

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIII NUMBER 2, MARCH/APRIL 1991



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Scots n' Water

COVER: Nationals—New Orleans

Picture by E. Paul Moore

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Scots n' Water

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EDITOR: Lynne "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853, Tel. (217) 586-3575. **LAYOUT DESIGN:** Nancy H. Cooper.

From your Editor

I received a call from a FSSA member to see if I had received his article. He wanted to know if I had any questions since he had been called up and was heading to other parts of the world to serve our country, I would be unable to contact him. He asked I not reveal his name in Scots N' Water. Many of us have family friends and associates serving in this conflict. I'm sure I speak for the officers and board when I say how proud we are of them and that our thoughts and prayers go out to each man and woman serving and to their families.

I have problems with both the tone and facts of the statements made by Starling Gunn in his letter printed in the November/December issue of "Scots N' Water". However, I do share his concern for the future growth and development of the Flying Scot class.

I have raced and day sailed the Flying Scot for ten years with Starr and our children as crew. We have attended as many nationals as possible and have won both the Mary Douglass and True Love trophies. Both of these trophies are awarded to family sailed boats.

Approximately four years ago we moved the jib sheet cleat to the seat. The Flying Scot seat is approximately 9 1/2" x 90". The cleat I moved is 1 1/2" x 3". Making this change, enabled us to remove the same cleat along with a 3" x 5" turning block from the deck.

The boat still has plenty of seat space for use during light air and fewer obstructions on the deck to cause bruises when the wind blows. This holds true whether day sailing or racing.

Jib seat cleating does not cause substantial disadvantages and discomfort to new, less experienced day sailors. Jib seat cleating has not been a disadvantage and hazard to our kids, families, and friends while day sailing. Starr likes the system because it is easier to unclean in heavy winds, due to the lower lead from the seat. Seats can be used for both seat- ing and cleating.

I do feel that it is important to maintain the strict one-design characteristics of the Flying Scot when it comes to the areas that affect performance such as hull, underwater surfaces, standing rig-

Letters to the Editor

ging and sails. I would like to see our policy on sail purchases become even more restrictive.

However, I do feel that we do need some freedom in changing the running rigging and jib cleating to match the type of crew and water that we normally sail with or on. The current FSSA SPECIFICATIONS give us that freedom by stating on page 22 that "from the blocks or fair leads the sheet may be led and cleated as desired."

That freedom is now being used. In addition to seat cleating, windward side deck cleating and leeward side deck cleating, a past commodore, has for years, cleated his jib on the center board trunk. Starling Gunn cleats his jib on the foredeck in front of the mast. There were several boats at the last two nationals with cleats attached to the jib turning block. For our boat, with my wife as crew, we have decided that seat cleating is our preferred jib cleating method for day sailing and racing.

If we decide as a class to limit our current freedom to cleat where we wish, I feel that it would eliminate future problems for the association to change the specifications to include what systems are legal instead of outlawing systems as they evolve. However, if the class does change the specifications, there are several other questions that should be addressed. Will the change include a grandfather clause? My boat with jib seat cleating has been legal for four years and three nationals. If no grandfather clause, will the class reimburse the owners for the cost of changes mandated by the class? If a change is mandated, will the class and class officers become liable for boat damage or personal injury blamed on jib sheeting problems?

SECTION G, "JIB SHEETS" page 22 of the FSSA SPECIFICATIONS, as written, protect the class from changes that would affect performance. Differences in jib cleating locations do not affect boat-speed and do not reduce the ability of the boat to be used as a daysailor. I do not see the need for any changes in the FSSA SPECIFICATIONS at the current time.

Larry Lewis
Fleet 126
Past Carolina District Governor

I am not a racer, my wife and I cruise and/or just sail around for pleasure, the majority of your articles are about racing - very few on cruising. I had decided this would be my last year to subscribe to Scots 'N Water - I'll give it another shot if you promise to publish more articles on cruising.

W.A. Underwood
FS #4442
Raleigh, NC

Ed - I really appreciate your letter and am very hopeful that you will write an article or that your letter will inspire someone else to write a cruising or daysailing article. As yet I have not received any, even though in my first issue I mentioned that more Flying Scot owners daysail or cruise than race. I think it would be quite interesting to hear about lakes or areas that are great for daysailing, and experiences that people have had. Write me!!!

Dear Lynne,

First of all let me extend my best wishes to you as the new editor. I am looking forward to many interesting issues.

I have enclosed a copy of our monthly newsletter which I have been the editor of for the last two years.

Also, please let me be one more vote AGAINST jib seat Cleating. I agree fully with Starling Gunn who wrote a letter in the Nov/Dec 1990 issue.

Philip Honey
FS #3501
Massapequee, NY

Ed. Thank you for your letter and a copy of your newsletter. Hopefully every fleet will send me theirs. I have included the information in the appropriate columns.

Surprise! Surprise!
John Clark is
getting married.

Kamikaze-Japanese; Kami – God kaze – wind meaning Divine wind.

I was asked to write this article and the response has been large. More of the letters and phone calls were thanking me for the recipe however, the two letters printed below certainly have a point. Whereas, there is no debate over the hazards to health and well being that alcohol has, it was not my intention to promote abusive alcohol intake, let alone encourage children or young adults to drink. We have five children ourselves, ages 15 to 22 and we are all too aware of the dangers of drug and alcohol abuse. I also do not want to start a discussion of responsible adults that consume alcohol or those that choose not to. I apologize if the article was offensive.

The History of Kamikazes and the Flying Scot Class appeared on page 17 of the November/December 1990 Scots N' Water.

– Sunshine

Dear Sunshine

Dear Sunshine,

I was interested to read your article entitled, *The History of Kamikazes and the Flying Scot Class*. My red flag is up as a protest to some violations to both the sport of sailing and to the family health of sailing enthusiasts.

Kamikaze pilots, as you may recall, were the Japanese pilots chosen during the Second World War to make dive bombing raids on the Pacific Allied fleet. Their intent was to kill – not only themselves but as many as the enemy soldiers and sailors who were in their path. So your name for the traditional Flying Scot Regatta social hour pastime is reminiscent of that very cruel war offensive tactic of the Japanese. Alcohol is a mood altering drug which kills – not only brain cells but family health as well. Research shows that alcohol is like cocaine in the way that it damages neurotransmitters, the brain's way of transmitting messages.

What kind of mixed messages are our children receiving when we, as suppos-

edly responsible adults, show them by our actions that alcohol and sailing go together? (That goes as well for free beer being served during regattas). Sailboat racing is a sport that requires clear thinking and quick judgement. Alcohol dulls our thinking and screws up our judgement. We cannot mix alcohol and driving an automobile. Why is sailing a boat any different?

We now have a nation of children at risk because of parental and societal alcohol and other drug abuse. Every sport is tainted by promotion through the advertising media of the use of two legal drugs, alcohol and nicotine. How can sailing be different? It can be different by providing for our young people an alternative way of getting a high and socializing.

As a long time sailing and racing enthusiast and teacher, I urge the Association to keep our sport clean.

Sincerely yours,

Terry Webb

(owner of #4315, Deep Creek Lake)

Telltails

News from the Hempstead Bay Sailing Club, Island Park, NY - Molly & Jack Kaprow and Betty and Jim McMahon both have new grandchildren. Kristin Barnett has been graduated from SUNY New Paltz with a degree in communications and has started her career with the Private Satellite Network in New York – Great Going!!!

News from Fleet 23 Texas – Kate Hamlet and Mike Linck were married

on September 1st and went to Maine for their honeymoon. Alexander Conrad Shepard, weighing in at 6 lbs 1oz on September 8, 1990 will be available for crew in a few years.

I received a note from Florence and Ted Glass and they have made their trip to their beautiful home on Santibel Island, Florida to escape the winter weather. Florence is doing super after her fall...

Charles S. Silsbee, 87, passed away January 8th, 1991. He was one of the special people who made the Scot a success in Wilmette, Il and nationally.

Dear Sunshine,

Overall the Nov/Dec Scot N' Water was excellent however, the history of Kamikazes was very inappropriate for our magazine. My opinion is articles that promote the attitude of "lets party" (ie drink and or get drunk) have no place in Scots N' Water. The light hearted humorous view of drinking does not diminish the tragedies that we are all too familiar with on our roads, rivers, and lakes. As a school guidance counselor with more than 20 years of experience, I constantly see the tragic results of drug and alcohol abuse. Please no more of those kinds of articles.

Harry Barkham

FS #0069

Bemus Point, NY

Dear Sunshine,

Why would any daysailor care if another FS sailor wishes to put his jib cleating on the seats? Why would he concern himself about anything that goes on another boat?

Obviously, Mr. Gunn is directing his article in the last issue to the racer, whereby, he feels that there is some advantage to seat cleating. He masks this point by saying that it is unsafe to put them on the seats. On the contrary, racing crew find themselves sitting on the high side, right on top of the original cleating arrangement, most of the time. Ask any crew about their bruised thighs and buttocks. Some of us have moved the daysailing cleating to the seats to prevent the bruises and it is working just fine.

Mr. Gunn also states that seat cleating is in violation of the rules. The rule reads, "from the blocks or fair leads the sheet may be led and cleated as desired." Any advantage that might be gained in the sheeting process is limited by the size of the fairlead block which is also spelled out in the rules. Where the jib sheet goes from there is personal preference and would have no advantage. It's simply a safer arrangement for the racing crew.

Larry Klick

FS 4530

Governor Midwest District

Dear Sunshine,

Really enjoyed your first Scots 'N Water. Keep up the good work! Here's a potential article for publication. Also, thanks for the mention of our engagement. We got married October 20.

See you at Mid-Winters!

Dan Goldberg

Share a Scots

January 9, 1991

Dear Jerry and Lynne,

We read your proposal on "Share-A-Scot" with a great deal of interest.

We were thinking of a Florida sailing vacation last winter, but our inquiries lead to resorts with sunfish type boats or agencies leasing gigantic boats!

We wanted to contact some fleets or individuals with Flying Scots, but we felt this might be a little awkward.

So your proposal is an excellent one. We would tailor our plans to locations where there are Scots for "share". We would be more than willing to offer monetary compensation for a Scot. Our Scot (2896) is on Lake Champlain in upstate New York and we use it throughout July and August.

Please let us know how the "Share-A-Scot" evolves.

Thank you and a Happy New Year

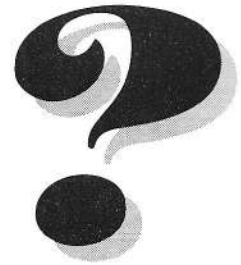
Julius and Angela Surkis
177 Baltic Street
Brooklyn, N.Y. 11201

What If...

by Jerry Hartman

Two Scots were approaching the finish line, which was to windward. The leading, close hauled starboard boat was on a direct layline to the committee boat. The other scot was approaching on port tack. As they converged on the two boat circle, the starboard boat slightly altered course to leeward before the two boat length circle and hailed "Starboard". The port boat responded with "Hold your course". The port boat leebowed at an abeam position one-half of a boat length away. As they proceeded, the remaining five boatlengths to the finish, the leeward boat hailed "coming up". As they get closer to the finish, the leeward boat continued up still filling her jib half full. The starboard boat hailed "room at the mark". The leeward boat proceeded. Then the leeward boat collided with the windward boat. The windward boat altered course to prevent hitting the committee boat but did anyway. Both scots protested?

WRITE ME what you think the results of the committee decided and why.



Answer to What If...#1

Crew Hooken life jacket to another boat mast...

The protest was disallowed. The leeward boat was protected by rule 46.2.

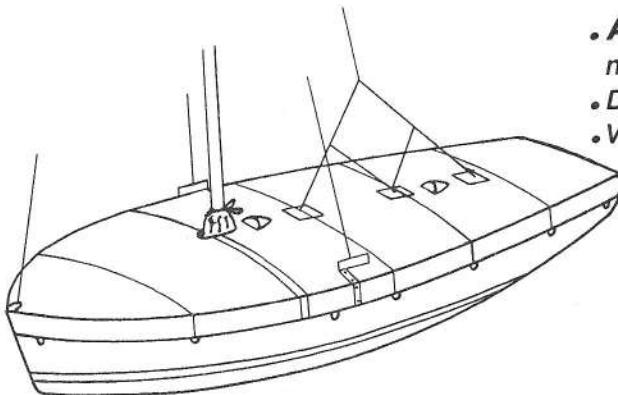
A yacht shall not be penalized when she is unable to avoid fouling a yacht that she is attempting to assist or that goes aground or is capsized.

The windward yacht was also exonerated by rule 46.3.

A yacht is capsized from the time her masthead is in the water until her masthead is clear of the water and she has steerage way.

These scot sailors got it right. Lets hear from all of you....

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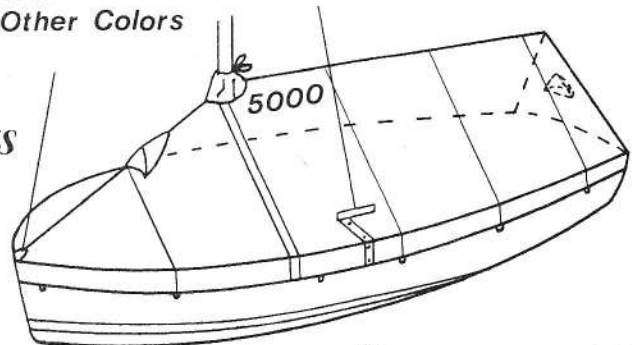


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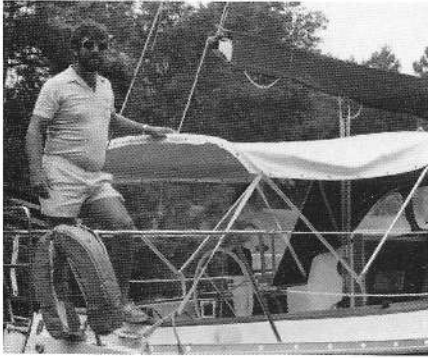
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People Profile



Jimmy Ruthven

Jimmy loves Flying Scots and the people who sail them, in fact every year he has a wonderful party at the Mid Winters for all the Flying Scot people. He also has been known to arrange an evening cruise on his big boat to a restaurant in Panama City, not to mention the cruise to Shull Island on the day after the awards.

Jimmy, having two boys, has been very active in the junior program at Panama City and gives much time and experience to that group. In his own right he is an excellent sailor and has done well at both the Midwinters and Nationals.

The Lads

These guys have a history in the Flying Scot Class. They have been best friends for years and while in college went to many regattas. Ryan became interested in the Flying Scot in Ephrian, Wis. where his dad has a resort. Jeff is Kenny Johnson's son. Many of you know KJ who sails FS 3078 and crewed with Jerry for several years at the midwinters. Stefan became involved thru Jeff and Rhino. These young men and quasi-lad John Domagala kidnapped Jerry to go to the Nationals at Riverside (that's a whole different story) in 1987 where they used to be wild crazy young single guys. An update is: Stefan married his Ginny and they have a son Axel and live in New York, Jeff and his wife Karrie live in Champaign IL and are expecting a baby in May. They hope to be back sailing this year and it won't be long before they will have a built in 3rd crew. I'm sure. Ryan and Kimber married last summer and are living in Seattle, Washington. They are into sailing in that beautiful area but haven't found any Scot owners. All three wives (three girlfriends) were at the 1988 Midwinters. We will certainly miss them all at this Midwinters.

Rocky or the Bay Hilton

Whenever you see this motor home either in a parking lot at a regatta or on the road you will know it is the very unofficial traveling welcoming committee of the Flying Scot Class. This is where you will find Jerry and I. It is where you may drop off articles you have written, give me your opinions about matters, regatta results or dates etc. There is usually an orange awning out with a big J on it. The



way Jerry's motorhome received his name and the number of stories it could tell about regattas are too numerous to mention.

Jim Cavanagh F/S4499 Fleet 73

Jim has been very active in the Flying Scot Class and in Fleet 73. The wild Irishman is an excellent sailor (he has won the Challenger division at both the Midwinters and the Nationals). His jokes and stories add a lot to any regatta or



gathering. His stories of sailing are not only entertaining but helpful. If you have a chance to talk to him, ask him how he does his vang — Jim, who is usually a racer, has done some cruising. Especially rememberable was when he took his racing crew, his nephew from Ireland, and several others out in his Scot at the Warm ups in Fort Walton, Florida. They had driven all night from Massachusetts and arrived a day early to see the area. The group cruised so long it got dark and they got turned around. After sailing for hours they finally decided to stop at a dock and ask the people if they knew where the Ft. Walton Yacht Club was. When they knocked on the door their first question was "Are we still in America?"

Jim and his lovely wife Nora have two children Shannon, who sails with dad and on his own and the enchanting princess Maura who was pictured in the last issue of S N W.



L-R Jeff Johnson, Ryan Malmgren, Stefan Knust THE LADS — at the Midwinters 1988

Sailing Flying Scots: Sometimes, simple pleasures are the best

By David Kendall
Special Correspondent

We had a visit from our favorite southern sailing team just before the Christmas weekend. I was delighted to hear how much racing Whit and Lisa are able to enjoy, even into the winter, on the big lake just north of their home near Atlanta, Ga.

Best of all, I learn they have put their considerable organizational and sailing talents to work upgrading, maintaining and campaigning a Flying Scot.

The Flying Scot is one of those delightfully strong, simple, able one-design classes in which the boats just seem to become more valuable as they age.

It's true the Flying Scot hasn't yet achieved Olympic class distinction. And perhaps it never will. But, as a sturdy boat to be sailed to the max by real enthusiasts, it's a hard one to beat.

For one can participate successfully in a strictly local Scot fleet, or find the most

sophisticated level of skill and competition in regional, national or even world-class competition.

One needn't be a "money buff" to sail a Scot to win, either. For, though a good suit of sails is necessary – as it always is in any type of racing sailboat – it isn't invariably the most expensive that brings home the silver and the trophies.

Because the Scot is such an able, yet simple design, it also has attracted a strong following with a special breed of competitive sailors.

Among Whit and Lisa's sailing chums, these Scot owners are mostly racers who enjoy pitting their skills, rather than their wallets, against each other.

That means there are plenty of boats at each start. Tactics are important, and a worthy assessment of wind-effects helps immensely.

Whit and Lisa's Scot fleet is made up of sailors from every age group and walk of life, too. Importantly, they put a lot of value on the fun of racing.

For example, each weekend series consists of as many – or as few – boats as happen to show up. There's no rash of telephone blackmail to get the sailors out each Sunday.

Races start early, are numerous, short, fun and simple. If the fleet can't organize a committee boat, that doesn't stop them.

So they think a series of 10 or 12 three-minute, simple up-wind/down-wind events, even of the "rabbit start" variety, has much to commend it. Regattas have the flavor of picnics and camp-outs, I'm told, with couples camping together in their tow-cars or vans, and a lot of friendly banter whetting the appetite for participation.

I really salute these young folks and their fleets, just as I do our enthusiastic Scot sailors here on the Sound. They look out for each other, they take care of each other, and their class events show the value of basic, simple sailing.

To paraphrase ye olde English poem, "Winter is a-cumin down—How loude the wyndes doth blow...Our crafts, they are but come to groun(d)...All covered from the snow." Or words to that effect.

(Continued on page 15)

Acrylic covers last "Twice as Long"?... Twice as long as what?

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FIRSTS

by *Sunshine Hartman*

The first time I was ever in a Flying Scot (and the second time I was ever on a sailboat) was the summer of 1984. Jerry and I were dating, and on days off from work we would go out to Clinton Lake to sail up and down from the dam to the bridge. We would talk about how he raced and what the different lines did, what they were called, when you needed to change something etc. I wasn't exactly a good student, nor did I see why I would ever need to know these things since I was just relaxing and enjoying the sailing. Pretty soon I noticed that the lines were changing colors. The cunningham became yellow and now was referred to by Jerry as the yellow brick road. The centerboard had a blue line, the jib sheets were red and green, I was told what to pull if I heard down and what to pull if I heard out. I figured if I had to know this for some reason, at least he had made it easier and it was a small price to pay for spending wonderful days on the water. My tan was looking great.

One Saturday Jerry came to pick me up to go to the lake and on the way he handed me his watch. I was shown how to press certain buttons and countdown 5 minutes, 1 minute and then 10 seconds on down to 0. At the time, I had no idea why this was necessary.

MY FIRST RACE...

When we got to the lake this same Saturday, I was unclear as to why we were in such a hurry to launch the boat and didn't understand why there wasn't a lunch, radio, suntan lotion and large cooler. Those items were left in the van. The wind was stronger than it had ever been before and as we sailed out of the marina, a blast hit us and forced the boat into the shore. Jerry jumped out to push us off and lost his shoe in the mud. Rather than go back for the shoe, we sailed out into deeper water and Jerry proceeded to throw his remaining docksider overboard. That was when he mentioned that we didn't have any time to mess with the small unimportant stuff...The race started in 5 minutes...

When we had sailed into a mass of other boats, Jerry explained that there was a committee boat that was raising

and lowering flags, they were honking horns and eventually, would be shooting a gun...I thought that perhaps they shot at people the way everyone was weaving and maneuvering around this area that had a flag floating some distance from the committee boat. Could this be some kind of "safe area?" were my thoughts. We are moving around, people are shouting, Jerry is telling me uncleat the red line and pull in on the green, change sides of the boat, hurry, hurry, hurry. Then bang, the gun goes off (practically in my ear), and I have to sit up on the side of the boat, hike out (these terms and positions were totally unfamiliar to me) and to keep quiet, we were racing.

We got to another flag that was afloat and went around it as Jerry was telling me that there was a pole in the bottom of the boat and to put it on the mast. He was very patient with me and explained where the hooks went. Then he said he was going to raise the spinnaker. I had no idea what that was but as I saw this bigger, colorful sail fill with air at the front of the boat, we started *really* moving, and a few seconds later it was as if we were skiing. It was so exciting! We did very well that day, which was surprising, since I was just taking orders such as follow the yellow brick road a couple of inches, or pull the blue line and let it go. I was hooked on crewing in a Flying Scot with Jerry. I also enjoyed tremendously, the after racing picnic with the other sailors. At first it was scary since I thought everyone was mad at everyone else, since there were raised voices at each start and several mark roundings but the other sailors were very friendly and warm. (Everyone certainly had a good laugh with Jerry about the fact that he didn't have any shoes.)

MY FIRST MIDWINTERS

I went to the Midwinters several times before I actually got to crew. The first time I did crew, both Jerry and I were considerably lighter and we did not finish several races since it wasn't fun to try to hold the boat down in that much wind.

THE FIRST TIME WE SAILED WITH
3 people on board was the next midwin-

ters, of course, all but one race was very light air.

THE FIRST REGATTA I WON AS

CREW After going to several regattas with Jerry I would hear things like, Yeah Kenny and I won this in 78 and 84 or Mike and I won this in 79 and 80 or Yes, my son and I have won this regatta four or five times in the past years. I decided upon a goal. The Whale of a Sail which is sailed each year at Carlyle Lake in September, was a regatta that Jerry had never won. I talked him into taking me a crew. On the way to the lake which was a 3 hour drive, I tried to convince him that we HAD to win this regatta. We argued all the way, in fact at one point he dropped me off at an exit so that I could change my attitude. His philosophy is that you go to a regatta #1 Have fun #2 Enjoy the water and the boat and people #3 Do the best that you can #4 consider yourself lucky if you get one bullet with the caliber of racers in the Flying Scot Class. My philosophy was that he had won so many regattas with several different crews that I wanted to be on that list, after all how were we to know if we would still know each other in 10 years? I wanted to be remembered! We finally agreed to go on to the regatta but not to discuss the racing anymore. Whatever would happen would happen.

The day of the first race turned out to be cold, raining and very windy. I, of course was still determined, ready to go out in my London Fog trench coat and wool mittens and hat. Jerry thought that perhaps we should sit on the shore and watch. (Remember I had only been racing 4 months) I prevailed, out we went. To tell the truth I don't remember any of that race, I have never been so thoroughly thrown around or so cold and wet, however we did win it. Jerry was thrilled and excited, now he could relax and have fun, his goals had been met, he even said that if the wind didn't die down for the afternoon race we probably wouldn't go out since it was pretty rough on me. I didn't want to do that since my goal had not been met.

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FIRSTS

(Continued from page 9)

I went immediately to the ladies showers to warm up with a hot shower. I also tried to dry my one pair of jeans over the hand blower. As I was walking to the pavilion I ran into John Domagala, our surrogate son. He mentioned that Jerry had said we probably wouldn't go out for the afternoon race. I was so angry I decided to have some of the cocktail that John had in his hand. John and I kept talking, me trying to ask him how to get Jerry out sailing and he trying to calm me down. I didn't feel like eating lunch or being around Jerry. John and I talked for quite some time (and had several cocktails) then I went off to the van to sulk. When Jerry finally found me, the wind had died some but not a lot and everyone was already headed out to the course. We had just enough time to make it to the race course. I insisted, so off we went. In the distance we could see that there was less than five minutes to the start and Jerry thought we would be lucky to make it. Just at that time, his favorite visor that Dunkin McClane had given him flew off his head and into the water. He didn't hesitate one second, tack, tack, pick up the visor, tack, tack. This seemed to me like it took half an hour but the race hadn't started yet. He had already told me that there was *no way* we could make it but we came up to the start line, flying, on port and shot the pin end just as the gun went off. The entire fleet wondered where in the world we had come from since no one had seen us on the course! We won that race and the next day at the final race we got into a great tacking duel with Bernie Knight and Suzy on the last leg, and were lucky enough to beat them by an inch. We had won the regatta! I was in Jerry's record books. It was, and still is the only regatta I cared if we won. Now I am just as thrilled to be at regattas, but it really doesn't matter how we do.

MY FIRST CRUISING EXPERIENCE
We, as I mentioned earlier, do take a day off every now and then and sail on our lake. One time it was so hot that Jerry and I jumped off the Scot and held on to the strap at the back. He was steering by the rudder and watching for other boats from his side. Both the main and jib were up. We heard some power boaters pass and they were quite concerned about a boat with no one in it. Just as they were going to come over they saw us behind the boat. They were pretty jealous! They not only couldn't do what we were but

On The Bay

By Louise T. Haney

Many of us feel quite sad when we reflect on how many classes of small boats have disappeared or almost disappeared. So the reported surge in the popularity of Flying Scots was looked into.

There are four new racing fleets on the South Shore and two in Connecticut. There were 80 boats in this year's nationals. The next ones will be hosted by Riverside Yacht Club (CT). The most recent regionals (Westhampton) drew about 30 boats of "nationals caliber". Mid-winters will be in Florida.

What are enthusiasts saying about the Flying Scot?

It's a great "family boat" and day sailer (19 feet LOA, centerboard).

The boat is "more comfortable and faster" than one well-known competitor and "not too high tech" as is another competitor.

It is a true and well-governed one-design.

A bracket for an outboard is inside the hull.

The designer and builder, Gordon Douglass (Deer Park, MD) keeps track of the boats, sells used ones, helps in moving them, etc.

Two South Shore fleets are "half and half" which means some are kept on

they were going back to the marina to buy \$50.00 more of gas!

My first overnight cruise was on our lake also. Jerry has these boards that fit between the seats and we have sleeping bags and a tarp to lay over the boom. We cooked hot dogs on a campfire in our private cove and watched the sun go down over the trees. When it got real dark a full moon came up and I would guess over ten million lightning bugs illuminated the trees that were around us. It was the most beautiful site I have ever seen. We stayed up most of the night just watching all the lights. It was as if the trees were filled with Christmas lights in July.

When was the first time you were in a Scot? How was your first race as a skipper or crew? Any stories you could share with us. I would really appreciate. Depending on your response, I would like to make this a column each issue.

moorings and some are dry-sailed. Re our bay, a local "yard" has provided space and hoist service.

Boat ramps at Manorhaven could be used.

The class is 30 years old. Hull No. 1 (fiberglass) won a recent national championship. At the next New York boat show (January) there will be a "race ready" Flying Scot for sale. Remember, a Flying Scot (Finnatic) won Louie's Cup this fall. It was comfortably sailed by Brian Finnerty, Damiam Devereaux and Mike Stiuso. Twenty-four boats raced under PHRF.

OBITUARIES

Charles S. Silsbee

Charles S. Silsbee, 87, of Winnetka, a retired sales executive, died Tuesday in Bethany Methodist Terrace Nursing Home, Morton Grove.

Before his retirement in 1968, Mr. Silsbee was national accounts sales manager of what is now W. R. Grace Dearborn Division. He joined the firm in 1938 when it was Dearborn Chemical Co. After retirement, he worked as a part-time engineering consultant. He retired from the U.S. Navy Reserve as a commander in 1964.

Mr. Silsbee was born in Lansing, Mich. He graduated from the Naval Academy in 1925 and served aboard the USS Idaho for two years. He returned to civilian life, but volunteered for active Navy duty at the start of World War II and served until 1946. He then worked with Dearborn in New York City before joining its main office in Chicago in 1948.

He was a life member of the U.S. Naval Academy Alumni Association and a former member of the Society of Naval Architects and Marine Engineers and of the Sheridan Shore Yacht Club, Wilmette. He sailed on Lake Michigan for several years and had been vice president of the Flying Scot Sailing Association and editor of its Scots n' Water publication. He also was active in the Jesuit Retreat League.

Survivors include his daughter, Margaret Herguth, and three grandchildren, Amy, Robert C. and Jeni Herguth. His son-in-law, Robert J. Herguth, is a Sun-Times writer. His wife, Rose, died in 1983.

THE RACE FROM HELL

Ever have one of those races where your body was in the boat but your brain was on the planet Venus? It happened to us at the 1990 Pig Roast at Cowan Lake. Joni, Patti, and I had completed our local session in Pittsburgh and were looking forward to this out-of-town regatta as a nice way to end up our first year of racing together.

The weather and winds were pleasant for late September, and we did OK in the first 2 races. We started the third race near the pin, tacked over and barely crossed Sandy Eustis on port. Sandy was gentleman enough not to protest, but that crossing was a harbinger of things to come. We got to the windward mark around sixth, and fell off for the reach. The wind had barked, so we went low with our pole aft and our center board all the way up. Things looked good approaching the first mark – we had gotten an inside overlap on all the boats that had gone high initially. Then 20 yards from the mark a big puff came from the right. We got the main trimmed and the pole forward, but didn't get the board down. Naturally, we plowed right into the mark! 720 number 1.

We made up some ground on the second mark, and approaching the leeward mark we were outside (but not clear ahead) of my buddy Sandy and Sirjen Van Der Hoerst. As Joni lowered the board, she got her fingers jammed under the rollers and let out a blood-curdling scream. I immediately spotted the problem and dropped the tiller to go forward and free the centerboard line. Naturally, the boat rounded up, scattering Sandy and Sirjen in all directions. 720 number 2!

Joni's fingers are numb, rather than painful, so we continue to race. At the second windward mark, we approach on port, on a collision course with our esteemed District Governor Bob Summerfeldt. It looks like he's overstanding to me try to tack inside him but he shuts the door. This time we do our 720 counterclockwise since we're still dizzy from the previous spins, in the opposite direction.

Cruising down the run, our goal is to finish the race without fouling anyone



L-R Dan Goldberg, Jani Reis and Patti Johns

else, and then to get help for the wounded crew and a brain transplant for the skipper. So approaching the last leeward mark, we decide to do a very conservative takedown and rounding. I pull the afted spinnaker holyard out of the cleat well in advance, to concentrate on steering. Joni lowers the board, tightens the out-haul, and puts on some vang. Patti takes the pole off and we're all set for a perfect takedown. Patti grabs the chute and gives me the command, "Let it down!" I look for the holyard and, to my horror, discover that it's not in the cleat where it's supposed to be. I yell "I can't; the holyard's missing!" Joni and Patti cannot believe I actually said that. It then occurs to me that something doesn't make sense – if the holyard has been released, why is the chute still up? Of course, we're now well beyond the leeward mark. Joni finally spots the holyard – in my hand, where I had been holding it all along! She calmly and politely explains this to me and suggests that if I let it go the spinnaker will come down. Patti is laughing so hard she can barely get the chute in

the boat. At least we didn't do another 720!

While commiserating over roast pig about how unfortunate we were, an incident earlier that day helped put things into perspective. Rick and Jo Baugher, while driving to the regatta, had their trailer hitch break on an entrance ramp to an interstate, their boat and trailer crossed 4 lanes of the highway and landed in a ditch. Miraculously, no traffic was coming and their boat was recovered undamaged.

I guess in the grand scheme of things the outcome of a boat race is pretty unimportant. The pleasure is in the teamwork, the challenge to your ability, and the many good friends you get to see at every regatta. Remember – a bad day on the water is still better than a good day at the office!

Fleet 153 Meets

FSSA Fleet 153 held its annual meeting on 17 November 1990 at Lake Arthur Yacht Club after the eighth annual Cajun Country Championship of the FSSA.

The Fleet accepted LAYC's offer to co-host the 1991 FSSA CCC. The success of the regatta sailed earlier that day is reported below.

The 1990 Fleet champion is Al Rees, who managed to sail in all but one of the races of the year long series. The fleet championship is won by the fleet member with the best total score from all the races in the invitational regattas of the region's four yacht clubs: Lake Charles YC, Lake Arthur YC, Cypremort YC, and Pelican YC. A member who does not start nor rank as a starter scores the number equal to the greatest number of possible starters. The Fleet Champion's perpetual trophy is a three by five foot flag with the Flying Scot logo and with the champions' names and years recorded by needle-work.

For 1991 the Fleet re-elected Gary Painton Captain and Al Rees Secretary and elected Maurice Sullivan Measurer

Fleet 153 Captain Gary Painton skippered his FS 4500 to victory in the FSSA Cajun Country Championship on 17 November 1990. Rene Bourriague, who has crewed for Gary for several years, was on board to facilitate winning.

The annual championship was sailed at Lake Arthur Yacht Club on that beautiful Fall day with winds from six to eight knots. Nine Scots from four Gulf Yachting Association clubs competed for the large perpetual trophy.

Dick Moriarty, Commodore of LAYC, chaired the excellent race committee which gave the sailors three Olympic courses, the second of which was shortened. Calvin Legé, Commodore elect of

LAYC, afterwards awarded silver trophies to the top three shippers and Scot winch cranks to their crews.

Following a tasty supper prepared and served by Gail Painton and Kay Rees,

Fleet 153 held its annual meeting.

Each of the day's three races were won by a different entry. The complete results follow. ALRees FS 4001

<u>Skipper</u>	<u>Crew</u>	<u>Finishes</u>	<u>Total</u>
Painton	Bourriague	1 3 3	6 3/4
Brunt	Miller	3 2 2	7
Trahan	O'Neal	5 1 4	9 3/4
Rees	Prejean & Legé	6 5 1	11 3/4
Sullivan	Laurich	2 4 DNF	15
Luthy	Clement & Stacy	4 9 5	18
Baillargeon	Bourque & Marion	8 8 6	22
Buller	Blanchet & Vest	9 6 7	22
Thomas	Bailey	7 7 8	22



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NORTH SAILS WINS 1989 MIDWINTERS

The Florida District In The Post-Modern Era

Cal Hudson

Florida District Governor

When I became District Governor in September 1988, the Florida District had all but ceased to exist. We had only eight active boats (Fowler, P. Smith, C. Smith, Chennells, Spencer, Hudson, Jenkins, Wynn). With a great deal of help from these folks, we started to rebuild the Florida District. Three factors have made this successful. The first is the publication of Scots N' Florida, the District newsletter, the second is the institution of a Florida Series instead of a single District Championship, and the third is a pretty active phone campaign by myself, Charlie Fowler, and Chuck Smith.

In The Beginning – When Anita and I decided to get into sailing we faced a tough choice as to which boat to pick. Anita had never sailed before, while I had learned to sail on Prams when I was 10 (in St. Petersburg) and crewed a little on Thistles (when I was 17). I hadn't been on a sailboat in 13 years and wanted one that was easy to sail. I wanted to race (Anita wasn't so sure) but also to take members of the family sailing. This narrowed the choices down to Thistles, Flying Scots, and Lightnings. Thanks to a massive and successful sell job by long-time, avid Scotter Terry Neidel, we chose the Scot. Terry helped us locate our first boat (FS 1736) and off we went. The Red Lobster Cup was our first regatta and we were terrible, but it was great to be sailing again.

The Newsletter – After our horrible finish at Red Lobster (they had to wait for us to finish before they could start the next race), I figured the way to get better was to go to more regattas. Unfortunately we couldn't find any. The Orlando boats attended a few regattas, but not often enough for us to gain any serious experience. At the District Championship Regatta we met Charlie Fowler from Miami. WOW!, another Scot sailor who didn't live in Orlando. Charlie told us of several regattas in the Miami area that we never knew of, but would have liked to attend. Figuring that others might also have this problem, Anita and I started publishing a newsletter with racing dates. Now the Orlando folks knew

about Miami, Miami boats knew about Orlando, and those of us in other parts of the state knew about both. It was during these early days that I came to rely heavily on Charlie Fowler and Chuck Smith. That fall I became District Governor and the newsletter evolved into Scots N' Florida.

Growth and The Big Bang – I divided the Florida District into areas. The activity and growth of each area was coordinated by either the Fleet Captain in that area or an interested individual (for areas which had no standing fleet). A major benefit of coordinating information Districtwide is that many used boats were located and sold to new sailors. The next major breakthrough occurred when I found the entire St. Petersburg Yacht Club Scot fleet for sale. After trying for months to get SPYC to sail their Scots, the board decided to sell the boats. As it happened, the Upper Keys Sailing Club in Key Largo had recently decided to switch their club boats from Rebels to Scots. An extremely good package price was made for the SPYC Scots and now the Upper Keys Sailing Club was on the map with four boats. The excitement generated by these boats was contagious and at last count the UKSC Scot count had tripled. Now all we had to do was get everyone on the water at the same time.

The Florida Series – Creating the Florida Series solved two problems. It seemed (at least to me) that deciding the District Champion on the result of only one regatta was not the best test of a DISTRICT Champion. Secondly, I thought that if Scots started showing up in force at major regattas around the state, other people would consider the Scot for their next boat. Hence, the introduction of the Florida Series. The Florida Series is comprised of several regattas (one a month and at least one in each area) starting on Labor Day and ending on the last weekend in May. Points are collected for finishes in each race of every regatta and the skipper with the most points is declared the District Champion. Apparently this has worked, in the last

two years we have tripled the number of boats on the starting lines of regattas in the Series. And we are attending about twice as many regattas as before. In reality, the Florida District is really one large, geographically extended fleet.

Florida and the Future – In the last three years the Florida District has grown by close to 800% primarily through an active phone campaign and the newsletter. The key to acquiring and maintaining an active, healthy district can be summarized in one word; COMMUNICATION! But what about the future?

SCOTSN' FLORIDA – Scots n' Florida will continue to be published. However, I am forced this year to offer Scots n' Florida on a subscription basis. While this newsletter is KEY to the health of the Florida District, the FSSA has not seen fit to reimburse me for any of my (this year or last year's) expenses. At a cost of approximately \$70 an issue, I can't afford this out of pocket. Since the vast growth in the Florida District produced many more FSSA members, I can't see the reasoning in the Association's attitude towards District newsletters.

Special Events – The Red Lobster Cup will continue to grow into one of the major Flying Scot happenings. For the last two years, the Scot class has been the largest crewed monohull class and one of the top four classes by size. The FUN-4-SAIL regatta is growing each year thanks to guest sailor Greg Fisher. This event is now catching on with Scot sailors throughout the southeast. With the success of the Husband-Wife Championship (and great coverage in SAIL magazine), the District is talking about a possible NAC bid.

The Florida Series – The Series has been a positive influence in the District. A major relaxation in the eligibility rules (throw-out race allowed and FINALE not a required event) have led to decreased participation this season. With the cost of travel, I don't see any more events

(Continued on page 14)

Florida District

(Continued from page 13)

being added to the Series in the near future.

Fleet and Area Growth – Growth is beginning to level off. Here is my assessment:

Fleet 90 (Miami) If it wasn't for Charlie Fowler, this fleet would have become extinct. Fortunately, this is one of this year's new growth areas. With the large number of fun events in and around Miami, this could be the next major fleet.

Fleet 131 (Jacksonville) – This fleet needs a lot of work. There are plenty of Scots in the area, but only a small fraction are FSSA members. Participation by Jacksonville Scots in District events is almost nil. Jacksonville remains one of my main priorities as District Governor.

Fleet 150 (Orlando) – For several years, this fleet has been the only reason the District was viable. Chuck Smith is to be congratulated for keeping the fires burning as District Governor before me. Membership in Fleet 150 has dropped steadily, but has levelled off in the last two years. Participation in the more remote District events by Fleet 150 has dropped off sharply. One of my goals is to find a way to improve this.

Fleet 167 (Key Largo) – Florida's largest and most active fleet is quite healthy. Participation in District events by this fleet is somewhat down this year. Jay Kurtz, Joe Worley, and Dick Slosar have done outstanding jobs as Fleet Captains. No mention of growth would be complete without also giving credit to Bob (Fleet Captain – Upper Keys Sailing Club) and Cris Sandifer (88-89 Fleet Sec.) and Gail Henry (90-91 Fleet Sec.).

Fleet 168 (Tampa Bay) – Our newest fleet is growing at a slow but steady pace. This is due to a massive campaign (phone, letters, boat rides, etc.) by Dan and Lois Jenkins and Ed Wynn Jr. This year we added a Florida Series event in this area and generated a great deal of interest in the Scot class. Like Miami, this area has a great deal to offer with good water and numerous sailing events.

Melbourne Area – This will become Florida's next Fleet. Already there are enough boats in the area for a fleet charter but we need a volunteer for Fleet Captain. The Melbourne Yacht Club is the host of the FUN-4-SAIL Regatta. I see a continued slow and steady growth in the area. Our primary problem is over-

coming BIG BOAT mentality. Melbourne was at one time a major dingy racing area and Anita and I (along with others in the Snipe class) have been campaigning to once again establish a small boat racing presence in the area.

In Conclusion – It is a very exciting time to be in the Florida District. I hope that more and more Scot sailors will discover what many Carolinas District sailors have, and join us down here for our events. I apologize to the readers of S n' W for the lateness of this article (it was supposed to be in the last issue).



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Flying Scots: simple pleasures

(Continued from page 8)

This starts one of my favorite maritime seasons. To be true it isn't one in which most of us yearn to be afloat with the salt spray a-freezin' in the riggin'.

But it is such a beautiful season to enjoy the shore, to walk the intertidal zone. The shallowest waters go diamond clear with the cold. Crystalline glazes of shore-ice frame the brittle reeds and grasses.

If one is a photographer, there are still-lives in hull and cover, rig and rope, to be captured on film in the sparkling cold.

And occasionally, one happens upon a masterpiece in color and texture, a gem to be treasured quietly and privately and pondered for years to come.

Some years ago, walking alone on a Christmas Eve, I happened upon an old centerboard one-design sailboat. The craft had been left to wither on her own, derelict in the boat field near Longmeadow Creek.

Much of her standing rigging had gone ragged with wear and weather. The running rigging, all of old fashioned manilla line, had become fuzzy with the strains of age and abuse.

Yet, in each ragged fiber, there was captured a minute jewel beyond price...a tiny crystal, begun as a drop of water during the previous evening's drizzle, and made brittle by an early morning freeze.

As I approached, the old craft glittered with a momentary and quickly-transient glory. A wintry light, breaking through the watered gray of the sky, pricked each bit of ice into a prism.

Blues and greens and scarlets flashed and changed before my eyes. I knew I had been given a precious Christmas gift by some whim of nature and fate.

It was a gift of accident, one to be held in reality only for a moment before the melting, to be seen and marked only by the happening of chance...and thereby made all the more important and memorable.

So to, on this Christmas Eve's eve, I send this sailor's wish to each and every one of you. Today, and in winter days to come, I hope you will be able to find the most wondrous gifts one can enjoy.

David Kendall, who lives in Old Greenwich, is former Senior Editor of Rudder and boating Industry magazines.

CAROLINAS DISTRICT

The focus of this newsletter is mostly on racing because that's usually the only organized activity I hear about. However, I am pleased to report that two fleets started cruising activities this year, and plan to build on these next year. Bill Ross reports that several Scots from Lake Norman went down to Wrightsville Beach in early August for some cruising in the sound and the ocean. The challenge of tide and real waves, plus some beach time made for a fun weekend. The Carolina Yacht Club provided a convenient place to launch and leave boats during the weekend.

Starling Gunn reports that several Scots from Lake Townsend cruised on the Neuse river just down from New Bern at Fairfield Harbor where fleet member Paul Moore has a condo. A relaxed weekend of sailing, great seafood and good friends provides the same feeling that many of us get from competition. Starling, et al found it a nice change of pace, and recommends that we try to arrange a district cruise next year. Sounds like we may have a volunteer to coordinate the trip. We'll develop the concept if we get support for the idea. Please let me know where and what time of the year to consider.

FLEET #86

1990 was the third year of our re-vitalized Fleet #86 which saw our fleet size remain about the same, however, the number our activities grew. Two new weekend regattas were added to our schedule, one being a sanctioned Chesapeake Bay race while the other was strictly a club event.

The first regatta held on the weekend of June 2nd and 3rd was named "Dandelion Regatta". At this time of year, we have better winds and it also happened to be an open slot on the Chesapeake Bay Flying Scot racing schedule. Monthly meetings were held during the winter to plan for this regatta. The winds gods cooperated and provided us with 15 knots winds gusting to 25. Thirteen boats participated with five boats attending from the West River fleet. Video tapes of the three races on Saturday were taken and shown that evening in our club house. A cookout after the races was popular as well. Several of the West River members commented that it was one of the better regattas they had attended. My thanks to all of the local fleet members who helped stage this event.

Our summer racing consisted of four series of four races each with one throwout race for each series. Races were held every Tuesday night from late May through mid-September. Starting time was 6:45 PM and normally a race would last about an hour. Triangular courses were setup with each leg being about 3/4 of a mile in length. After each race, a pizza party was held on the porch of the PSA clubhouse. Our fleet size was down to about eight boats this year for a variety of reasons, however, it should be back up for 1990. In addition, we plan to distribute flyers at all the marinas and local marine stores and to try to recruit new members.

Our second new regatta was a memorial race in early October for Scott Decker, a charter member of our group, who died suddenly in 1989. This event was for our club members only. Seven boats participated in the three races. A cookout following the races was well attended.

Series trophies were presented to the top three finishers in each series at our sponsoring club's "Hangover" party on New Years day. In addition, trophies were presented to our fleet champion and the top boats in our fall race.

Our Flying Scots were also used in the Junior Training program of our sponsoring club for the second year. This is a week long event with about 50 kids attending. Only the more advanced sailors sail the Scot. Junior races for our local kids were also held on Friday evenings during the summer and used our Scots as well.

A fleet meeting was held in mid January to elect new officers and to start planning for 1991. Officers elected this year are listed below:

Fleet Captain-

Don Ziegler-524 Newfield Rd.
Glen Burnie, MD 21061

Fleet Measurer-

Craig Decker-433 Edgewater Rd.
Pasadena, MD 21122

Treasurer-

James Demerest-419 Sylvview Dr.
Pasadena, MD 21122

Secretary-

Gary Sullins-
10218 Raleigh Tavern Ln.
Ellicott City, MD 21043

“Two Up and Blowing Stink”

by Jerry Hartman 414V

I was encouraged by my fellow Midwinter survivors to share our technique of racing with a guy and gal team. I've sailed in thirteen midwinters and still haven't got it all figured out yet. But hopefully I can help some of our fellow Scot sailors to handle their boats when it blows stink.

Before you start the regatta, there could be some boat preparation to be done; such as rudder angle, vang (enough purchases), and mast rake. Do all this preparing before you make the decision to race or not. The following suggestions will hopefully give you more confidence in racing safe and competitively.

First of all I move the mast back approximately one pin setting (1/2") or my forestay adjuster. This puts the mast back to around 28'4". It should loosen up the rig enough to move each shroud down to the next available position. This should tighten the rig up. Next if you haven't moved your rudder down to almost straight, now is a good time to drill a new 3/8" hole. That's all it takes. It really reduces weatherhelm. Make sure it stays down whichever way you prefer. I use a 1/8" pin through the rudder head.

Make sure everything is taped. When it blows, lines can find strange places to get caught in. Also carry an extra throwable cushion, even when it's a drifter everyone can have one to nap on. Make sure you have a strong anchor and plenty of extra line. A good bailor is also a necessity. I tie it down with an eight foot 1/8" piece of shock cord. It makes it easy to find and pass around.

The jib can be a real bear in a blow. First move the jib leads back on the track approximately five inches. This opens up the slot and allows the top batton to hook out approximately five degrees. Next we put double purchases on the jib trims. This could take some extra rigging according to what type of jib lead blocks you have. Ours has a ring on the car. You might be able to add a shackle pin or something. You'll need two small bullet blocks and a foot of 5/16" line to tie them to the clew of the jib. Then take an extra 5/16" spinnaker trim and run one end backwards through your jib rigging sys-

tem. When you get to the jib clew, run it through one of the bullet blocks then tie the other end off on the track or jib block. Then do the same with the other end. It's continuous sheeting, one goes out while the other comes in. We use the smaller line so it will go through all the blocks smoothly. Also tape the bullet blocks so they won't damage the mast. If you have ratchet blocks, you probably won't need them until it blows over 22 M.P.H. You'll be amazed how easily it sheets in and uncleats. The uncleating part is real important at times. When choosing sails, pick the flattest ones you have but new enough to stay together. We put an extra thin batton in the top of the main or one thick one. It flattens out the head of the sail and reduces heeling. Imagine how much pressure there is at the top of the mast when there is a lot of draft up there. You have to have the weight to counterbalance it. Now suit up and load up the beverage of your choice and await the race committee's decision. "BOOM"! The race committee decides to go out for a race. It's only blowing 20 and partly sunny. We're off.

Before I raise the main, I pull the out-haul out as far as I can and leave it there. I know downwind you're supposed to ease it, but only a gorilla crew can get it back in later. Next have a plan on how you're going to leave the dock and get to the race course, discuss it with your crew. Next have your crew untie the boat from the dock and reattach it in some way to make it easy to cast off. Then raise the sails and leave immediately. Don't let things bang around and such.

Now we're on the course waiting for the start. Do what little preparation as needed, slow down and save your strength. Now here's what we do to sail upwind and in control. You need to depower the boat as much as needed according to the weight you have. This is done by flattening the main by using the boom vang. The vang is most important, it keeps the jib forestay tight and it bends the mast which depowers the main. Use the downhaul accordingly to keep the draft approximately 45% aft. The vang should be adjusted enough to keep the tip of the boom parallel to the boat when

it is eased out. You'll find it takes a lot of pulling then pull it some more. Now bring it up the close hauled. We sheet the jib in hard and don't weathersheet. Now steer to the jib and play the main to keep the boat flat. Let it out all the way if you have to. Now the most important thing. Balance the boat with your weight. We move all the way in the back of the boat when there's big waves. Get the bow out of the water and skim over the waves. The centerboard will still be submerged so you won't skid. It also moves the mast aft which reduces weather helm. Steer to the waves accordingly and skip up to the weather mark. Before you round the weather mark, don't forget to ease the VANG.

We have the sheet marked to let the vang out far enough to put the top batton of the main parallel with the boom when on a reach. If you forget to ease the vang you'll probably break something. Go around the mark planning already. Pull the board up to stop the weatherhelm. Sail smart and take advantage of other's mistakes. Notice I haven't said spinnakers and won't. That's up to you.

Remember depower the boat. Keep your weight aft. Sail safe and have a great time flying your scot.

Here is an item I thought your readers might be interested in. It's not original with me — came across it about 14 years ago in a portside restaurant on Lake Erie.

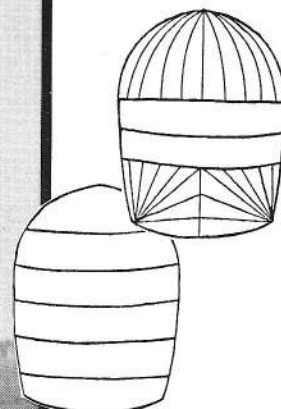
Glossary of Nautical Terms: The two terms most commonly used in boating are "PORT" and "STARBOARD".

PORT—facing the bow, PORT is on your left. It is easy to remember; PORT has four letters and LEFT has four letters; so PORT is LEFT.

STARBOARD—Since there are only two sides on a boat, and PORT is one of them, it is obviously clear that the other one is left; therefore, STARBOARD is RIGHT.

Penny Brown
FS 2652
Fleet #3

Excellence in Design, Fabrication and Service...



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FLYING SCOT PERMANENT TROPHIES

by *Bernie Knight*

This is the third in a series of articles providing a description of the various permanent trophies awarded at the NAC and at the Midwinters. This issue will focus on the special interest trophies awarded at the NAC based on race results and for special recognition, not related to race results. The next article will describe the trophies for individual race winners.

HURON PORTAGE YACHT CLUB TROPHY

The HURON PORTAGE YACHT CLUB TROPHY is awarded to the best woman skipper in the NAC each year.

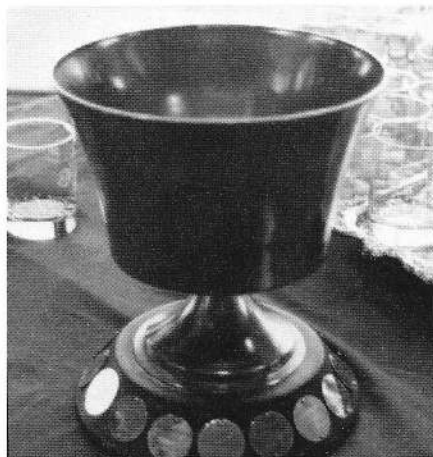
Past winners are:

1986 Holly Doquilla, Andy Christ, Jeremy Christ
 1987 N/A
 1988 Margaret Carson, William Sanjour
 1989 Margaret Carson, William Sanjour
 1990 Granny Dees

NANCY K. ROMAN MEMORIAL TROPHY

The NANCY K. ROMAN TROPHY is awarded each year to the highest finishing boat in the Challenger Division Boat with women aboard. Its first year was 1990, where it was awarded to John Merrideth, from Deep Creek Lake, MD.

Anytime there is no name engraved on a trophy for a given year, we have listed it as "N/A", not available. If anybody knows whose name should be in these slots, please drop me a note, so we can update our records.



DETROIT YACHT CLUB TROPHY

The Detroit Yacht Club Trophy is awarded to the skipper of the best club owned Flying Scot in the NAC each year.

Past winners are:

1971 Robert Greening & Robert White - Edison Boat Club
 1972 Dwight Leblanc - Southern Yacht Club
 1973 Tom Rawlins - Southern Yacht Club
 1974 George Haynie - Pensacola Yacht Club
 1975 Marc Eagan - Southern Yacht Club
 1976 Marc Eagan - Southern Yacht Club
 1977 Hans Kuschnerus - Detroit Yacht Club
 1978 Marc Eagan
 1979 Marc Eagan - Bay Waveland Yacht Club
 1980 David B. Killeen, Jr. - Southern Yacht Club
 1981 Randy Santa Cruz - Bay Waveland Yacht Club
 1982 Chuck Barnes - Pensacola Yacht Club
 1983 N/A
 1984 Chuck Barnes - Pensacola Yacht Club
 1985 N/A
 1986 Randy Santa Cruz - Bay Waveland Yacht Club
 1987 Steve Bellows - Pensacola Yacht Club
 1988 N/A
 1989 Steve Bellows - Pensacola Yacht Club
 1990 Peter Merrifield - Pensacola Yacht Club

PAUL C. SCHRECK TROPHY



The Paul Schreck Trophy was initiated in 1971 by Paul Schreck, who was one of the early sailmakers to support the class. According to the class handbook Paul Schreck won his first NAC in 1970, with a second in 1969. Schreck and his students were a factor to be reckoned with both in the GYA and nationally for a little more than a decade. The Paul Schreck Trophy is awarded each year to the NAC skipper in the Championship series with the most first place finishes.

Past winners are:

1971	J.R. Lundquist, MD
1972	Paul Schreck
1973	Douglas Sansom
1974	Tom Ehman
1975	Marc Eagan
1976	Kelson Elam
1977	Marc Eagan
1978	Marc Eagan
1979	Benz Faget
1980	Randy Santa Cruz
1981	N/A
1982	Andy Fox
1983	Andy Fox
1984	Greg Fisher
1985	Marc Eagan
1986	N/A
1987	Greg Fisher
1988	Randy Santa Cruz
1989	Greg Fisher
1990	Marc Eagan

STARTING LINE

**Tennessean April 13-14
Fleet 127, Old Hickory, TN
Harbor Island Yacht Club**

Nestled in the rolling hills of middle TN just 25 miles upstream from downtown Nashville. Private facilities, complete clubhouse. Ramp & hoist launch. Well maintained camp sites, nearby hotels & restaurants.

Contact: Nathan Dozier,
(B) 615-859-9350, (R) 615-865-6484.

**Lake of the Woods 10th Annual
Invitational April 27
Fleet 160, Wilderness, VA
Fredericksburg Area**

Last year - 19 Scots, 20 knots, and a fine spring day. Who says we can't do it again? Those that have been here know it's something special! Three races, one day, chicken barbecue, and a perfect forecast.

Contact: John Beery, Box 305 Low,
Wilderness, VA 22508
(703) 972-7411

**Grand Ole Open May 11
Fleet 127, Nashville, TN
Percy Priest Yacht Club**

Bring "Mom" to "Music City" for a fun filled Mothers Day on Sunday following Saturdays race. Well maintained public marina, ramp launch, docks just yards away. Well maintained camp sites, nearby hotels & restaurants. Y'all come.

Contact: Nathan Dozier,
(B) 615-859-9350, (R) 615-865-6484.

**Delavan Lake, Wisconsin
May 18, 1991**

Flying Scot Fleet 114 will hold their annual Spring Thaw Regatta at Delavan Lake Yacht Club, Delavan, Wisconsin, on Saturday, May 18, 1991. Three Races Series in 1 day of Season-startin' fun! For more information contact Jack McClurkin, 708-991-8092.

**Buckeye Regatta May 18-19
Fleet 37, Hoover YC
Columbus, OH**

Come and join us for this traditional, annual Spring KickOff Regatta. We've had good Spring sailing conditions the past couple of years as well as super competition between our local Hot-Shots and Out-of-Town talent. We are



"Fleet 95"

again planning to have a five race format as well as some memorable Saturday night socializing. Don't miss it.

CONTACT: John Lewis, 2046 Kentwell Rd., Columbus, Oh. 43221
Phone: (614) 457-3628

**Dandelion Regatta June 1-2
Fleet 86, Magothy River
Pasadena, MD**

Last year 13 boats came out for good wind and a lot of fun at the First Annual Dandelion Regatta. Come join Fleet 86 for guaranteed good sailing on the Magothy River, in the second Dandelion Regatta. Sponsored by the Potapskut Sailing Association.

Contact: Gary Sullins, 10218 Raleigh Tavern Lane, Ellicott City, MD 21043,
(301) 461-6443.

**Ohio District Flying Scot
Championship Hosted by
Fleet 165 & Cave Run Sailing
Association Cave Run Lake,
Morehead, KY June 22 & 23, 1991**

Chairman—Robert Summerfeldt, Ohio
District Governor
(304) 522-8897-Home
(304) 529-4795-Office

Cave Run Lake, located within the Daniel Boone National Forest, is the home of FS Fleet 165-The newest Ohio District Fleet—and is, without question, one of the most picturesque lakes in the country. Please join us for this not-to-be forgotten event.

**July 12 Wayzata Yacht CLUB
Wayzata, Minnesota**

Fleet 95 planning committee for the upcoming Midwest District Championship regatta. Hard at work are Ninja turtles, rabbit in hat, witches, devils, and the scariest of all - Eurasian Milfoil!

The Championships will consist of a five race regatta starting with the skipper's meeting at 8:00 AM Saturday. Saturday's dinner will feature foods from Minnesota.

Plan to come early and participate in the Midwest Singlehanded Championship. We have all heard about the "Hot Dogs that occasionally sail alone and win a race. This series will feature three races on Friday. Spinnakers will be flown! A new permanent trophy will be introduced for this series as we hope that it will become an annual event.

Contact regatta chairman, Larry Leistiko, for information and registration forms; 6508 Creek Drive Edina, Minn. 55435

**1991 North American Championship
July 20-26**

North American Championship, Riverside Yacht Club, Riverside CT. Registration and measurement July 20 and 21st. Entry form and further information in upcoming issues. Contact Bob Hellendale 203 637-4129.

(Continued on page 20)

Starting Line

(Continued from page 19)

Crystal Lake Classic August 3-4 Fleet 41, Crystal MI

Contact Chuck Sorrick, 929 Aspen Dr., Rochester, MI 48063
313-651-2899
Christopher R. Sorrick, D.D.S.,
(517) 235-4620

Flying Scot 1991 Invitational Regatta Maryland State Championship August 3-4 Fleet 6 Deep Creek Lake Yacht Club, Turkey Neck Deep Creek Lake, Maryland

Cool off this summer in the beautiful mountains of western Maryland. A five race series with open house at the club Friday night and dinner Saturday night.

Housing available with local sailors. Camping nearby (None on-site). For information contact Ted Rissell Rt. 1, Box 81F Swanton, MD 21561. Phone 301-387-6463.

CRSA Grand Annual Regatta Hosted by The Cave Run Sailing Association and FS Fleet 165 Cave Run Lake, Morehead, KY October 5-6, 1991

Chairman—Steve Branner,
Fleet 165 Captain
(304) 768-9673-Home
(304) 342-0159-Office

This multi-class regatta is the finale of the sailing season for the Cave Run Sailing Association. Major classes include Flying Scots, Thistles, National-one-designs, handicap daysailors & cruising. The Sunday Down the Lake race is a spectacular 10 mile parade that is enjoyed by all who participate.

Fleet 165 has recently grown from 9 to 12 flying scots and we're all pumped-up for the 1991 season.

Please call me if you have any questions about these sailing days.

McDougal August 31-September 1 Fleet 127, Old Hickory, TN Harbor Island Yacht Club

This 23 year old event is celebrated annually with the traditional bagpiper in full dress. Private facilities, complete clubhouse. Ramp & hoist launch. Well maintained camp sites, nearby hotels & restaurants.

Contact: Nathan Dozier,
(B) 615-859-9350, (R) 615-865-6484.

Oktoberfest September 21-22 Fleet 127, Nashville, TN Percy Priest Yacht Club

Come sail & celebrate. Well maintained public marina, ramp launch, docks just yards away. Well maintained camp sites, nearby hotels & restaurants.

Contact: Nathan Dozier,
(B) 615-859-9350, (R) 615-865-6484.

NOTICE OF REGATTA NORTH AMERICAN CHAMPIONSHIP

SITE – The 1991 Flying Scot North American Championship will be held from July 20 through July 26 1991 on Long Island Sound off Greenwich point, Greenwich CT. The Nationals will be hosted by Fleet 7 and sponsored by the Riverside Yacht Club.

REGISTRATION – Measurement and registration will be Saturday July 20 and Sunday July 21. Lift launching and mooring available.

SAILING – Conditions Winds are generally South Westerly in the range of 5-15 MPH at this time of year.

RACING SCHEDULE NAC – (Championship, Challenger and Masters)

July 22-26 – Junior NAC races July 21 – Womens NAC races July 21

HOUSING – The following Motel/hotels provide appropriate housing in the area: (all within 15 minutes driving distance from the Club.)

Hyatt Old Greenwich	Tel 1 800 233 1234
Howard Johnson Riverside	Tel 203 637-3691
	1-800 654 2000
Days Inn Stamford	Tel 203 357 7100
Harvard St.	

Note:

A limited number of accommodations will be available in Fleet 7 and surrounding fleet members homes. Please contact Chuck Harris for further details Tel 203 637-9021

CLUB BACKGROUND – The 1991 NAC will be the sixth Flying Scot nationals hosted by Fleet 7 at the Riverside Yacht Club. An experienced Regatta Committee has been busy all winter and early Spring preparing for this event. They promise you a fun-filled week of challenging and competitive sailing on the nearby waters of Long Island Sound.

CHAIRMAN – The Co-chairmen for the 1991 NAC are:

Chuck Edgar 203 661 6818
Bob Hellendale 203 637 4129

NOTE:

Additional information on registration and details on the social calendar will be in the May/June issue of Scots N' Water
Bob Kenney Regatta Correspondent

FLEET ONE - 1990

Caroline Freeman FS 3633

COWEN LAKE located near Wilmington, Ohio is the home of FLEET ONE. We had a very good year again, our Fleet is still strong with thirty-five of the large Fleet activity racing. Our season is mid-April thru' October and we had above average winds this year and sailed 42 races.

The Fleet awards its trophies based on a scoring of participation in ten or more races. Our top three were:

Lynn Goodwin FS 3889; Robbie Freemont FS 3808 and Bob Peterson FS 3699.

To encourage racing the Fleet also awards Challenger Trophies. These went to Ev Kitchen for the Spring Series; Sam Noe for the Summer Series; George Leet for the Fall Series and Tim Barrett for the combined Holiday Series. There's an OVER-ALL Award and this went to George Leet FS 401. C.L.S.A. scores somewhat differently based on a greater participation and this resulted in trophies going to:

Peter Morris for the Spring Series; Lynn Goodwin for the Summer Series; Bob Peterson for the Fall Series and Sandy Eustis for the Holiday Series.

We have suffered a drop off in racing participation this year altho' there are still

a good nucleus of folks that come every Sunday, notably a relative newcomer Stephan Yovan FS 1472 who sailed 38 of the possible 42 races. We are looking for a better participation this coming year and would appreciate any suggestions other Fleets have found successful. Once a month during the season after racing we have a Pot Luck Party on the patio of the Club House. Partying spills over to the non-sailing months at the homes of Fleet members. The traditional December party held at the home of Jack and Nancy Rudy this year saw 56 people celebrating Jack's 60th birthday. Yes, Jack is 60 folks!

King Neptune himself turned up to host a Roast for Jack. We also awarded some not-so-serious trophies for outstanding "seamanship". Stephan Yovan with his crew of two ordained Ministers was given the "Ordained Crew Only" award... they haven't as yet taken advantage of the power of prayer! Vince Capiello had the "Whose at the Helm" award to remind him of our FUN REGATTA held in June. In quite heavy air Vince and his crew fell out and the boat sailed on alone. John "Wayne" Eilers had to make a daring leap from a speeding jon boat to catch it before it ran

out of lake. The last award, the "Ignorance is Bliss" award went to Marie and Dick Dage who not only were not bothered by the building winds but flew their spinnaker while entertaining friends to cocktails and hors d'oeuvres quite oblivious to the impending tornado!

The FUN REGATTA we hold in June is held annually to promote confidence in racing. Old and New sailors are joined by a "Hot Shot" in their boat and a series of short races are run. Needless to say we take this advantage to award more crazy prizes. A can of WD-40 for a somewhat rusty skipper! and child's windmill for a skipper unable to find the wind! A large roll of Duct Tape went to a skipper who illustrated what happens if you don't know port from starboard!

I hope you can tell we do enjoy our sailing, we have a lot of fun and enjoy recognizing our talented sailors.

We would like to take this advantage to again invite you to our ANNUAL PIG ROAST REGATTA on 21st-22nd September, 1991. We offer well organized racing, good food and good company...

Caroline Freeman FS 3633
First Lady of Fleet One!

Midwest  **Aquatics Group**
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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 MAGI 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 and tiller 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: DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear; EXTRASPORT pdf's, ACCUSPLIT racing timers, at \$43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA 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. \$33 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

Boat Hoist: Aluminum "A" shaped hoist, lifts four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, anchor system, shipped partially assembled by common carrier or completely assembled on your SCOT trailer. Call or write for more details.

We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.

FLYING SCOT NEW MEMBERSHIPS LIST THROUGH 03/01/91

Fleet #	Boat #	Name	Address	City	State	Zip
Capital						
•	4669	Leslie J. Banyas	946 West Oceanview Ave. #8	Norfolk	VA	23503
•	2870	William F. Bowie	HC 1, Box 68-A	Gloucester Pnt	VA	23062
•	1445	Duncan Buell	236 Stampers Street	Philadelphia,	PA	19147
•	4721	Donald A. & Susan C. Cochran	Hickory Hill Road	Chadds Ford	PA	19317
•	4684	Robert E. Herzog	5430 Crestline Rd.	Wilmington	DE	19808
•	3920	Ken Hurt	1408 Greenbrier St.	Arlington	VA	22205
•	3680	Robert & Phyliss Marta	23 Tenby Court	Timonium	MD	21093
•	2484	Robert H. Meisinger	10910 Lansdowne Terrace	Midlothian	VA	23113
•	4541	John & Judy Pena	141 North Marshall St.	York	PA	17402
•	4390	Bert Van Anglen	R.D. 2, Box 247	Gilbertsville	PA	19525
•	4062	Jennifer Wyanski	5185 Park Avenue	Shady Side	MD	20764
•	Co4062	Cynthia Bither	5185 Park Avenue	Shady Side	MD	20764
Carolina						
•	0984	Michael K. Kirk	808 Lakecrest Ave., Apt. 1207	High Point	NC	27265
27	2409	Michael & Gerr Taylor	2205 Foxcroft	Wilson	NC	27893
27	1062	Nathaniel C. Wilson	3017 W. Annaley Drive	Raleigh	NC	27604
•	Asc	J. Ralph Harlan	P.O. Box 696	Cornelius	NC	28031
G.T. NY						
162	4170	Harold Gerhab	118 Compass Ave.	Beachwood	NJ	08722
173	4501	Robert R. Kaiser	21 Elm St.	Sayville	NY	11782
142	4533	Eric & Francine Lee	1085 Worburton Ave. , #301	Yonkers	NY	10701
•	4681	Steven J. McGarry	4 Belaire Drive	Westport	CT	06880
7	2688	Morgan C. Mitchell	31 Jones Park Drive	Riverside	CT	06878
•	4723	Robert T. Moody	7 Little Leaf Court	Wilmington	DE	19810
•	4415	Dennis N. Nitka	8 Spring Valley Drive	Holmdel	NJ	07733
24	2516	Mark Riefenhauser	100 Pumpkin Hill Rd., #24	New Milford	CT	06776
•	4302	Scott B. Schermerhorn	876 River Road	Fair Haven	NJ	07704
7	3667	D.O. Williams	5 Pilot Rock Lane	Riverside	CT	06878
•	Asc.	Cathy Creem	45 Cooper Drive	Waterbury	CT	06704
•	Asc	James Leggett	35 Tansy Court	Bedminster	NJ	07921
•	Asc	William T. Nottingham	52 Carriage Lane	Clifton Park	NY	12065
•	Asc	Darryl Waskow	8 E Brookline Ct.	Princeton	NJ	08540
Gulf						
165	1642	B. Paul Bogardus	P.O. Box 1112	Ashland	KY	41105
121	2816	Mike L. Crowder	815 54th Avenue, East	Tuscaloosa	AL	35404
•	3405	John F. Funoin	3020 Brook Hollow Ln..	Birmingham	AL	35243
85	3268	Jerry M. Medley	2221 East Aberdeen Drive	Montgomery	AL	36116
Mich.-Ont.						
•	4275	Robert McCelland	7627 Cottonwood	Richland	MI	49083
•	4457	Patrick McCollough	1310 Commerce Ctr. Bldg.	Lansing	MI	49833
20	4529	Thomas W. O'Haver	2367 Weber Drive	Dexter	MI	48130
Mideast						
•	2893	Joe Cooper	10421 Rosewood Court	Carmel	IN	46032
•	2741	W.J. Gashel	3660 Applewood Lane	Rockford	IL	61111
•	2982	Neal C. Torney	310 Edgar Avenue	Rothschild	WI	54474
•	Asc	William Cornell , MD	200 E. Delaware #4D	Chicago	IL	60611
95	Asc	Tim Hanrahan	4524 Chatalain Terr.	Golden Valley	MN	55422
•	Asc	Deborah S. Russell	2611 Simpson St.	Evanston	IL	60201
•	Co2435	Dey Watts	684 Greenleaf	Glencoe	IL	60022
N. Eng.						
•	2924	Marilyn Evans	41 Virginia Lane	Newburyport	MA	01950
•	3116	Michael T. Walsh	36 Wapping Road	Kingston	MA	02364
•	0828	Half Zantop	3 Woodmore Drive	Hanover	NH	03755
76	Asc	Jay McNeff	41 Croos St.	Foxboro	MA	02035
Ohio						
•	3966	Patrick F. Aubourg	526 West College St.	Granville	OH	43023
•	2999	Edward & Joan Cornfield	Rt. 4, Box E 135	Deer Park	MD	21550
•	3388	William Tingle	3104 Leechburg Rd.	Newkensington	PA	15068
•	Asc	Linda Sue Carr	8648 Willmette	Dublin	OH	43065
•	Asc	Flynn P. Helmick	2165 Alger	Lakewood	OH	44107
80	Asc	Patti Jahns	101D Cliffside Drive	Monroeville	PA	15146
Pacific						
•	Asc	Dave Anderson	1812 Jeppson	Idaho Falls	ID	83404
Prairie						
•	4708	John & Linda Burke	7014 E. Appleton Circle	Englewood	CO	80112
Texas						
23	0889	Kendall & Paige Cashion	10208 Lake Gardens	Dallas	TX	75218
•	3225	Robert W. Starck	2404 Winged Foot Cove	Austin	TX	78747
•	3441	Guy Stovall, III	P.O. Box 906	El Campo	TX	77437
Florida						
•	4226	Dick Gibbs	316 W.Lake Avenue	Auburndale	FL	33823
•	1864	Rick Harty	800 West Avenue, #417	Miami Beach	FL	33139
90	1881	Johann Martens	8285 S.W. 114th St.	Miami	FL	33156
75	4714	Fredreich Meno	Bay Point Box 28454	Panama City Bc	FL	32411
•	4627	James Zyren	#1116, 201 Plantation Club Dr.	Melbourne	FL	32940

CAVEAT EMPTOR

FS 398 – fully equipped \$2,500 Gator trailer & extras. Located in Geneva, IL. Contact Jack Lacey, 175 S.E. St. Lucie, H-195, Stuart, Florida 34996 Phone (407) 286-4068.

FS 753 – Good condition; Used avg. 6 times/year; Lofland; all standing rigging and mail halyard replaced recently; Sails used very little. Includes spinnaker, extra main and jib, Lofland trailer, motor bracket, anchor, life preservers; etc. etc. — \$1950. Tom Oehring, 18 Mayfair Lane, Lincolnshire, IL 60069-3223, (708) 945-3911.

FS 857 – Customflex white deck, green hull, new Regatta Baltoplate racing bottom with white strip. Harken race rigged. 6-1 boom vang, waco 360 centerboard fitting and more. Motor mount bracket, tilt trailer, spare tire. 3 suits sails, spinnaker. Boat in excellent condition. Asking \$3,300. Dr. Bloomberg 6640 Harrington, Youngstown, OH. Home (216) 758-4265 Office (216) 758-6671.

FS 874 – Douglass, yellow hull, white deck, good condition, Schurr sails 3 HP Segal outboard with bracket, cockpit cover, boom cover for main, spinnaker pole, mast hinge, Sterling trailer with spare tire, \$3,000. Robert Burton 177 Woodhaven Circle, Athens, Georgia 30606 (404) 549-6706.

FS 1245 – Good condition, Race or Daysail Harken Blocks. 2 sets sails. \$3,000 or best offer. Must sell. Paul R. Drummey, Duxbury, Mass. (617) 934-6306.

FS 1642 – Douglass, blue with white deck. Two sets of sails (Schurr - excellent; North, built by Fisher - like new). Spinnaker, Harken blocks, race equipped with an extra good trailer, \$2500.00. All safety equipment included. Stephen Anderson, 2439 Olde Sawmill Blvd., Dublin, Ohio 43017 (614) 889-9174.

FS 1675 – Racing Custom Flex and trailer, 2 owner boat. Rigged for racing, two rudders, extra stays, correct weight, slick hull. Three sets of sails, two spinnakers. Corky Ott, Rt. 4, Box 443, Lake of Egypt, Marion, IL 62959, (618) 964-1262 or 457-6324.

FS 2109 Douglass built 1972, Race ready, LT blue hull/white deck, Galvanized trailer, Spare tire, 3 sets of sails MJS, Modern race equipment, Shimmied Board, Excellent race condi-

tion. \$3500. Located Long Island, NY, ERIC (516) 889-6822.

FS 2252 – Good shape, dry docked, jib, main spinnaker with trailer, will transport reasonable distance \$2,500. (312) 975-0376. Ben Harris.

FS 2435 – Douglass. Light blue hull, white deck. Two suits Murphy and Nye sails, two spinnakers, cover, sears trailer. Very good condition. Indoor storage. \$3,500. Located in Glencoe, IL. Call Dey Watts (708) 835-3597 or Judy Landis (616) 526-5719 after 6 p.m.

FS 2697 – Douglass; white hull, pale green deck, green water line strip, new bottom paint, full cockpit cover (2 years old), mast hinge, outboard motor mount, Schreck Sails, spinnaker hardly used, galvanized Sterling tilt trailer, all in EXCELLENT CONDITION, \$4,000 or best offer. N. W. Johnson, 540 Scofieldtown Rd., Stamford, CT 06903 Home: (203) 329-8751.

FS 2991 – Custom Flex, red hull - white deck, some harken, original sails, spinnaker. Solid boat, looks new. Pamco trailer, \$3500.00. Bob Bergman, 359 W. Clankston Rd., Lake Orion, MI 48362. Office: 313-693-2347, Home: (313) 693-7252.

FS 3017 – Custom flex, white deck/yellow hull. 2 suits of sails, spinnaker, deck cover. Dry sailed only. Top condition. \$4000.00 firm. Bill Riley, 270 River Ridge Pointe, Little Rock, Ark. 72207, H-(501) 225-5364, O-(501) 562-4838.

FS 3081 – Douglass built, cream deck, tangerine hull (still have original can of paint). Original main, jib. Harken blocks, Sterling tilt-trailer, Barnegat anchor, outboard bracket. New tiller, rudder-head, mast-hinge, spinnaker, pole and cockpit cover. Excellent condition. Reasonable offer. George Kalnitsky, 10 Lakeview Dr., RR 6, Iowa City, Iowa 52240. Ph. (319) 351-9169.

FS 3274 – Douglass built, white hull and deck, blue bottom, red waterline, Schurr main and jib, motor mount, blue cover for main, canvass boom tent, very good condition. Sterling trailer, with spare tire. Little used 2.2 Mercury motor. \$4,000. Chris Salb, (516) 725-0740, Sag Harbor, NY.

FS 3317 – With heavy duty trailer, \$3,500.00. Paul Schreck Co., Lillian, AL 36549, (205) 962-2570.

FS 3359 – Douglass yellow hull & deck, 2 mains (1 like new, with cover), 1 jib (1 season). New motor mount. Eastern Long Island. Sail it home! Only \$3500.00. (718) 638-9565.

FS 3672 – Douglass ivory hull with orange boot-top. Galvanized trailer/nosewheel jack/tie-down rig and full custom cover. Schurr sails with spinnaker and spinnaker pole, rigging, etc. Many extras: outboard bracket, compass, Harken blocks, boom vang cunningham, etc. Excellent condition—an honest 8 (of 10)! \$5,000. (reduced) contact Frank R. Middleton, Ill 508 Partridge, Albany, GA 31707 or (912) 883-3166 after 6 p.m.

FS 4087 – Sailboat one owner, never raced, trailer stored, Schurr main, jib and storms'l. Ivory/green, mast hinge, lifting bridle, Tee-Nee galv. trailer, motor bracket, paddle and vests. \$5500. Optional with boat: '79 Mariner 3.5 hp., L.S. w/less than 15 hrs. \$450. All items Excellent condition. (904) 438-2403, Pensacola, FL.

FS 4175 – Owner transferred boat in Ohio, Douglass 1986, excellent condition, anti-fouling painted, Schurr main & jib, spinnaker, mast hinge, internal spinnaker, Waco 360, motor bracket, compass, Harken blocks, anchor. Original owner, racing equipped, full cover, Tee Nee trailer, \$6500. Contact Bob/Barb Skillman, 1410 Wingfoot Loop, Laredo, Texas 78041-1909, (512) 725-4065.

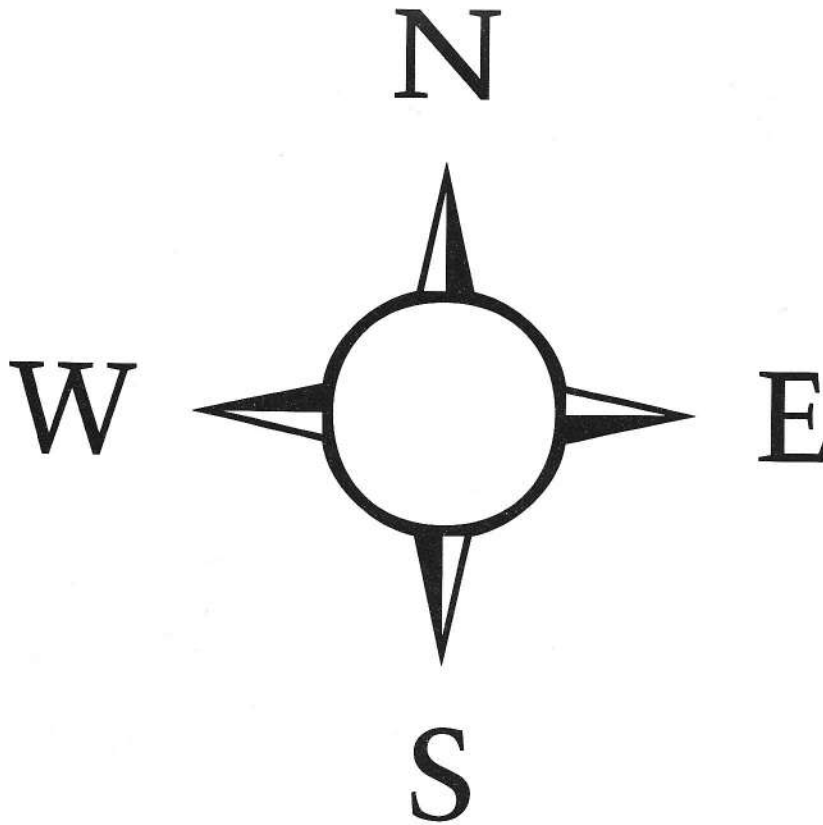
FS 4406 – 1988 Douglass, excellent condition, dry sailed, used little, never raced, silver hull off white deck, blue trim, completely equipped with most options, Schurr sails; main, window jib, spinnaker (never used), Tee-Nee Galvanized trailer, sidemounted outboard bracket. \$7,500. Clark G. Cook, 820 Annabelle St., Vestal, NY 13850, evenings (607) 748-9747.

FS 4672 – 90 Douglass, white hull/deck, schurr sails with windows, spinnaker (never used) Tee Nee Trailer, waco 360, Cunningham, full cockpit cover (blue), Jiffy Reef, outboard bracket, mast hinge, anchor and line, compass, factory vine-last bottom paint, six sailings, like new, \$8,000. Bob Meli, Manahawkin, NJ Office (908) 524-3355.

WANTED: Used FS in Massachusetts/Conn. area. Contact: Bruce Pennino 508-829-7131 or 35 Woodridge Rd. Holden, MA 01520

WANTED: Used Flying Scot, in New England area, older boat in reasonably good shape. Contact: Mike Pembroke (617) 323-2776.

District Governors



CAPITOL DISTRICT

Robert J. Post, Jr.
Box 581 Lake of the Woods
Locust Grove, VA 22508
(703) 972-7134

CAROLINAS DISTRICT

Dave H. Batchelor, Jr.
422 Marjorie Dr.
Cary, NC 27511
(919) 467-3512

FLORIDA DISTRICT

Thomas C. Hudson
986 Haas Ave. NE
Palm Bay, FL 32907
(407) 725-3008

GREATER NY DISTRICT

David P. Jacobsen
376 Old Sherman Hill Rd.
Woodbury, CT 06798
(203) 263-0769

GULF DISTRICT

Terry Dees-Kolenich
4 Navy Lane
Spanish Fort, AL 36527
(205) 626-7175

MICHIGAN-ONTARIO DISTRICT

Doug P. Christensen
9215 McGregor Rd.
Pinckney, MI 48169
(313) 426-3510

MIDWESTERN DISTRICT

Larry Klick
5415 Glenwood Ave.
Minneapolis, MN 55422
(612) 546-1042

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15 Rolling Lane
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33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731

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Robert J. Summerfeldt
517 Ninth St., Suite 713
Huntington, WV 25701
(304) 529-4759

PACIFIC DISTRICT

Tim C. McCarthy
1915 Edgeview Way
Discovery Bay, CA 94145
(415) 634-0776

PRAIRIE DISTRICT

James W. Calvert
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Emporia, KS 66801

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Bruce Moore
9554 E. Valley Ranch
Irving, TX 75063
(214) 506-7842

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Columbia, SC 29205

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