officers, the Fleet Captain's job is actually more significant. Without fleets, there is no need for an association. Without strong fleets, there is a weak association.

The following job responsibilities will be broken down into those required by the FSSA and those that are suggested - though not actually required - in order to build and maintain a strong fleet; thus a strong association.

REQUIRED RESPONSIBILITIES

The following are fleet responsibilities which the Fleet Captain either undertakes or oversees. The duties are organized in five main categories with the pertinent FSSA Constitution and Bylaw information listed and cited.

FLEET CHARTERS

1. Application

A. A new fleet not within a territory of an organized Fleet may be granted a charter upon application to the Executive Committee by three or more Active Members who shall either be Flying Scot owners or shall have been designated for the purpose by a recognized yacht club which owns three or more Flying Scots. (FSSA Constitution, Article VII)

B. The application form requires designation of a Fleet Captain and Fleet Secretary.

2. Maintenance of Charter

A. Assure that at least the minimum number of fleet members (3) have paid their annual dues. (FSSA Constitution, Article VII, 1, 2)

1. Oversee the collection of dues by the Fleet Secretary.

a. Dues of all Active, Associate, and Sustaining members who are members of a Fleet shall be collected by the Secretary of the Fleet and forwarded monthly to the Executive Secretary by Fleet check. (FSSA Bylaws, Article B-II, 5)

b. In practice, many fleets elect to hold the individual member responsible for dues and to periodically check those paid by inquiry to the office of the Executive Secretary.

2. Fleet dues are optional. If any, they shall be collected and retained by the local Fleet. (FSSA Bylaws, Article B-II, 7)

B. Oversee the filing of an annual report.

1. Form available from the Executive Secretary.

2. Must be filed by November 15 of each year.
3. Submitted to the Executive Secretary. (FSSA Bylaws, B-III)
4. If the annual report of a Fleet is not received by the Association on or before March 1, the Fleet may be suspended at the discretion of the Executive Committee. Suspension applies to members of suspended Fleets. (FSSA Bylaws, Article B-IV, 1)
5. Suspended Fleets and members may be posted by publication and until reinstated will be barred from all sanctioned events. Suspended Fleets cannot be reinstated until requirements of the Association have been fulfilled. A member of a suspended Fleet may be reinstated to membership and admitted to a sanctioned event upon application to and approval by the Executive Committee. (FSSA Bylaws, Article B-IV, 2)

FLEET ORGANIZATION

1. With Fleet members, establish and maintain local governing policies. (FSSA Constitution, Article V)

2. Arrange for election of fleet officers.

A. Fleet Captain and Fleet Secretary are required. (FSSA Constitution, Article V)

B. Others may include (but are not required), not limited to:

1. Assistant Fleet Captain
2. Fleet Treasurer
3. Fleet Measurer
4. Fleet Chaplain

C. Methods of election and terms of office are determined by the fleet.

(Continued on page 16)

Fleet Captain

(Continued from page 15)

FLEET MEMBERSHIP

1. Flying Scot applicants for membership in the Association shall apply, whenever practicable, through the Fleet or whose waters he normally sails.

2. Accept or reject applications for membership. (FSSA Constitution, Article V)

FLEET REPRESENTATION IN FSSA MATTERS

1. Determine Delegates to the Annual Meeting

A. The membership of each Fleet shall be responsible for selecting and instructing a delegate to the Annual Meeting.

B. If unable to send a delegate, the Fleet shall assign a duly authorized proxy to present the Fleet's views and cast its votes at all meetings.

1. Any number of delegates or proxies may be named, but the first in order present shall be the only one entitled to cast the Fleet's votes.

2. Only those alternates or proxies properly certified will be recognized.

C. The delegate or proxy shall be certified in writing by the Fleet Secretary and the Fleet Captain. (FSSA Constitution, Article XVI, 1, 2)

2. Voting Procedures

Each Fleet shall be entitled to cast one vote for each Flying Scot sloop enrolled in said Fleet which has been properly recorded with the Association by an Active Member in good standing...No more than one vote shall be allowed for any one Active

Member no matter how many Flying Scot sloops he may own...Votes shall be cast in accordance with the instructions of individual Active Members. (FSSA Constitution, Article XVIII, 1)

3. Amendments

A. Proposed amendments to the Constitution shall be submitted to the Amendments Committee only by Fleet action. (FSSA Constitution, Article XX, 6)

B. Amendments to the Specification shall be proposed by Fleet action to the Chief Measurer, who shall present the proposal to the Measurement Committee for further study and action, as described in Article XIII, Par. 1. (FSSA Constitution, Article XX, 3)

FSSA FLEET HONOR AWARDS

Each Fleet may designate its Fleet champion by the award of a single black chevron.

1. Honor awards are not made to the boat but to the skipper and shall be retained by the skipper for use on any Flying Scot that he may sail while still a member of the Association.

2. It is suggested that members of the trophy committee make physical presentation of the chevrons when the trophy for the event is awarded. (FSSA Bylaws, Article B-X, e, g, h)

SUGGESTED RESPONSIBILITIES

BUILD FLEET MEMBERSHIP

1. Work with local dealer or builder to determine interested prospects in your area.

A. Contact potential buyers personally, by letter and/or by telephone.

B. Get potential buyer out for a pleasure sail and/or race.

C. Help potential buyer find a used Flying Scot, if possible.

1. Keep a list of fleet members with available boats.

2. Keep a list of boats listed for sale in local papers.

3. Refer potential buyer to FSSA Office "Hotline" of used boat listings. (Sellers are also encouraged to use this service to help move their boat quicker. The phone number is 1-800-445-8629.)

2. Assist local dealer in manning a FS booth at the local boat shows or do it yourself with fleet members. Contact the builder for promotional information and literature.

MAINTAIN FLEET MEMBERSHIP

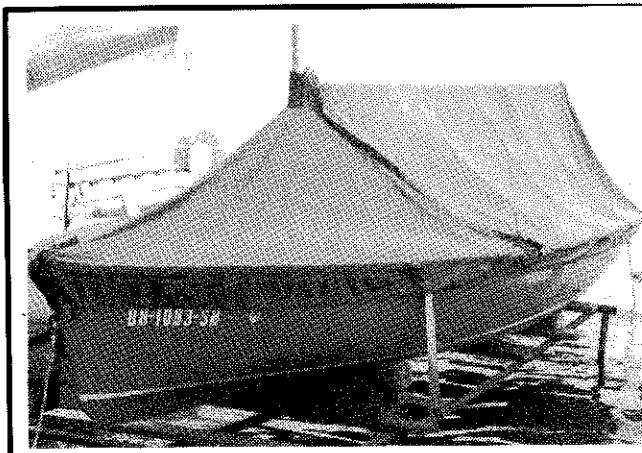
1. Maintain active and consistent communication with fleet members.

A. Have a phone "fan out" to contact members quickly.

B. Publish a fleet newsletter. (include the editor of *Scots n' Water* on the mailing list)

1. Have it come out on a regular basis. It doesn't have to be long or "professional"; regularity is most important.

(Continued on page 17)



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J. Edgar Eubanks Photo

Fleet Captain

(Continued from page 16)

2. Include social information as well as race information. Consider having fleet members write articles on members, rigging and racing techniques.
2. **Have an active Social Program.**
 - A. In-Season parties, after races.
 - B. Off-Season parties.
 - C. Theme parties are usually fun.
 - D. Pot luck dinners held in varying locations - not just the club - add interest.
3. **Have an active Instructional Program.**
 - A. Have pre-series seminars.
 - B. Assign top sailors to help beginning-intermediate racers.
 1. Can be done in practice sessions.
 2. Can be done with skipper assistance in actual races.
 - C. Have a post race "chalk talk" led by the winner after each race.
4. **Have an active racing program.**
 - A. A week-night and week-end schedule offers flexibility.
 - B. Try not to schedule too many races each week so as to require ex-

cessive commitment.

C. Consider dividing the racing schedule into shorter series to encourage active participation among those who cannot make all races.

D. Use a reasonable percentage of races sailed in order to determine fleet champion; perhaps 50-60%.

E. Consider having a Challenger or "B" fleet for less competitive or less experienced fleet members.

F. Encourage Fleet participation in other invitational regattas of district fleets, district championships, the NAC and Midwinters.

G. Have many awards at the end of the season. Recognition should be given for participation, racing excellence, sportsmanship, and funny things that happened during the sailing season.

The size of the awards is less important than the number.

Be sure that crew receive equal recognition and the same awards.

4. **Consider hosting a major sailing event.**

Nothing brings a fleet closer together than hosting a major sailing event, such as an invitational regatta, district or regional championship, or even the NAC. (Make sure you get out good publicity through your District Governor and **Scots n' Water.**)

Yes, they are a lot of work but they can pull the fleet together in a way nothing else can. (Use these as a way to "show off" your fleet to other Flying Scot sailors.)

You can "borrow" expertise from other fleets that have run events. They will be glad to give you ideas and even help run the event.

Editor: The secret to success of any one-design class is to have fun with sailing and the fun begins on the local level. One last duty of the Fleet Captain that I like to include is to consider yourself a reporter for **Scots n' Water.** If you have an outstanding member, experience, regatta, program or idea to share with the rest of the FSSA this is the place to tell the story.

RECIPES FOR SOCIALS

Editor: We are open to all food and recipe ideas anyone may have to contribute so send in those family and fleet secrets. While we have the attention of some of the female membership, we'd also like to have your input on sailing and crewing in the Flying Scot. If you have a question, a problem, or an

anecdote you'd like to share, please write the editor and we'll take care of it. The women are a very important part of the FSSA and **Scots n' Water** is always open to your input and there to help everyone get more out of owning a Flying Scot.

CLARK BARS

contributed by Becky Zellefrow
Fleet 80

Mix together by hand

1 lb graham cracker crumbs

1 lb peanut butter (2 cups)

2-½ cups powdered sugar

2 sticks butter (melted)

Press mixture into jelly roll pan.

Melt over low heat

1 can Eagle Brand Milk

12 oz Chocolate chips

Pour over graham cracker mixture.

Let sit in refrigerator. Freezes very well.

CORNBREAD

contributed by Rosalie Leipper
Fleet 19

Preheat oven to 350

Ingredients:

1 14 oz. can creamed corn

1 box Jiffy Corn Muffin Mix

2 eggs (beaten)

½ cup oil

½ tsp. salt

¾ cup milk

Mix all ingredients together. Pour into greased 9x9 inch pan. Bake 35 to 45 minutes.

HOT MOZZY

contributed by Fleet 65

Ingredients:

1 lb. Mozzarella cheese, coarsely grated

1 cup mayonnaise

¼ cup instant minced onion

1 clove garlic, peeled and minced

2 tsp. Worcestershire sauce

1 can, 4 oz., chopped green chilies (don't drain)

Artichoke hearts may be substituted for chilies; use non-marinated.

Combine all ingredients and place in two 2-cup baking dishes. Bake in preheated oven at 350 for 40 minutes or until slightly browned and bubbly. Serve hot with crackers or Melba toast.



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REGATTA SPOTLIGHT

CANADIAN NATIONAL CHAMPIONSHIPS

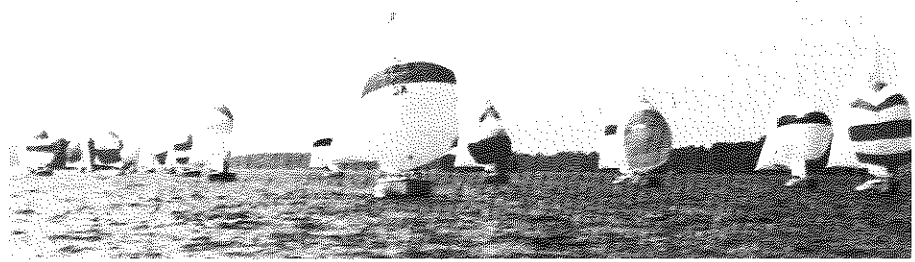
by Paul Nickerson, FS 3911

Thirty-one Flying Scots from Columbus, Ohio to Raleigh, NC to Connecticut and Ontario gathered at Stony Lake as Fleet 148 hosted the second biennial Canadian National Championships. Stony Lake is located just north of Peterborough, Ontario and is one of many lakes on the Trent-Severn Waterway. This is a series of lakes and rivers linked by 45 locks on which one can travel from the Georgian Bay to Trenton on Lake Ontario.

Stony Lake itself consists of hundreds of granite islands with several open areas where the racing takes place. The racing is only a minor part of this regatta story because what makes this event so great is the people. Having only a fleet of about ten boats (over twenty boats trailered in), Fleet 148 seems to do the impossible by billeting all participants in local cottages. The hospitality goes far beyond fleet members to their friends and relatives who help to host all the sailors. The housing is in many old cottages, some of which trace their origins back to the turn of the century. The charm and beauty of this area can only be experienced to be totally understood, unless you can communicate with the loons.

This year the racing also made some headlines. The winds more than cooperated as they blew a steady 15 mph for the three races on Saturday. Boat control and playing the shifts around the islands meant the difference in many places, especially at the marks. The starts were also important as the lines were consistently congested for the large fleet in fresh winds. Just as important as the start was playing the first shift. Canadian Tam Matthews, borrowing an old heavy Scot from Gordon Douglass Boats, showed both his knowledge of Stony Lake and phenomenal boat speed to dominate with two firsts and a second. Dick Gregory and Jack Orr also sailed a consistent first three races.

One of the great stories of the regatta came during the second race. Dan Goldberg was sailing to windward when his mainsail clew blew



Robin Collins leads the pack headed for the Leeward Mark.

apart leaving him with no foot tension. Before he had time to wonder what to do next, a boat came by to offer assistance. After thinking things over and realizing the old sail was worthless til repaired, a spare main was borrowed from a local fleet member and delivered on the race course leaving Dan ready for race number three. How's that for service and hospitality?

Saturday evening everyone enjoyed a great barbecue chicken dinner with stories of the great afternoon of racing. Some even joined in the square dance at the pavilion (the less daring just watched). After a great day of racing and socializing, Sunday would have a tough act to follow. As the sun came up, so did the winds. Everyone seemed to be just a little slow in getting moving until they got out to the main channel and up on their first invigorating plane of the day. The winds were blowing at 20 to 25 mph and the last two races became an endurance contest for the lighter crews. Tam Matthews continued to show excellent boatspeed as he and his dad dominated the last two races. Dick Gregory, with his son Kirk, battled Jack Orr, sailing three up, for third place. Dick's second in the last race gave him a hard-fought second for the regatta while Jack settled for third. Local sailor Robin Collins sailed a consistent series in the top five for fourth place while Dan Goldberg was able to throw-out the second race and take fifth place with his borrowed mainsail. With one throw-out and the olympic scoring system being used, the rest of the top ten boats were extremely close.

It was truly a weekend no participant would forget. As the boats packed up to go home, many with 8 to

10 hour drives, several thoughts crossed everyone's mind. "I hope they plan to do this regatta in another two years" was high on the list but most of all, "How do you thank Fleet 148, Regatta Chairman Doug Smith, and everyone from Stony Lake who helped in any way to make this one of the FSSA's great regattas?"

As the word continues to spread about the Canadian Nationals, make your plans early to attend in 1990 (don't worry Doug, the second time as chairman will be much easier).

FINAL RESULTS (Olympic Scoring)

Skipper	FS#	1	2	3	4	5	Total
1. Tam Matthews	1731	1	1	2	1	1	0
2. Dick Gregory	2589	3	3	1	4	2	14.4
3. Jack Orr	3877	4	2	3	2	7	19.7
4. Robin Collins	4249	5	5	4	6	9	39.7
5. Dan Goldberg	3637	2	29	11	3	10	41.7
6. Paul Lee	D9	6	9	7	13	3	45.4
7. Kenzie Dickson	693	10	7	6	5	14	50.7
8. David Jacobsen							
	3720	11	4	8	8	11	53
9. Doug Gregory	3993	7	13	10	9	5	54
10. Paul Nickerson							
	3911	8	6	9	10	13	56.7

ORIENTAL SAILING SOCIAL by Richard Schultz, FS 1885

Twenty-five Flying Scots gathered at Oriental, NC for the 26th time on the Nuese River in early July. The boats logged in Saturday morning under sunny skies, 90 degree temperatures and 15 mph winds.

Regatta chairman, Doug Gregory, opened the skippers' meeting reminding everyone about "the social" following the races on Saturday. (Not everyone goes just to race.)

By the time of the first start at 1:00, the winds had whipped up to 24 mph. The race got under way only to be

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Regatta Spotlight

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recalled by the race committee after problems with the starting sequence. Again, the flags were reset and race one got under way. But this race was just not meant to be and although it was sailed, it had to be abandoned after a protest.

So what do you do after a day like that? SOCIALIZE! The social, chaired by Russell Norburns (FS 4322), was enjoyed by all. It's a great seafood spread perfected by 26 years of experience and Fleet 27. You really have to be there to appreciate it.

On Sunday the race committee decided to sail two races in the 12 mph breeze. In a close first beat, Dick Schultz, Bob Murdock (FS 1720) and Larry Lewis (FS 3933) rounded the mark together. Lewis took the lead on the spinnaker battle and held on to win with Murdock second and Shultz third. Dick Gregory, battling son Doug for the Gregory Cup recovered from a bad start to take fourth with Rodney Trull in fifth.

In the second race the leaders got jammed at the start and Macon Singletary, David Batchelor, Doug Gregory and Dick Gregory lead at the first mark. It was close racing all the way to the last beat when the Gregorays, Singletary and Batchelor went out in the river. Murdock, Lewis and Schultz played the shore. Dick Gregory lead towards the finish line but had problems distinguishing between the finish mark and the windward mark and failed to finish properly while the shoreline boats squeezed in to finish first. Dick Schultz won with Macon Singletary second giving Dick the spread he needed over Bob Murdock (3rd) and Larry Lewis (4th) to win the regatta.

FINAL RESULTS

	Race	1	2	Total
1. Dick Schultz	1885	1	1	3.75
2. Larry Lewis	3933	1	4	4.75
3. Bob Murdock	1720	2	3	5
4. Macon Singletary	3595	7	2	9
5. Rodney Trull	2150	5	6	11
6. Doug Gregory	3993	6	7	13
7. David Batchelor	2324	10	5	15
8. Ed Whyte	2971	11	8	19
9. Talbot Parker	440	8	11	19
10. Paul Martin	3828	9	12	21

GREATER NEW YORK DISTRICT CHAMPIONSHIP

by John Pridmore, FS 2154

Thirty-three Scots ventured to Shore Acres Yacht Club on Barnegat Bay for the Greater New York District Championships July 30 and 31. Many brought additional crews expecting the 20/25 mph winds experienced two years ago and common on many weekends throughout the sailing season.

Local fleets representing Candlewood Lake, Sprite Island, Riverside, Hempstead and Moriches joined in with the local Barnegat Bay fleets to provide the competition. Also travelling from the New England District were John Clarke, who picked up Harry Carpenter as crew, and Ralph Rieu, with crew Jim Cavanaugh.

Three races were sailed on Saturday in winds that hardly reached 8 to 10 mph. The first race was won by Ralph and Jim, with Dick Fraser, Ira Cohen, and John Clarke close behind. Ira Cohen, with his wife, Cathy, and Kerry Klinger as crew won the second race followed by Clarke, Fred Breekland, and local Ralph Manee. From there on John and Harry took over the regatta with a first in the third race with Manee, Cohen and Breekland right behind.

All competitors were involved in acrobatics to remove weeds from around the rudder blade and on all points of sailing crews could be seen laying on the stern deck.

Sunday's races were delayed for two hours waiting for the Barnegat "Mistral" to arrive. Finally both races were sailed in light conditions with Clark and Carpenter winning both races for first overall.

Ira Cohen sailed consistently in the top four to claim second overall and the title of District Champion for the third consecutive year. Fred Breekland finished third in a close battle with Ralph Rieu (4th) and Chris Swensen (5th).

Shore Acres did an excellent job hosting with chairmen Kris and Diane Smith and Joe Thorpe. The race committee, lead by Read Hayward, also did an excellent job patiently completing all races with good courses.

FINAL RESULTS

	Fleet	1	2	3	4	5	Total
1. John Clark	124	4	2	1	1	1	8.25
Harry Carpenter							
2. Ira Cohen	46	3	1	3	2	4	12.75
Cathy Cohen/Kerry Klinger							
3. Fred Breekland	142	6	3	4	7	5	25
Dave Chard							
4. Ralph Rieu	76	1	8	12	6	2	28.75
Jim Cavanaugh							
5. Chris Swensen	46	9	9	5	3	3	29
Denise Arundell/Doug Wefer							
6. Bill Faircloth	142	5	7	14	9	8	43
Tiger Faircloth							
7. Ralph Manee	31	20	4	2	15	9	50
Jack Anderton							
8. Gil Levin	46	14	6	6	8	17	51
Marty Levin/Ed Wynn							
9. Joe Gulick	142	11	11	17	10	6	55
Patty Gulick/Joe Gulick Jr.							
10. Kris Smith	31	15	12	8	14	7	56
Diane Smith/John Wordsworth							

HOOP POLE REGATTA

by Dick Schultz, FS 1885

North Carolina Scots gathered at the Morehead City Yacht Club on August 20 and 21 for the annual Hoop Pole Regatta sailed on Bogue Sound. The sailors were greeted with plenty of warm sunshine and a brisk breeze reaching 30 mph on Saturday.

Dick Schultz enjoyed the heavy air with three firsts on Saturday followed closely by Walt Phillips and Toddy Parker.

Saturday evening's social included an all you could eat shrimp dinner which was well attended. This regatta is one of the best bargains on the circuit with the shrimp dinner and registration only \$5 each.

Sunday the winds moderated to 12-15 mph and Dick Schultz kept the pressure on with a first and a second to win the regatta. Walt Phillips edged out Toddy Parker, who won the last race, by $\frac{3}{4}$ of a point. Sandy Smith (4th) and Michael Cohn (5th) sailed consistently in the top five for an excellent regatta.

FINAL RESULTS

	Race	1	2	3	4	5	Total
1. Dick Schultz		1	1	1	1	2	5
2. Walter Phillips		3	2	2	2	4	13
3. Toddy Parker		2	3	3	5	1	13.75
4. Sandy Smith		4	4	4	4	3	19
5. Michael Cohn		5	5	5	3	5	23

MARYLAND INVITATIONAL

by Paul Nickerson, FS 3911

In part this story is an apology for my report on the 1987 Invitational (I just reported exactly what happened. They really were the consistently

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Regatta Spotlight

(Continued from page 20)

flukiest winds I've ever seen at a regatta, but every boat had the same situation and that's what racing is all about. I had fun!) This year the wind gods were in a much better mood and Fleet 6 at Deep Creek Lake was ready for the challenge.

There had been lots of practice at Lake Norman the week before as Fleet 6 boasted the Fleet One trophy above the bar having finished three boats in the top ten at the NAC. The NAC Champions, Harry and Karen Carpenter, were on their home waters and ready to face a stiff challenge. While their championship streak would stay alive, they had to fight to the finish of every race.

Saturday the winds were around 10 mph with gusts to fifteen. Playing the puffs and shifts down the windward channel separated the contenders from the challengers. Top local sailors Kevin Rissell, Doug MacMillan, John Meridith, and Bruce Spinnenweber gave Harry and Karen a good race but the Carpenters found a little magic and eeked out a close victory in the first race.

Race two found similar conditions

and a slight change of course but the first beat was crucial in getting back down the lake on the spinnaker run. The Rissells led the whole way followed by Spinnenweber, Paul Nickerson and Harry Carpenter. The winds were as steady as they get on Deep Creek and boat speed became the name of the game.

The fleet enjoyed a delicious steak and chicken cookout Saturday night as everyone gathered around the grills and cooked their own.

Sunday morning the boats and winds returned for the last race. In the battle at the starting line the Carpenters were over early. While the rest of the fleet battled for the top spots, Harry restarted and went hard right. While the lead pack approached the first mark, the Carpenters came barreling down from the right on a big lift and the battle was on. The fleet split approaching the next mark, also a beat, waiting to see which side would get the puff to get them around first. You guessed it, the champs took the lead and with it the regatta. Doug MacMillan finished second ahead of the Rissells giving the Carpenters the

win by only 1/4 of a point. Tom Duke dominated the B Fleet with three firsts while Martin Nahenow and Derrick Lonsdale battled to a second place tie with Nahenow winning on the tie-breaker.

Rumors have it that the scenic tours will be history on Deep Creek for future regattas and olympic triangles have become the standard. This change may be welcome by many first time visitors, such as when they host the Ohio District Championships in June of 1989. Personally, a scenic tour would still be recommended on your visit to Deep Creek.

FINAL RESULTS

	Fleet	Race	1	2	3	Total
1. Harry Carpenter	4019		1	4	1	5.5
2. Kevin Rissell	400		2	1	3	5.75
3. Bruce Spinnenweber	4350		3	2	9	14
4. John Carpenter	2787		5	6	4	15
5. John Meridith	4501		7	5	7	19
6. Paul Nickerson	3911		12	3	5	20
7. Jack Stewart	1342		8	11	6	25
8. Dan Muss	3636		9	7	11	27
B Fleet						
1. Tom Duke	3878		1	1	1	2.25
2. Martin Nahenow	3437		2	2	5	9
3. Derrick Lonsdale	3907		3	3	3	9
4. Greg Madzelonka	3708		8	5	2	15
5. Paul Hill	2020		5	6	8	19

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FLYING SCOT FS

FOR THE BEGINNING RACER

Paul Hill

FS 2020

My wife and I, not really knowing what we were getting into, started our sailboat hobby by purchasing a 10-year old Scot. Like most used Scots, it was a beautiful boat in very fine condition. We had once before been on a larger sailboat in the Chesapeake Bay, and sailing seemed like a pleasant experience. It would be something we could do together now that the children were gone and we had a bit more free time.

We received our first three lessons, which by necessity were as much about how to rig our boat as how to sail it, from Karen MacMillan, the daughter of Audrey MacMillan, the Commodore of the Deep Creek Yacht Club. Karen was extremely patient with a couple of brand new sailors. "No, Mr. Hill, you can't just point the boat where you want to go!" was only one of her kind instructions.

We had no idea that we would ever sail competitively. Eric Ammann, at the Gordon Douglass Boat Company, suggested to us that the best way to learn more about our boat was to join the novice sailing classes at the club. Since this was near our summer cabin, we signed on.

After about three hours behind the tiller we lurched away from the dock and began our first race with the novice fleet on Deep Creek Lake. Harry Felemyr (who along with his wife, Marilyn, had cruised their Scot from Pittsburgh to St. Petersburg, see the March 1988 **Scots n' Water**) was one of our teachers as was Dan Muss. It was not long before we were hooked into the pleasure and the pain of racing every weekend. We surely could have used some of the following information back then!

TEN THOUGHTS FOR THE NOVICE SCOT RACER

1. YOUR FRIENDS USED TO CROSS THE FINISH LINE 30 TO 40 MINUTES AFTER EVERYONE ELSE, TOO.

I can't think of much that was more humiliating to us, the first week after we were introduced as the new club members, than to see Geri and Joe Becker and the rest of Fleet 6 race committee, bored, hungry, and thirsty, waiting at least thirty minutes for us. By now everyone else had stashed their sails, taken their rudders out of the water, and were up in the club enjoying their second drink. Unfortunately, the club deck is ALWAYS positioned so that members can watch the newest sailor, sails luffing, "ropes" dragging in the water, trying to make it across the finish line. It would have been encouraging if somebody had told us, in advance, that this had happened to them 4 or 5 years ago, also.

2. All those doo-hickeys, thing-a-ma-bobs, whatch-ya-ma-callits on your boat are there for a purpose, and they will cause the boat to sail either faster or slower depending on how you use them.

There are a frightening number of adjustments on the Scot, and the tendency of the newest sailor is to underestimate the importance of learning (a) their names and (b) their purpose. It is important to realize that all of them are just as important on light-wind days as they are on fresh-wind days, only for different reasons.

If, on the other hand, what you really want to do is simply enjoy the sun and the water...and you really don't

want to become as busy as a board-walk taffy-stretcher on Saturday nights, then set 'em and forget 'em. It is honorable to take your Scot cruising!

3. All the hot-shots in your fleet will disagree about HOW you should adjust all those doo-hickeys, thing-a-ma-bobs, and watch-ya-ma-callits.

It is surprising how many different ways there are to use a boom-vang. First of all, you should start with what **The Best of Scots n' Water** (Everyone does have a copy don't they?) suggests. Soon, however, you will notice that you are not sailing as fast as you want to, so you ask one of your fleet members who seems to know what he is doing what is wrong. He will quickly inform you that **The Best of...** is incorrect and you must do it another way. This applies, not only to the boom-vang, but also to the center-board, the cunningham, the outhaul, mainsheet tension, crew position, and about 10 other items. The only thing that you can do is to try your new guru's suggestions ONE AT A TIME, and see what works for you. Trying more than one new adjustment at a time is pure folly, even though you will at times get so frustrated with your "slow boat" that you will try all twenty suggestions in one race just because nothing else seems to work. The best thing to do is SLOW DOWN and try them one at a time. If one seems to work, write it down to better remember it and try it again next race.

4. The helmsman cannot watch the luff of the jib, the forestay, closely enough.

No matter how much you think that you understand the above sentence, you don't understand it well enough. Five of the seconds of attention taken away from watching the luff (forward edge) of the jib as it cuts into the wind, or doesn't cut into the wind as you beat, and you can quickly lose two or three boat lengths.

5. From time to time, the crew will disagree with the captain!

Quite possibly the two of you will find yourselves, as my wife and I did, learning to sail at the same time.

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Racer

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Neither of you have any more sailing or water experience than the other. You are both reasonably intelligent. One of you, often the male of the couple, becomes the captain. (Incidentally, both of you should learn to captain and crew. Then you will be more flexible in understanding the other's problems, you will be able to react properly in an emergency, and you will be able to sail with someone else in a role if one of you is unable to race some week-end.) It is important that the captain and the crew develop some method of comparing notes about what should be done. It will vary for each of you, but what we try to do is the following: The crew is at all times invited to say something like "You might consider going on starboard before the next mark because..." "What would happen if you...?" or "Would you consider...?"

It may sound a little cumbersome, but it works for us. We have a captain (me) with a healthy ego, but our crew (my wife) is not a fading flower, either. We really have to work at communications during a race or we would find ourselves undermining the best efforts of our boat. It is important to point out that the captain should have the final decision and if one of you can't captain well enough, perhaps the other should give it a try. If, God forbid, your marriage is in trouble anyway, please don't take up sailboat racing, thinking that all that togetherness will surely help to epoxy it back together!

6. Your club friends will still like you even though you yell "Starboard!" and "Leeward boat!" at them.

This is a tough one. We were the new people in the club, new to the social organization as well as to the sport. We weren't even sure, some of the time, if the other boat was Leeward. The fastest way to learn if you know what you are doing and to gain the respect of your fellow sailors, is to defend your rights by yelling a little from time to time. If you are wrong, someone will tell you, and they will probably forget your mistake sooner than you will. We encourage you to defend your rights just as soon as you can figure out what they are!

7. There is nothing wrong with your boat!

All of us look for an excuse when

things are not going well. The easiest place to put the blame is on the boat, because it can't argue back. It really isn't the fault of your boat if you aren't going fast, but to be sure you should do the usual things like scrub the bottom, measure the rake of the mast, and be sure no one has tied a bucket to your centerboard. After you've done all those good things, you can still blame your boat if you want to, but that alone probably won't make your boat sail any faster!

8. If your boat won't point (go into the wind) as well as the next guy's, check and adjust the following:

- A. The jib trim, both sheet and halyard.
- B. The centerboard position.
- C. The weight and placement of the skipper and crew.
- D. Mainsail trim, top batten parallel to the boom.
- E. Boom vang tension, the more

wind the more vang. Ease it downwind.

F. Know when and how to pinch and when and why to foot off for speed.

9. If you really can't get your boat moving as fast as your competitors, See #7, above.

10. If you think you won't sail well in today's race, you won't.

The average sailor who gets ahead of the club's fastest sailors for the first time will most likely do something stupid in order to get behind. If your self-image is that you can't do well against the good guys, then that is how you will sail. Work to feel comfortable with the image of yourself winning.

Once you beat the "Club Wonder," don't assume that he will now always be counting the bugs on your transom. He'll be back... but so will you. And that's what makes a boat race.

A CRUISING DREAM

Paul Nickerson

FS 3911

This past August some of the 1986 Thousand Island cruising alumni got together for another trip to Canada. Through the regatta circuit Dick Gregory, David Jacobsen and myself had maintained contact and with the lure of another Canadian Nationals, we made plans to revisit the Thousand Islands. Usually the second time you do something it isn't quite as nice as the first but in the Thousand Islands it just wasn't so.

The Gregorys, (two Scots, a father and three children) made plans for a cruise on the way to Stony Lake while David Jacobsen, Cathy Cream, my wife, two children and I decided to cruise the week after Stony Lake. We had enjoyed cruising there in 1986 and were the mavericks of the Flying Scot group, opting to camp our way

instead of moteling it. Now cruising and camping from a Scot may not be for everyone, but I think many more people would enjoy it if they just had the nerve to try it the first time. More on our cruise in the next issue.

As we sat talking with the Gregorys at the Canadian Nationals and enjoyed our own week on the islands, one thought kept reoccurring, "Why don't more people enjoy this type of activity in their Scots?" Here we were in our own little paradise enjoying great sailing, wonderful scenery and good friends. One thought was that maybe the Scot wasn't a really good cruising boat and that we should go buy a thirty footer. But then of all the big cruisers we saw, very few of them ever seemed to sail anywhere.

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Cruising

(Continued from page 23)

Because it was blowing fifteen to twenty with a light rain seemed to be a good excuse to turn on the motor, but then so was winds at five to ten in glorious sunshine. No, if that's big boat cruising then I'll take a Flying Scot any day. I'll even reef the main-sail if I have to.

But now that I think about it, I don't hear much from Scotters who enjoy loading down their boats and taking off for a weekend. Yes, there are some mavericks everywhere you go, but everyone knows we're crazy and shouldn't be listened to. There are people who have crossed oceans in boats smaller and less sea-worthy than a Flying Scot. (First I'll sail across Lake Erie.)

This year the NACs drew over eighty boats. If racers make up less than half of all Flying Scot owners, then why shouldn't we get together 100 boats for a cruise. Actually, I think it would be a miracle if we could actually get together ten. But when you think of it, ten boats together could be a fun cruise.

Now here's the deal. I want everyone to think about getting together for a Flying Scot Annual Cruise. If you have any interest sit down today and drop me a line about where you would like to sail or if you would like to organize a cruise in your area. Let me know if you prefer to camp or motel along the way. I can't guarantee we will satisfy everyone but if anyone shows any interest I guarantee there will be a cruise planned for 1989. Waiting for the other guy to do won't get it done. Neither will waiting for announcements and the slow process of publishing plans in **Scots n' Water**. We have several potential ideas for next year already, but we want to make this truly an annual event and we want to start looking several years in advance. Now let's take a quick look at just what it takes to get started in cruising.

It's very inexpensive to get started and some quick research into some backpacking equipment will land you with most of the supplies you need. A good 5' by 7' dome tent can be purchased for around \$100. Don't buy one too small to be comfortable. A couple of sleeping bags, preferably with stuff bags, will also run about \$100. While for some the ground is

soft enough, a self-inflating roll up mattress is a good idea. These are foam filled so when you open the valve the foam unrolls the mattress and the air flows in. A little blowing is necessary to top it off.

Sleeping on the Scot is not the worst place to rest. A sheet of marine plywood cut into three 2 foot by 4 foot sections placed across the seats makes a nice double bed. Cover this with some upholstery foam and its better than most hotel beds. A good boom tent will protect you from the weather.

Don't plan on too much fancy cooking, but enjoyable basic meals can be prepared with a single burner stove, such as Coleman's Peak One, and a small mess kit. A two burner stove is a luxury, but it is much heavier and more difficult to store. It may be wise to trade this for cooler space.

The smaller the cooler the better, but if you need several days of supplies and you have to have cold beverages there are many trade-offs. With four people total, we limited ourselves to a "twelve pack" cooler because there just wasn't enough room. A 36 to 54 quart cooler should

be sufficient if you have space. Our ice supply starts as half gallon or one gallon plastic containers. After several days it becomes our drinking water or drinks for the kids and we buy new ice. Remember, backpackers don't carry coolers.

The choice of suitcases is becoming much better. Rubbermaid and others now make 8 gallon storage containers, with lids, that fit perfectly under the seats. One of these per person will handle a week's worth of summer clothes. Also allow one for food and one for foul weather gear. We managed eight of these under the seats.

A few spare parts may also come in handy in the tool kit. Bumpers and additional mooring lines are often needed as spring lines and rafting seems to be a part of cruising.

The amazing part of all this gear is that many Flying Scot owners already have most of it. When you cruise as a group not everyone needs all the gear and different boats can carry different supplies.

Who doesn't own a cooler or hasn't traveled to a regatta and camped? Well, then its time to see what this class is all about, sailing and people. There aren't many one-designs that you can race with a spinnaker competitively as a husband and wife team and enjoy cruising with such comfort.

There are 2500 Flying Scot owners somewhere that are doing something with their boats besides racing. Yes, we'd love to have them all under the membership of the FSSA because we are not just a racing organization (we actually believe that only half of our membership races).

As a group we can do anything we want within the FSSA as long as someone is willing to get it started. Whether it is through legislating class racing rules or being the communications center for organizing other class activities, the FSSA is whatever its members make of it. It is there to help owners enhance the enjoyment of sailing and owning a Flying Scot. **Scots n' Water** is the means of communicating with the rest of the class for whatever the purpose or event. If there are any real cruisers out there who have any comments, suggestions or ideas on how or where we can get some cruises organized please let me know.

**July 15 - 16
1989 JR NAC**

**July 17 - 21
1989 JR NAC**

**Fleet 159
Lake Ontario**

**Oswego
New York**

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STARTING LINE

1989 MIDWINTER CHAMPIONSHIPS

March 28 - 31

St. Andrews Bay Yacht Club
Panama City, Florida

Six race series with an excellent social calendar included. Racing will start on Tuesday this year with two races.

Some on-site camping is available at the SABYC grounds. All motels listed are within fifteen minutes and the Bayside Inn is offering special rates for the week. Come join the fun and bring some friends.

Full registration form will be published in the next issue but make your plans today.

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

Motels: by proximity to SABYC:

Bayside Inn	(904) 763-4622
Howard Johnson's	(904) 785-0222
Days Inn	(904) 769-4831
Ramada Inn	(904) 785-0561

1989 HUSBAND-WIFE CHAMPIONSHIP

Flying Scot Fleet 97 will host the 1989 Husband-Wife National Championship on June 24 and 25. It will be held at the West River Sailing Club in Galesville, Maryland and will be a three race series. This year the championship will be held as a completely separate regatta just for the Husband-Wife fleet. Sailing will be on the Chesapeake Bay.

Galesville is due east of Washington D.C. and south of Annapolis. Make plans early to attend and spend some time in our nation's capital and this beautiful area.

Contact: John Barnes, 7710 Chatham Road, Chevy Chase, MD 20815, (301) 652-0667 or Susan Hauser, 3935 Livingston St. NW, Washington, D.C. 20015, (202) 363-0974

1989 NORTH AMERICAN CHAMPIONSHIP and JR NAC JR NAC, July 15 & 16 NAC July 17 to 21

Fleet 159, Oswego, NY

The 1989 NAC and JR NAC will be sailed on Lake Ontario out of Oswego, NY. Convenient housing and meal arrangements will be made through the State University of New York College at Oswego. This has proven fun in the past with everyone housed in dormitories where you can spend more time with your fellow Scotters and make many friends.

Summer winds average around 9 miles per hour and Lake Ontario can

generate a great variety of conditions.

A week full of great social activities is also planned, so make your plans now to attend.

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

ATTENTION ALL 1989 FLEET CAPTAINS

We would like your 1989 regatta dates as soon as possible to assure timely publication in **Scots n' Water**. Please include regatta name, fleet number, location, dates, regatta chairman, and a brief line or two to summarize your regatta.



J. Edgar Eubanks Photo

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 143 - Douglass — must sell. Sails, life vests, anchor, telescoping tiller extension, bridle, paddle. S. Rosen, 11 Lehigh Ct., Rockville Centre, NY 11570, (516) 764-3669, (516) 536-3629.

FS 1458 - Douglas, white hull/green deck. Fully rigged for racing, Harken blocks, Sails including spinnaker, under deck storage, galvanized large wheel/dilly trailer with new tires. All in good condition. \$2,500. Bill Phillips, 2415 Rhododendon, Baton Rouge, LA 70808, (504) 346-0394.

FS 2235 - Customflex, white w/blue stripe, two sets of sails, spinnaker, full deck cover, all Harken blocks, galvanized trailer, motor bracket, hoisting bridle, well maintained, dry sailed in fresh water only, will discuss delivery, \$3,400 OBO. Jerry Whitt, 13110 Tifton Dr., Tampa, FL 33618, (813) 960-5885.

FS 2258 - Douglass, dry sailed, ga-
raged, white, blue boot top stripe, Harken blocks, bracket, lifting bridle, anchor, M&J, new Schreck spinnaker, Sterling Tilt Trailer, new blue tent cover, cockpit cover, 4 HP Mercury OB. Boat at Plymouth, MA. Excellent. \$4,000.00. Thomas Russell, 15 Hill & Hollow Rd., Hyde Park, NY 12538, (914) 229-5443.

FS 3146 - Customflex. Yellow hull, white deck, dry sailed only, never bot-
tom painted, always covered, Gelcoat still glossy, spinnaker (used 5 times), Teak centerboard cap, Harkens, and compass, Pamco Tilt Trailer w/spare, 5 HP motor, boom tent cover, many accessories. Original owner, quoting \$6,500. Ralph Brescia, 1118 County Line Rd., Batesville, IN 47006, (H) (812) 934-4098, (W) (317) 872-9628.

FS 3299 - Must sell, 1978 Douglass, tangerine hull, cream deck, two suits

(Continued on page 28)

THANK YOU • THANK YOU • THANK YOU

The FSSA expresses its sincere appreciation to the following members who have elected to pay their membership dues under the special membership classification.

These voluntary donations will enable the Association to continue to grow and operate with the financial independence necessary to chart a successful future course.

Patron: **Albert Charles Rees**
Lafayette, LA

Supporter: **J. Edgar Eubanks**
Columbia, SC

Friend: **Edwin L. Brashears, Jr.**
Wilmette, IL

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Jay Huling
Westerville, OH

David L. Ivey
Fredericksburg, VA

FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
3730	Capitol	William Booth	2628 Woodley Place, NW	Washington	DC	20008
C4302	Capitol	Sandra L. Butchart	7823 Ellenham Ave.	Ruxton	MD	21204
0893	Capitol	Anthony K. Chargin	132 Paradise Point	Grofton	VA	23692
4479	Capitol	Charles W. Cordus	2536 Packard Ave.	Huntingdon	PA	19006
4471	Capitol	Robert P. Cremonni	101 Sorrel Dr.	Wilmington	DE	19803
0135	Capitol	James F. Ellis	203 Pauline Ct.	Arnold	MD	21012
3208	Capitol	F. James Fullerton	573 Northlawn Dr.	Lancaster	PA	17603
3723	Capitol	Paul D. Grimm	1212 South Road	Pasadena	MD	21122
C3723	Capitol	Charles C. Hutchinson	6217 Woodland Rd.	Linthicum	MD	21090
4292	Capitol	Bruce A. Johnson	PO Box 1264	Morgantown	PA	26505
4489	Capitol	James MacFadyen	979 Sunset Hollow Rd.	West Chester	PA	19380
4334	Capitol	William H. Naylor, Jr.	Box 617-A Low	Locust Grove	VA	22508
C4515	Capitol	Jeff M. Stamper	6210 Abilene St.	Springfield	VA	22150
1693	Capitol	Gary Sullins	10218 Raleigh Tavern Ln.	Ellicott City	MD	21043
4438	Capitol	Robert Thompson	104 Sandpiper Circle	Penhook	VA	24137
4436	Capitol	James P. Tupper	3104 Tinder Place	Bowie	MD	20715
0620	Carolina	Michael Cohn	2325 Brandt Village	Greensboro	NC	27405
0386	Carolina	Robert A. Cooper	2307 White Oak Rd.	Raleigh	NC	27608
2135	Carolina	Joseph B. McDonald	501 Gormly Circle	Sanford	NC	27330
3623	Greater NY	Owen S. Cirihiel	57 Shore Road	Old Greenwich	CT	06870
3645	Greater NY	L.V. Goodrich	295 Henry St.	Brooklyn	NY	11201
2116	Greater NY	Virginia M. Heltrich	616 Blue Ridge Dr.	Medford	NY	11763
4219	Greater NY	Vincent P. Kuhn	1502 Beach Blvd.	Forked River	NJ	08731
4481	Greater NY	Charles E. Kuti	94 Winding Way	Yardville	NJ	08620
4494	Greater NY	George Leck	5 Country Hill Rd.	Lebanon	NJ	08833
3235	Greater NY	Donald J. Lowry, Jr.	13 Brambling Ln.	Voorhees	NJ	08043
4220	Greater NY	Robert D. Markoff	75 Annette Dr.	Edison	NJ	08820
2201	Greater NY	Martin Posner	345 East 81 Street	New York	NY	10028
2115	Gulf	Kieth Cummins	229 Creek Nation Dr.	Auburn	AL	36830
1996	Gulf	Jim Guy Tucker	18 Glenridge Rd.	Little Rock	AR	72207
0262	Michigan-Ont.	Vern E. Julian	2097 Avalon Cir.	Bay City	MI	48706
0216	Michigan-Ont.	David & Sufie Mellor	9605 Elk Lake Trail	Williamsburg	MI	49690
4486	Michigan-Ont.	David B. Steffens	2385 E. Burnt Tree, Apt. 5	E. Lansing	MI	48823
3931	Midwest	Robert & Joyce Black	910 2nd St.	Monroe	WI	53566
2575	Midwest	Allen N. Furst	1932 Shorewood Lane	Mound	MN	55364
1364	Midwest	Larry Klick	5415 Glenwood Ave.	Minneapolis	MN	55422
2839	Midwest	Tod L. Lehman	748 Marine Key Dr.	Syracuse	IN	46567
4520	Midwest	Joe Leverich	8160 Stratford Dr.	St. Louis	MO	63105
0769	Midwest	Joan & Larry Lewis	988 Elm Street	Winnetka	IL	60093
0427	Midwest	John J. Lott	7228 N. Beach Dr.	Milwaukee	WI	53217
4492	Midwest	Ralph L. McDowell	8 Echo Ct.	Hawthorn Wd.	IL	60047
3959	Midwest	Mike O'Leary	2421 Branwood Dr.	Wisc. Rapids	WI	54494
1268	Midwest	Larry C. Reece	9157 Lime Rd.	Fort Wayne	IN	46818
0771	Midwest	Andrew Reynolds	8211 N. Poplar Dr.	Milwaukee	WI	53217
2439	Midwest	Paul Mark Schwab	1047 N. Belleforte Ave.	Oak Park	IL	60302
2659	New England	Michael B. Garrison	Box 182	S. Harwich	MA	02661
1161	New England	Susan N. Rice	30 Pleasantville Ave.	Longmeadow	MA	01106
4425	New York Lake	William F. Karl	24 Mill Street	Cooperstown	NY	13326
2607	New York Lake	Bruce Maynard	Old Piseco Rd.	Cooperstown	NY	12139
1794	New York Lake	Joseph Raggio	49D Aaroch Rd.	Delmar	NY	12054
4491	Ohio	Hal O. Hackett	11713 Wetherby Ave.	Louisville	KY	40243
4493	Texas	Charles Blankmeyer	3441 Stanford	Dallas	TX	75225
2423	Texas	Jeffrey N. Foerster	1405 Wind Cave Cir.	Plano	TX	75023

CAVEAT EMPTOR

(Continued from page 27)

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 3754 - Douglass white on white red strip and bottom. Shurr sails. Tee-nee trailer. Mooring cover, anchor, lines, etc. Dry-sailed. \$5,000. Donald Crawford, 4313 Hillside Road, Harrisburg, PA 17112, (717) 652-1830 evenings.

FS 3764 - Ex. condition, stored indoors, trailer, 3 sails incl., spinnaker, \$6,000, at Northeast, MD. Call N.J. (201) 286-0822.

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.



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