

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVIII, NUMBER 4, JULY/AUGUST 1986

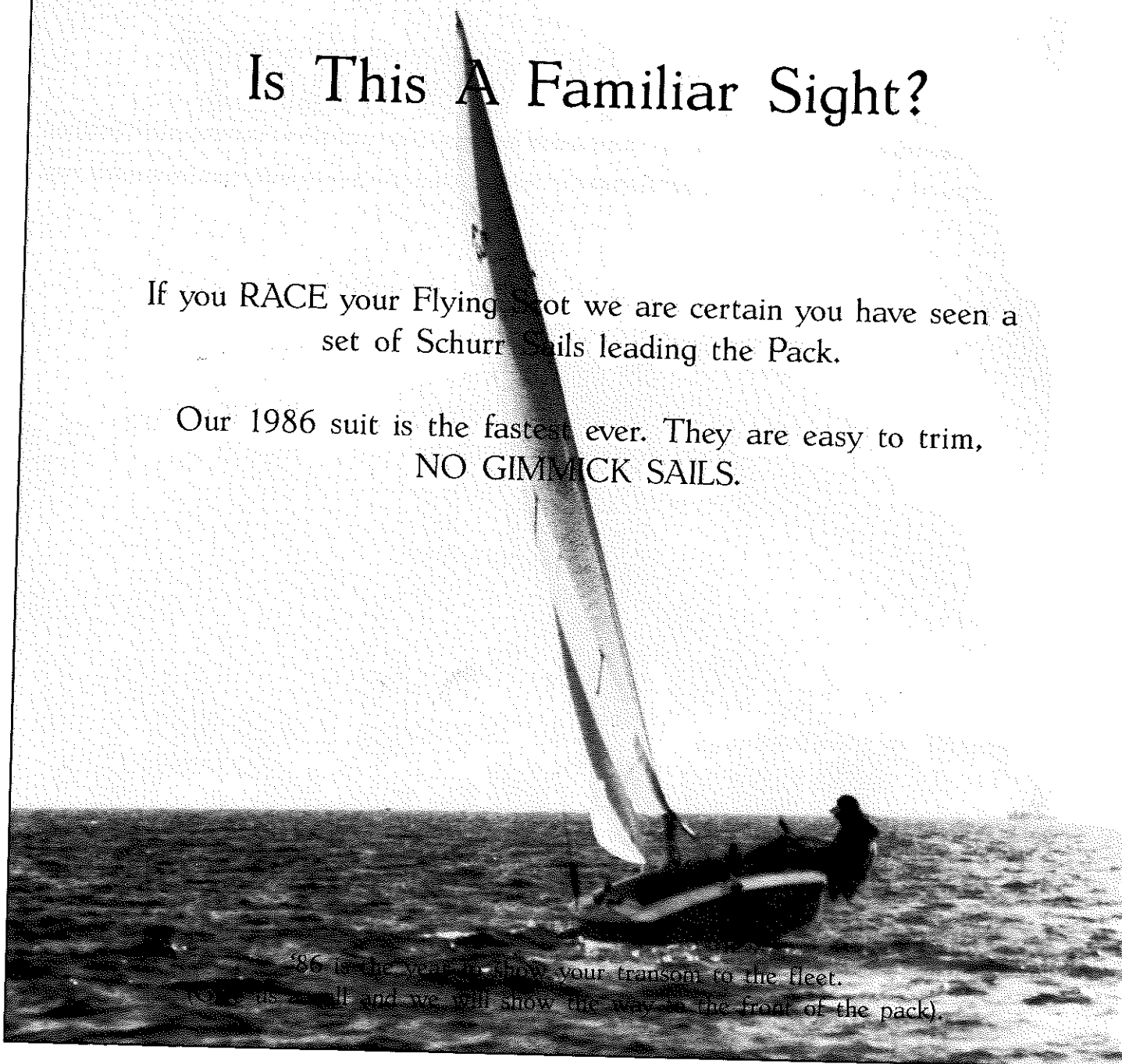


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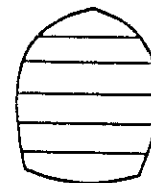
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**Cover Photo:** Flying Scot Sailors gather outside the Saint Andrews Yacht Club, Panama City, Florida during the "Picture Perfect" 1986 Mid-Winter Championships. (Ed Eubank Photo)

JULY/AUGUST 1986

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## Scots n' Water

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# Responses To "Fleet Building" Issue

Dear Pat,

Thanks for a very good issue, the March/April issue on class building. I have had a lot of positive responses at the shows, from owners, would-be owners, and members of other classes. At the Cincinnati show last weekend, I talked with the Highlander people about it and found them to be impressed. I hope the issue stimulates action, and sets members thinking how they can promote the class.

I have a comment on your discussion of prices. Our package price is \$7,490 for boat, Schurr main and jib, galvanized trailer designed especially for the Scot, tie-downs, and class registration. It has been right around that for three years. Most beginners buy first with just main and jib and add the spinnaker later, if at all. I think that we should not unduly alarm folks with talk of high prices.

One comment on financing, which is a problem in many areas of the country. We offer financing at 12% simple interest through a local bank. They will finance 2/3 of the total price, for three years. This is a good deal and it has been available for years. During the shows recently, we ran a special at 8.5% on the same basis. So financing is available to the potential Flying Scot purchaser.

I believe that the competition today is not in the good one-design classes, but in the 'junk' boats. I do not have to list them, but whatever they offer to the beginner, they all do not really sail well. Sailing instruction is a must for anyone selling boats. Our clubs must run Junior programs if they want to be around in the future.

You raised many valid points, and I wish to thank you for the work you invested in our cause. Best wishes and good sailing.

Eric Ammann  
President, Gordon Douglass Boat Co.  
Deer Park, MD

Dear Eric,

*Thanks for sharing the ideas with current and potential buyers of the Scot, as well as with other classes. We will grow in some relation to the growth of one-design sailing, in general.*

*I appreciate the clarification you have given on the price and financing arrangements you offer. It will be valuable to both current and potential Scot sailors.*

## Letters To Editor

### Patrick J. Barry, Jr. Fleet 20, Michigan



*As our outstanding principal builder, you, too, are to be congratulated on your part in that issue and in your long-standing and very active commitment to the Flying Scot Sailing Association. I have dealt with many builders in the past and can tell you that you are absolutely the best, by any standard of measure. Please keep up your good work!*

Dear Pat,

You have really outdone yourself with the latest issue of *Scots n' Water*. An entire issue devoted to fleet building. I will read every word!

It arrived just in time to present it to the One-Design Class Council Meeting in Chicago. I passed it around to about 25 class representatives in attendance. I also offered them the opportunity to use any of the material in their own newsletters, with your permission and proper credit.

The ODCC was so impressed by the issue that we would like to send it to all the classes!

Thanks for showing us all how it should be done! Keep up the good work.

Lee Parks  
Onshore Director  
United States Yacht Racing Union  
Newport, RI

Dear Pat,

The recent March-April, 1986 issue of *Scots n' Water* is by far the best issue I have seen in my 20 years as a member of the Association.

I, too, have been concerned about the entire question of "Why aren't more people sailing?" and hadn't gotten around to sending you something I found in *Sailing Magazine* last month, but I shall enclose it.

Thank you for your very stimulating issue and I think we'd all better get to work. I am not a racer but want to see the continuation of the Flying Scot Sailing Association and sailboat. I've been very aware of the decrease of day sailing in this area. The young people are all into board sailing and middle age people are all into the cruising boats. I know this decreasing participation isn't only present in sailing but in many other activities, as well.

When I joined the Association, there was a manufacturer within 100 miles of my area and an active dealer at our own lake. At the present, I couldn't even tell you of a Flying Scot dealer in the state of Michigan, other than T-J Sales. We still have over 20 Scots in our fleet. Most of them seem to sit there. Let's have a lot more on this subject and see what we can all do.

Thank you for this splendid issue.

George D. Stilwill  
Lansing, MI

Dear George,

*I'm really glad to see that this issue has struck a responsive chord with all members of the Association, day sailors as well as racers.*

*Thanks for the fine article which we may reprint in the future as we continue a regular series on Fleet Building techniques.*

*If you have any specific ideas that you think would help to stimulate fleet activity, please send them along, at any time!*

*And thanks for your very kind words!*

Dear Pat,

Your March/April issue is one of the best ever. I am taking a copy to the USYRU meetings in Chicago later this week and will urge the other one-design classes to copy what you have done.

I have enclosed two "fleet building" ideas which you may wish to run in a future issue.

Tom Ehman, Jr.  
Secretary, FSSA  
Newport, R.I.

(continued on page 5)

SCOTS N' WATER



(continued from page 4)

The following is excerpted from the April/May Fleet 65, Atwood Lake, Ohio, Newsletter.

The April issue of **Scots n' Water** generated more conversation about our sport and our little sailing dinghies than I've heard in a long time. The threat seems to be coming from the chopped and blown 'F.R.P.'s', floating, cottage-type sailboats. Never thought that there would be over 300 cruising class auxiliaries on our little lake. It could be confined fun to weekend on board, but as they admit, some have been through the small-boat bit and no longer get out there and sail as a routine thing. It seems many of the people in our fleet have places at the lake, aren't looking for quarters, and enjoy real one-design sailing. As S n' W points out, though, our fleet will have to work at strengthening our membership. Pat Barry deserves our congratulations for devoting an entire issue to this subject. Our Fleet 65 officers are certainly planning a program for centerboard sailors for the coming season guaranteed to promote growth activity.

Erwin Lauffer  
Editor  
Atwood Lake, OH

Dear Erwin,

*I'm glad to hear that the issue generated such positive discussion in your fleet.*

*As your plans progress and your activities are run, will you please let me know how they were received and what seemed to generate fleet interest?*

*Congratulations on your continued excellent work as Fleet 65 Newsletter Editor. It is always informative and interesting. I enjoy reading each issue and wish other newsletter editors would be so kind as to put me on their mailing list as well!*

Dear Pat,

Your special issue on the future of Flying Scots struck a responsive chord as I have been wondering about similar issues for some time. Obviously, you and the other experts featured in your special issue have spent far more time thinking and talking to others about these problems than I have, but some of the conclusions I have reached differ from yours.

I believe that monohull centerboarders are 'boxed' between two other types of sailboats that are sucking-off the old market for large centerboards. The first type of boat is the small keelboat. These boats box the Scot on the upper end. The second type are the 'youth' boats such as the catamarans and Lasers which box

the Scot on the lower end. For example, a Hobie 14 lists at \$2,395, a Prindle 16 at \$3,995, and a Laser at \$1,995 in the 1985 issue of Sailboats '85. In 1985 the Laster boasted a production of 120,000 hulls built since 1970. I believe the Hobie 16 sail numbers on our lake are in the six figures, as well. Considering the Laser and Hobie as the two most popular boats of their type, it is apparent that the growth of these two classes alone is at least 50 times the growth of the Scot class in far less time! So I don't believe that small one-design boats are losing their luster; my interpretation is that the interests of sailors are changing in a direction away from large centerboard monohulls.

If I am right, then what can be done to increase the Scot's share of the market? I can only speak from our family's experience. I'm a long-time sailor who began in the '50's in a Penguin dinghy. Three boats later, my wife and I found ourselves in a Hobie 16 in the mid-1970's. After sailing it for five years, we concluded that "white-knuckle flights" were no longer fun, just an endurance contest. (I notice that Hobie sailors spend most of their time socializing on the beach, so they may feel the same, even though they are typically 25 years younger!)

(continued on page 6)



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(continued from page 5)

We decided that we needed something tamer, and more comfortable, but still with high performance. We were also interested in entertaining our teen-age kids and guests. We couldn't bear the thought of a poky keel boat after the Hobie 16, so the Scot seemed the ideal choice. I suggest that the majority of Scot owners have similar reasons for choosing the Scot and I think that these factors should be emphasized in advertising and recruitment.

Another way of thinking about the Scot's problems is the natural progression of boats that are owned as one gets older. In one's youth, one is attracted to relatively inexpensive, wet, uncomfortable, high-performance boats. As middle age creeps in, and one's kids get bigger, a larger and more comfortable boat becomes more attractive and now it can be afforded. At this point, and probably only at this point, the experienced sailor can be seduced into buying a Scot if its advantages over a keel boat — such as performance with comfort, the ability to dry sail, saving money, etc. — are emphasized. While I think that some recruits can be gained by teaching sailing, one might have better results by taking the older Laser and Hobie sailors for rides. After all, if we could recruit just 1% of them to the Scot, our class would increase in size by 50%!

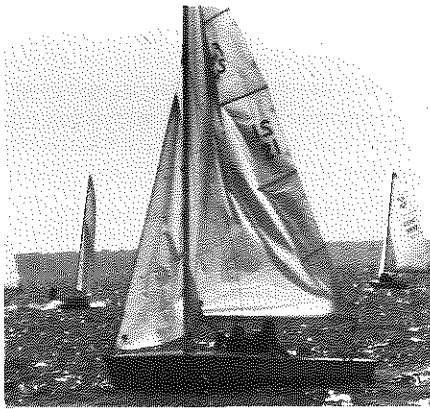
My hypothesis is that the Scot is mostly attractive to the middle-aged experienced, sophisticated sailor who likes high-performance sailboats, but who is no longer willing to endure the discomfort associated with them. Why not test this hypothesis by advertising in Hobie and Laser magazines to try to attract sailors leaving these classes for small keel boats? Why not poll new Scot owners to find out why they chose the Scot in preference to a small keel boat, a catamaran, or a smaller monohull?

Charles Gettys  
Norman, OK

Dear Charles,

*You raise some interesting points. It is true that Lasers and Hobies have experienced phenomenal growth. I do know, however, that even they have seen that growth level out in the last few years. Thus, the problem of declines in one-design sailing seem universal, though, perhaps, less so in some classes than others.*

*Your analysis of who buys Scots and why will certainly be relevant to many Scot owners.*



*The point about the social nature of the Hobie 16 sailors should not be overlooked. I, too, have noticed that many off-the-beach boats seem to spend a lot of time on the beach. I think, however, that may be a testimony to the strong social bond that those classes encourage and foster. Many times their regattas seem to be social events with some races interspersed to keep things lively, especially when the conversation drags. These folks are onto something! Perhaps we need to look at how we can emphasize the social aspects much more!*

*Your idea of advertising in the "youth" magazines is interesting. Certainly worth some consideration, though I'm not sure our ads would be welcomed, exactly. The ideas on publicity will be passed on to our builder and our class officers.*

*Keep your ideas coming in!*



Dear Mr. Eubanks,

I am a subscriber to **Yacht Racing and Cruising** magazine. I subscribe to it because it is the best publication for one-design boats and sailors. I'm also an active member of the Flying Scot Sailing Association.

In the most recent issue of **YR&C** (May, 1986), there are at least five mes-

sages/advertisements for established one-design dinghies. The Lightning piece, 2/3 of a page, seems to appear monthly. How does the Lightning association do it? Are their financial resources so much greater than ours? Our second-most important regatta of the year, the mid-winters, has not been publicized in **YR&C's** calendar of events.

It seems to me there is some incongruity in the theme of the last issue of *Scots n' Water*, "The Future of Flying Scot Fleets" and the association's lack of effort to publicize the class.

Let me say I believe the FSSA and Pat Barry do a fine job with the class newsletter. But before we publically announce the demise of the class, I think we ought to first make a stronger, more concerted effort to promote the Scot and our Association. According to 1985's income statement, only \$763.20 was spent to promote the Scot while \$2000.00 was budgeted.

I believe the continued acceptance of the Flying Scot and the growth of our Association lie in our own hands. We need to promote the boat more aggressively. It requires both money and the commitment of Scot sailors. Let's spend the full budgeted amount of \$2000.00 this year to promote the Scot and gauge the effect. You have my commitment to help in any way which may be required. Please don't hesitate to contact me.

Gary S. Henderson  
W. Bloomfield, MI

Dear Gary,

*Thank you for your thoughtful and thought provoking letter of April 10.*

*The lack of promotion of our regattas was the subject of discussion at our recent Board Meeting at the Mid-Winters. We are redoubling our efforts to see that these omissions don't take place in the future.*

*The Gordon Douglass Boat Company does advertise in a number of publications and the FSSA will do some advertising this year. Last year, the funds went unspent in that category because we were in a financial bind.*

*At present, we are attempting to increase our income by having a raffle for a Scot donated by the Douglass Boat Company. These funds will be used for class promotions.*

*We all agree with you and appreciate your dedication to the Flying Scot and the FSSA.*

J. Edgar Eubanks  
Executive Secretary

# Association Spotlight

## Scots n' Water honored at USYRU Fall Meeting

In late August, 1985, *Scots n' Water* Editor Pat Barry received a call from the United States Yacht Racing Union's One-Design Class Council President Gay Lynn telling him that *S n' W* is perhaps the finest all-around class publication of its type in the country and asking him to come to Atlanta for the USYRU Fall Meeting to share his expertise on newsletter publications. With an invitation like that, who could resist? Not Pat, nor FSSA Executive Secretary Ed Eubanks who found the funds and made the arrangements for Pat's trip. Pat flew into Columbia, S.C., for a tour of the FSSA offices and met a very talented and attractive all-female staff (Ed is no fool!). From there, Pat, Lay-out Designer Nancy Cooper, and Advertising Director Donna Welle made the four hour drive to Atlanta. At the meeting itself, Ms. Lynn held up a recent issue of *Scots n' Water* and de-



Pat Barry discusses newsletter production at the USYRU meeting. (Donna Welle photo)

clared it to be "My personal favorite as best newsletter publication in the country"! Though the many other editors in attendance may not have appreciated that comment, you know of at least three people who did! Following the presentation and discussion afterwards, the trio left; Pat to Detroit and the ladies back to Columbia. It was a fast and exciting two days.

Notes of congratulations on the publication and presentation were later received from Ms. Lynn and USYRU In-

shore Director Lee Parks, herself a newsletter editor. In fact, Pat has been recently invited out to San Diego to present a similar seminar at this Fall's USYRU meeting.

It's a continued source of pride to know the Flying Scot Sailing Association, its leaders, and its employees, are so highly valued in the One-Design sailing community.

## Names in the News

If you're a long-time Scot sailor and/or a Schurr Sails customer, you probably noticed a name conspicuously absent from the winners' list of this year's Mid-Winters: **Chuck Barnes**. An ace sailor and sailmaker, Chuck has left the employ of Alfred Schurr and has opened his own company, 'Charles Casual Sportswear'. Located near Pensacola, Chuck plans to make retailing his career for the future. He's working hard at his business and plans to go light on Scot sailing for the next year or so. Until then, he's happy being busy at work and being engaged to be married. Long-time Schurr sail customers will be glad to know he will continue to consult on sail design with the Schurr loft. Our sincerest best wishes to Chuck — oops! 'Charlie' — in this new

(continued on page 8)

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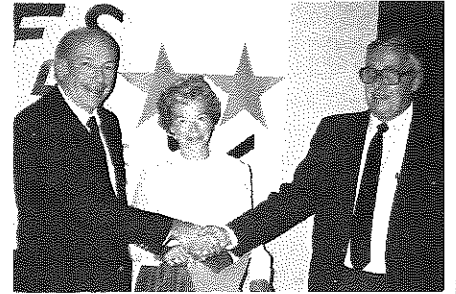
venture. We'll miss you, Chuck. Get out on the water with us soon!

The Schurr loft will continue to have a fine sailor representing them at Scot events as **Steve Bellows**, Chuck's crew for the last few years, will be assuming his duties. Steve is a 'local boy' who has sailed Scots since he was about eight years old out of Pensacola Yacht Club. In fact, Steve used to sail against Chuck when they were younger. Steve has a long history in Scots, having skippered in a Mid-Winters at the ripe age of 14! He's been with Alfred for the past few years and sails cruising boats and catamarans as well as Scots. Best wishes to Steve in his expanded role as both Scot skipper and sailmaker!

Speaking of new roles, we're pleased to announce the union of the North and South in a recent Scot marriage. Outstanding sailmaker and all-around great guy **Greg Fisher** wed experienced Scot crew **Charlotte Gordon** this past January. 'Hear tell the folks down South were real happy about Charlotte marrying Greg, but "did he have to be a Yankee, Charlotte?" Like Greg, Charlotte is no stranger to Scots, having been tutored by Larry Taggart in several years of sailing with

## Fleet 65 Honors President

Fleet 65 is proud of its tradition and fleet accomplishments. Most recently, they were pleased to recognize fleet members and newly-elected FSSA President Jack Stewart and his wife and crew, Martha Lee. Presenting the Stewarts with the stars that symbolize the office is Fleet 65 Newsletter Editor Erwin Lauffer. Public displays of pride and affection can only strengthen a fleet and we're sure that Fleet will be stronger than ever this year!



Jack and Martha Lee Stewart are recognized by Fleet 65 Captain Erwin Lauffer.

him around their native New Orleans area. And is this match made in 'Scot-heaven' or what? Where did they meet? Why, at the 1985 NAC's! Good luck and smooth sailing on Tranquility Bay to both Greg and Charlotte!

'Tranquility Bay' may not completely describe his new location, but to Scot sailor **Craig Leweck**, California is once again his home. A great sailor, sailmaker, and party-animal extraordinaire, Craig made a large mark on Scot sailing in the few

short years he was living in the Midwest and working with Greg Fisher at Shore Sails. Even winning the Ohio Districts last year, though, couldn't deny the ties he had to home in California. Craig left Shore in the fall and returned to California where he is now employed by Sobstad Sailmakers. He is sailing many boats in his job, most actively the Snipe. We wish Craig good luck and hope our wakes cross again in a Scot regatta out West someday.

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# THE GOVERNOR'S REPORT: THE MIDWEST DISTRICT

Bernie Knight  
Governor

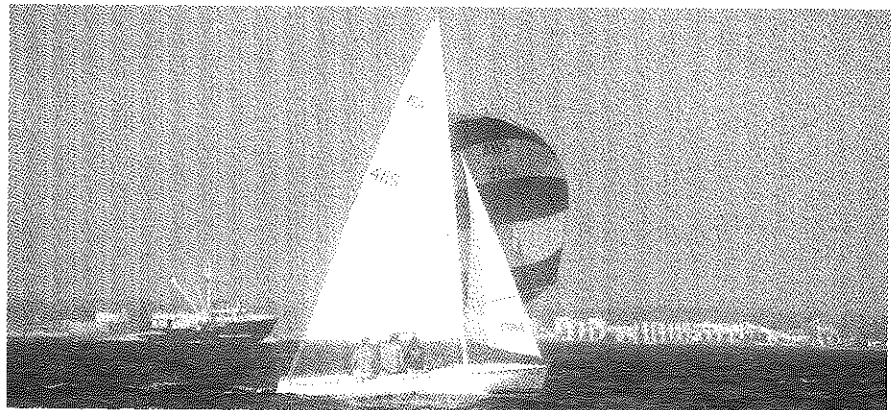
About the last thing that was written about the Midwestern District was when Bruce Goldsmith won the NAC at Lake Carlyle, Illinois, in 1979. Since that time people and fleets have come and gone. But the 'bottom line' is that this District is stronger than ever.

The Midwest District is the home of one past FSSA Commodore, one past flag officer and one current one, as well.

In spite of the 12-15 hours driving time from Carbondale, Illinois — the southernmost fleet — to Ephraim, Wisconsin — the northernmost — there are more publicized, better attended regattas now than in years past. We 'Southerners' (southern Illinois, that is!) like to go to district championships 'up north' where the water is blue and the air is cool in July and August. We often take a week or two to vacation there, as well. Some of our 'Yankee' friends reciprocate and come south for regattas, as well. Ones especially popular to those coming down are the Egyptian Cup at Crab Orchard Lake (Carbondale, IL) and the 'Whale of a Sail' on Lake Carlyle which often boasts Gulf-coast type of sailing conditions.

Yes, the Midwest District is huge geographically. It reaches from Southern Illinois to Canada, and from the Ohio border (where you turn on the Fuzz-buster in the Eastbound lanes!) to the Dakotas. We travel, a lot! Not only to regattas within the district but to the NAC's, Mid-winters, and other events of interest as well. Seeing Jerry Hartman's famous 'Bay Hilton' crossing the George Washington Bridge at 6:00 am en route to Riverside, Connecticut, at an unheard of rate of speed with two Scots double-decked on the trailer is enough to persuade even jaded New Yorkers that we do travel! People who don't understand say that we're nuts, but at least two of us didn't consider it unreasonable to travel 900+ miles one way to Jacksonville for the Sandy Douglass regatta — a weekend event! — last November.

Presently there are 15 active fleets in the district. In addition to programs of varying racing activity, there were seven publicized regattas, starting with the 'Egyptian Cup' in early June and ending with the 'Glow in the Dark' in late September.



Bernie Knight and crew outrun a lobster boat sailing on the waters of St. Andrews Bay at the 1986 Mid-Winters. E. Paul Moore photo.

The 'Glow in the Dark', the newest event in the district, is a Hartman clan happening which is really a weekend party with races as the games. The name is apt, not only because of the nature of the event, but because of the nuclear plant on the lake, which we've been told should extend their sailing season on Clinton Lake by one month on each end, if it ever goes 'on line'! The 'Glow' represents an opportunity for the northern members in the district to get in one last regatta after their clubs have ceased

operation for the year. And it gives us southerners another opportunity to raise some hell! The 'Glow' is made even more fun because of the organizers' efforts to get the 'rock stars', factory people, and other hotdoggers here. Clinton Lake is reminiscent of the Meiges poster about sailing in the wheat fields of the Midwest, except here it's the corn fields. Because the lake isn't all that large, the surrounding terrain and prevalent southwest breeze create interesting shoreline effects.

(continued on page 10)

## THE FLEET REVIEW: Fleet 157 Red Bank, New Jersey

John Gunn

Flying Scot Fleet 157 was chartered in the summer of 1985 by seven Scot owners: Bill Comella, John Gunn, Jack Kinder, Ken Korby, John Smiljanic, Jay Wilder, and Dave Worrall. The eighth member, Don Klett, joined shortly thereafter. The fleet sails at the historic Monmouth Boat Club, located on the Navesink River in Red Bank, New Jersey.

Formation of the fleet is attributable to the efforts of Ralph and Ethel Manee, owners of FS #4000, who were featured in the September, 1984 issue of *Scots n' Water*.

The Manee's success in promoting and selling the Scot in central New Jersey's shore area resulted in the first Flying Scot sailor at the Monmouth Boat Club in 1982, the second in 1983, the third in 1984, and five more in 1985. Ralph has

been extremely helpful to each member of the fleet by sharing his vast knowledge of the Scot and 'showing us the ropes — I mean the lines!' (continued on page 10)



Historic Monmouth Boat club. (John Gunn photo)

# SHORE SAILS PERFORM!!

- 1,2 1984 North American Championships
- 1 1985 Midwinter Championships
- 2 1985 Midwinter Challenger Division
- 1,2,5, 1985 Ohio Districts
- 1 1985 New York Districts
- 1 1985 Buckeye
- 1 1985 Berlin
- 2, 3 1986 Great '48
- 1, 4 1986 Mid-Winter Championships

There is a reason more and more Scot sailors are switching to Shore Sails. They enjoy the outstanding performance and the personal service. They enjoy the excellent quality. They enjoy the feeling that they have just that little bit extra. . . . Let us help gain that little bit extra. Please consider us your personal sailmasters!

Call or write Greg Fisher, or Bertie Gerling.

**WE WILL  
HELP YOU  
WIN.**



## SHORE SAILS

330 West Spring Street  
Columbus, Ohio 43215  
(614) 221-2410

### FLEET REVIEW *(continued from page 9)*

During most of the 1985 sailing season members day-sailed, emphasizing development of their sailing skills and learning how to cope with the ever-changing winds that characterize the Navesink River. During September and October the fleet members joined the Albacore, Lightning, Sanderling, and Wood Pussy fleets for one-design racing on Sunday afternoons. This added quickly to our knowledge and experience.

Our host club, the Monmouth Boat Club, is an excellent home for our fleet. It was founded in 1879 and its handsome three-story clubhouse was built in 1895. Its membership numbers nearly 300, all with diverse backgrounds but all with a common interest in sailing. The club sponsors spring, summer, and fall racing with a concluding frost-bite series for the heartiest of souls. The club has a very

active and successful training program for young people that has produced several national champions.

Also important is the club's social program and emphasis on member participation to manage the Club and operate its facilities. They bring the membership together in a common cause and keep the costs of participation very reasonable.

Flying Scot owners who plan to be in the Red Bank area are welcome to contact any member of Fleet 157 and join us as guests for a sail on the Navesink River.

### GOVERNORS REPORT

*(continued from page 9)*

At the other end of the district is the Ephraim Yacht Club. Several of us to the south are part-time members up there, or at least have visited. Ephraim is one of the prettiest places in Door County, Wis-

consin and it offers some of the finest cruising waters anywhere. If you get tired of cruising and daily ice cream at Wilsons, the E.Y.C. holds Scot races three days a week and Sunfish races on the other days in the summer, which is admittedly kind of short up there. In August E.Y.C. hosts a fine regatta which provides a really good excuse to travel there, as if you need one!

This is a huge district with a huge love of Scot sailing, partying, and traveling. With our active schedule, why not travel our way sometime!

*Ed. Note: Last month's Regatta Spotlight featured the Midwest District Championship. With 34 boats in attendance, from all over the district, it is easy to see that this is one active group of people.*

*Also note that the 1987 NAC will be held on Lake Carlyle in the third week of July, next year.*

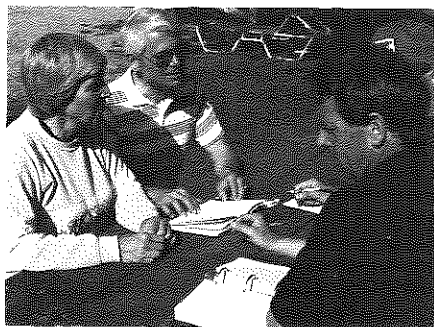
# PROTEST ROOM ETIQUETTE

*A little respect and cooperation can go a long way toward making the best of a protest hearing.*

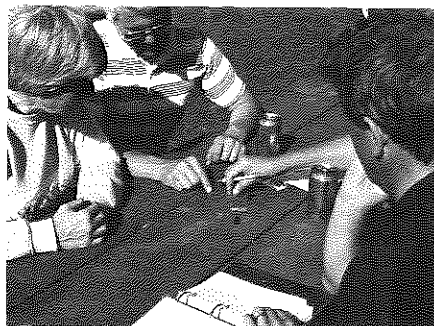
The protest committee sits comfortably in easy chairs in the quiet room. Cocktail time is approaching, and the three jurors are relaxed and happy to be of service, not at all bothered by the knowledge that their docket of protests will delay for hours their pleasurably anticipated evening. Now into that cheerful room enter two happy, satisfied sailors who have just completed a delightful day in Force Six winds and a steep chop. Warm and dry, fully at ease, these sailors introduce themselves and sit down to present their cases. In calm and dignified tones they cite the rules correctly, lay out the pertinent angles and distances of their episode, with special emphasis on the two-boatlengh circle, and then sit back to await the ruling. After hearing the decision the loser smiles, puts his opposite number on the back and walks out contentedly, certain that the decision was correct and fair. The jury leans back in relaxed anticipation of the next case, which is waiting for immediate hearing.

Any resemblance to reality or to human nature in the above is categorically denied! Jurors simply do not enjoy missing cocktails, supper, etc. . . it would be inadvisable to hold one's breath until the next tired and wet sailor smiles at being disqualified. . . the next case is never waiting. The list of unfortunate facts is endless, but while protest meetings are not fun, either for competitors or jurors, they are necessary. Every competitive endeavor requires rules and arbiters.

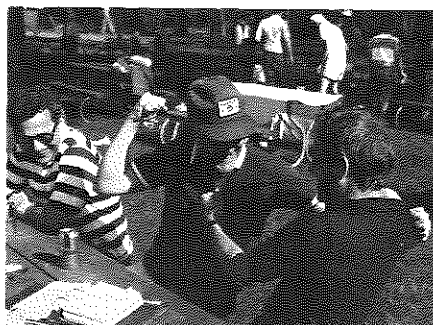
Being competitive is a quality that requires the expenditure of emotion, and when emotion is involved, the calm appraisal of fact (of truth) becomes difficult. Thus it is emotion and its concomitant lowering of even-mindedness that makes requisite our racing rules and our protest committees. Without racing rules and their arbiters, the increasingly crowded race course we sail on would be chaotic, anarchic. With, and perhaps because of, racing rules and knowledgeable judges, yacht racing is an organized and pleasurable sport. Long may it live!



"Explain yourself clearly and calmly"



"A visual explanation is often critical"



"Don't antagonize the judges in the hearing!"



"When it's over, it should be over. Graciously."  
(all photos by Pat Barry)

When I was younger and much cockier I tolerated race committees and protest committees, seeing them as impersonal fixtures to be taken for granted. Clearly if they knew anything about the sport, they would be racing, instead of sitting comfortably in an old stinkpot. Over the intervening years, however, I have put away such childish concepts. And from experience and discussion with other judges, I can now offer a few suggestions for anyone facing the protest procedure.

Naturally, my first and most emphatic suggestion is to honor the race committee and the jury. For though they will vary in quality, they will always be composed of fellow human beings and hence will react to you and what you bring to the protest room in much the same way you would react to them if the shoe were on the other foot.

## Before Entering a Protest Room

Whatever your preconception, you are well advised to accept the premise that members of the jury know the rules well and are adequately objective and intelligent to interpret them fairly for all concerned. They have the advantage (by law) of being disinterested parties, and their training is calculated to equip them with the even-minded outlook you may expect from arbiters. Contemplate the thought that the jury understands that both you and your counterpart have unwittingly colored your testimonies in the natural desire to "win." And remember that, above all, the jury will be interested only in facts, not opinion.

### Protestor:

- As instigator of the session, you can start on your mission of pleasing the jury by helping round up your opposite number, the protestee. Make him aware of the need for promptness, not by personal pressure but by relaying your request through the race committee chairman.
- Your protest may be only one of several on the docket. The jury will tend to address first the protest prepared first, and they will welcome any promptness you can muster.

(continued on page 12)

(continued from page 11)

- Of high importance is the preparation of your written and verbal testimony. Acquire a proper protest form if possible. Lacking that, make out your own — neatly, accurately and fully. Be sure to include a drawing made with careful attention to accuracy in distances from other yachts, and from any marks, etc. Include arrows to indicate wind direction, current direction, rhumb-line course, plus any course you consider pertinent to your "proper course." Draw in the two-boatlength circle at the mark if such applies. Rehearse your verbal testimony, remembering that some jurors learn best from drawings, others from the spoken word.
- In preparing your case it is a distinct advantage to have your own rule book. Even though you can probably borrow a book, few people like to give them up even for a short-term loan.
- You may think you can cite rules accurately from memory, but even if you can, the book may come in handy as an avenue to other rules that could be helpful to your case.
- Consult with your crew as to the advantage, or lack of it, of selecting a witness. Keep in mind that witnesses from other boats will strengthen your case (or can damage it) far more than will your own crewmembers. Just as a man cannot testify against his wife, crewmembers are almost automatically suspect as to their degree of unbiased judgment. Never attempt to feed a witness the "party line."
- Do *not* bring witnesses to the protest room with you. However, be sure they stay close by, in readiness.
- Get as dry and warm as reasonable time allows. But do *not* take off parts distant to enjoy a shower or a beer, unless you have the permission of the chairman of the jury. It cranks up the jury's annoyance to have one side of a case ready, only to wait for a lengthy interval while the other side gets around to appearing.
- Prepare your mind for the session by thinking over and over again: "I know what happened, and it will be in my best interest to tell it straight. If my opposite number disagrees with my 'facts,' he will not be lying, but will reflect his different perspective on the episode. I will not be shocked in the face of great divergence of perspective." Failure to rein your emotions may result in your inability to think well and to testify objectively and accurately.
- Leave all rancor outside the protest room! Anger turns off the jury.
- Advise the chairman of the jury when you are ready to be heard.

#### **Protestee:**

- Put the jury in a good mood by getting ready promptly for the hearing.
- Bone up on the rules involved. Have your own rule book.
- Make your own drawing if you think it will help your case.
- Rehearse your own testimony.
- Notify any helpful witnesses of your intention to call them.
- As was true with the protestor, any attempt to brainwash a witness will come out transparently in his testimony, and this fact will redound against you and your case.
- Get yourself dry and comfortable.
- Prepare your mind per the above—you, too, may find the other guy's testimony a great shock.

#### **In the Protest Room**

Once in the protest room the procedure is as follows:

- 1) The chairman of the jury will read the protest to the protestee and to the other jurors;
- 2) the protestor will be called to testify first;
- 3) following the protestor's testimony, the protestee may question him;
- 4) then the jury will question the protestor;
- 5) next the protestee will be called to testify;
- 6) the same questioning procedure will follow as for the protestor;
- 7) each side may introduce witnesses, to be questioned by all concerned;
- 8) when the jury finally believes it can ferret out no more pertinent information, they will excuse both sides; and
- 9) the jury will call back both parties to hear the verdict, which (short of appeal) is irrevocable.

#### **Protestor and Protestee:**

- Give the jury your name, sail number and any other information requested.
- If the judges do not identify themselves by name, ask for their names. This will impress them with your interest in the court. As you size them up, you will quickly infer whether it would be wise to address them as "Jack," "Mr." or "Sir." In any case, address them with respect.
- Organize your thoughts before you utter the first word of testimony. Your verbal descriptions will be more impressive if they flow from one pertinent fact to the next *without repetition*.
- If the jury does not make available a set of models complete with wind direction arrow and mark(s), be sure your drawing demonstrates your case to optimum advantage.
- Be sure that jury members, your counterpart and any witnesses can clearly see

the models and/or drawing. It is easy to obscure with your hands the development of the case, so keep your hands out of the direct sight of those present as much as possible.

- Be friendly with all present, regardless of your feelings.
- Throughout the hearing keep your voice modulated. Juries react negatively to raised voices and unpleasant words.
- When given the nod to question your counterpart, be very sure to restrict your conversation to questions. It seems endemic to this segment of a protest hearing for both protestor and protestee to repeat testimony and to argue against the other guy's testimony. During question time *only* ask questions!
- Ask and answer questions briefly and clearly.
- Believe that your counterpart is telling the truth at all times — he sees the episode from his own private point of view, naturally as much in his favor as yours is in your favor.
- When your testimony is complete, STOP. Repetition, as noted above, is counterproductive. The jury derives negative pleasure from any unnecessary prolongation of the meeting. "Eschew obfuscation!"

#### **Witness:**

- When you approach the protest table, introduce yourself.
- Using the models and/or drawings, make clear to those present how your vantage point can help clarify the testimony.
- Answer clearly and briefly all questions put to you by both your fellow competitors and by the jury.
- When your testimony is finished and you are dismissed, leave the room immediately.

#### **Upon Hearing the Decision**

##### **Protestor and Protestee:**

- If a DSQ comes your way, accept it with at least an outward show of understanding. (You may have to face the same jury the next day.)
- Do *NOT* ask the jury to reconsider. Juries are sometimes wrong, but they will never reverse a decision arrived at carefully and with full attention to fairness for all concerned. When facts are at great variance, a decision must nevertheless be reached so juries will resort to gut reactions and hunches. Only with ample, agreed-upon facts can both you and the jury be fully confident that the decision was fair. (I know of few judges who at times do not lie awake at night, hashing over a difficult case, worrying that they may have been in error.)

(continued on page 14)



## Canadian National Championship August 9-10, 1986

- Site** The Inaugural Canadian National Championship will be held from August 9 through 10, 1986, on the waters of Stony Lake, Ontario, Canada. Stony Lake YC and FSSA Fleet 148 are the hosts and organizing authorities.
- Stony Lake is a resort area near Peterborough, Ontario, which is north of Toronto by about 50 miles. The club is located on Juniper Island which is located in this 13 mile long by 1.5 mile wide lake. It is quite beautiful and ideal for the cruising, sailing, and racing that occurs there all summer.
- Eligibility** The competition shall be open to all FSSA registered sailors. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees.
- Schedule**
- |          |          |           |                      |
|----------|----------|-----------|----------------------|
| Friday   | August 8 | Evening   | Launch & tow to club |
| Saturday | August 9 | Morning   | Launch & tow to club |
|          |          | Afternoon | Race 1 & 2           |
| Sunday   | August 9 | Morning   | Race 3 & 4           |
|          |          | Afternoon | Awards               |
- Racing** Four races are planned. Racing will be run on Olympic courses or variations thereof. Course length and sailing location will be determined based on sailing conditions.
- Entries** Boat Registration is \$20 Canadian, \$15 U.S. Additional cost of \$15 Canadian and \$11 U.S. for each person who will attend the Saturday evening BBQ. Mail to: Kenzie Dickson, 24 Owen Blvd., Willowdale, Ontario M2P 1E9, (416) 223-5855, after 6 pm.
- Housing** Host fleet will house those registered by June 27 in local cottages at no charge. Contact Kenzie Dickson for additional information.
- Rental housing is limited. Mount Julian Hotel, RR4, Lakefield, Ontario, Canada K0L 2H0, (705) 654-3335. "B & B" at \$21 C., \$15 U.S. per person per night. Many tent sites also available nearby.

## North American Championship Gulfport, Mississippi July 21 - 25

## FSSA Canadian Cruise August 11-15, 1986

- Site** The inaugural FSSA Cruise will take place in the 1000 Islands area of Canada from August 11-15, 1986.
- This incredibly picturesque area affords boundless opportunities for outstanding Scot day sailing followed by evenings spent in various camp locations. Its beauty is beyond words and it is a fitting area for our first Scot cruise since it is the very area that Sandy Douglass sailed as a lad himself.
- Director** This cruise will be led by veteran teacher, sailor, and cruiser Graham Hall. Graham has been involved with sailing in some capacity nearly his whole life. He has been a sailmaker and collegiate sailing coach and has amassed a great number of sailing awards in many different classes. A Scot sailor for the past several years, Graham has taken numerous cruises with his daughters. Several of them have been written up with his cruise through the Erie Canal receiving feature coverage in *Sail Magazine*.
- Sponsor** The cruise will be sponsored by Scot World, which is a program designed and created by the Gordon Douglas Boat Co. to foster Flying Scot Sailing activities.
- Schedule** The dates are designed to allow people finishing the Canadian National Championships the opportunity to sail these beautiful waters before heading home or to the Border Regatta the following weekend.
- The plan will be firm-ed up as members register with Graham, but the plan is to put the boats in the water on Monday and sail the area and camp for five days. On Friday, transportation will be arranged for the return to the starting point to obtain vehicles and trailers.
- Activities** In addition to the day sailing, Graham plans many "fun" activities for sailors of all ages. Contests, hunts, singing, and fun races will highlight the week's activities.
- Eligibility** Any Flying Scot owner, friends, or family. No age limits. Membership in the FSSA is not necessary (though desirable!). This is the first mass Scot-sailed cruise in the Scot's long history. Why not come along and help it to be a success?
- Contact** Graham Hall, 87 2nd Ave., Gloverville, NY-12678.  
(518) 725-8534.

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

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

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

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

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

**RACING CLINIC:** For beginner/intermediates. Plan now to attend our 1986 clinic, from Friday noon, May 30 thru noon on Sunday, June 1 at Portage Lake near Ann Arbor. Single (\$50) and multi-handed (\$90) boats. Scot sailors from as far away as Tennessee, New Jersey, and Minnesota have attended this outstanding event. 12 hours of on-the-water instruction plus lectures and critiques of your video taped performances. Call or write for details.

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

# Regatta Spotlight

## 1985 Gulf District Championship Terry Dees

Uncharacteristic light winds dominated the 1985 Gulf District Championship held at Dixie Sailing Club at Lake Martin, Alabama. Scot Fleet 85 hosted 19 Scots at the October 19-20 event.

While at least three races were scheduled for the series, only two were sailed due to stubbornly light winds. Gulf sailors used to significantly more air and bigger waters were confronted with the challenge of light, shifty air that the proverbial 'pond sailors' face throughout the season.

Race one started in light 5-7 mph winds which dropped from 0-3 shortly thereafter. Light air whiz Kent Hassell and crew Drew Lindsey snuffed out the breeze and found them to their liking as they ghosted their way to a first place.

Races scheduled for the rest of the day were cancelled in anticipation of a good party that evening and better winds next day. The good party materialized, the winds did not.

Sunday's winds began at 0 with 'blasts' as high as 3 mph. This time Daren Cooke and Mickie Graham were more successful in chasing the elusive winds and won. Hassell maintained his series lead, however, by following second place finisher Governor Jerry Dees for a third in the race.

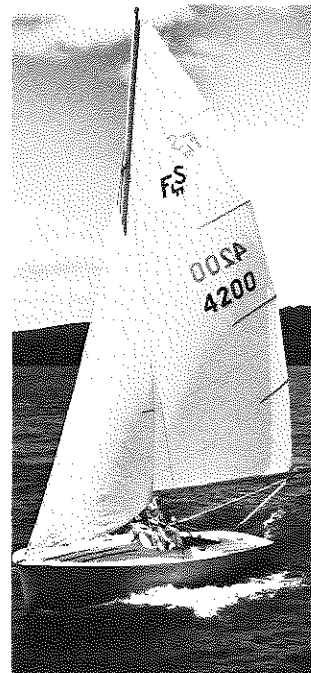
Winner Kent Hassell has sailed Scots for many years out of the Barefoot Sailing Club in Atlanta, Georgia. His experience is varied as he currently sails Snipes, as well. Hassell's crew, Drew Lindsey, is a strong Thistle sailor. Sailing on ponds, both have perfected their light air skills, as was apparent throughout the weekend.

1. Kent Hassell Drew Lindsey	Barefoot SC	3.75 pts
2. Ken Morris Laua Colloway Bryce Morris	Dixie SC	6
3. Deven Hull Mike Allen	Singing River	10
4. Courtney Green Tom Wiltz	Biloxi, MS	10
5. Joe McFadden Marianne McFadden	Dixie SC	11
6. Jerry Dees Juanita Dees	Fairhope, AL	14
7. Paul Strauley Ellanie Strauley	Fairhope, AL	16
8. Andy Calloway Darby Calloway	Eufaula, AL	16
9. Darren Cooke Mickie Graham	Ft. Walton Beach	18.75
10. Jimmy Ruthven Steve Nolte	Panama City, FL	22

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Drawing  
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North American  
Championship  
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### PROTEST STORY (continued from page 12)

- If after hearing the decision you feel the jury gave you the shaft, Rule 77 (Appeals) will guide you further, provided the "Sailing Instructions" did not note that, "The decision of the judges will be final."
- If you decide to appeal, advise the jury. They may wish to write out the facts even more fully and carefully, since these facts will be the complete and sole basis for your appeal. Never again will more questions be asked.

- Whether you have "won" or "lost," try to put your experience to use for future fracas. Study the rules a lot. Reflect on your own testimony and that of your counterpart and all witnesses. Consider in what way(s) you might have presented your case more favorably or asked more helpful questions of your counterpart or the witnesses. Think about the attitude of each jury member, and of his or her wisdom (or lack of it) as demonstrated in court. Your mental computer will benefit from such programming.

The fantasy dreamt in the opening paragraph of this piece may never be enacted in real life. There may never be a calm and relaxed protestor or protestee...no hearing is likely to be terminated with a smile on the face of the disqualified party...there will never be a jury disinterested in supper, the cocktail hour, or going home or wherever...and there will seldom be a witness who wants to postpone his post race enjoyments to do a favor for someone he hardly knows or possibly doesn't even like. But let's keep working on it, okay?



### GULF DISTRICT CHAMPIONS

REPRINTED FROM YACHT RACING & CRUISING MAGAZINE\*  
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## MID-WINTER CHAMPIONSHIPS:

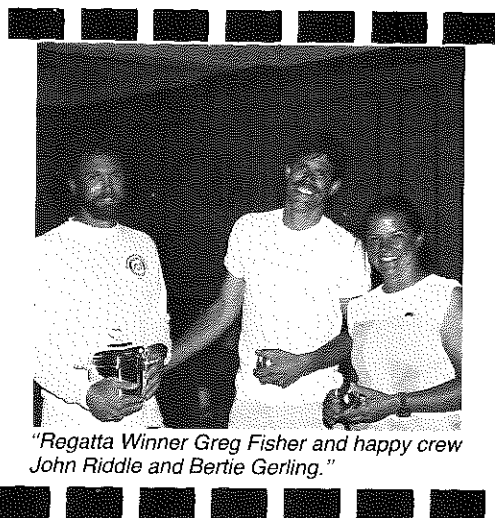
# PICTURE PERFECT

### *Who Could Ask for Anything More?*

Pat Barry  
FS 4060

**Picture:** Clear, cloudless, deep blue skies. Low 80's. Wide variety of winds. Clear, warm waters as far as you could see past the pure white beaches. Glistening orange sunsets.

**Hear:** The sound of the rigging as boats bob at the dock. The bubbly gurgle of the water beneath the hull. The crashing sound of waves as water flies into the cockpit. The hoots and hollers as boats accelerate onto mile-long, flat-out 'screamin' planes.



*"Regatta Winner Greg Fisher and happy crew John Riddle and Bertie Gerling."*

**Experience:** A very mellow, friendly, 'laid back' shore ambiance mixed with exceptionally, hard-fought, but friendly, racing. Outstanding courses. Excellent race management. A depth of racing talent seldom matched, even at N.A.C. Few protests. Good sportsmanship.

Oh, what a feeling! Who could ask for anything more?

Certainly not the nearly two hundred sailors who participated in some way in this year's annual Mid-Winter Championship!

And most certainly not Greg Fisher who successfully defended his 1985 title against a simply outstanding field of competitors.

To call this a perfect regatta would be understatement. Long popular for its hospitality and enjoyed atmosphere, host St. Andrews Bay Yacht Club and Regatta Chairwoman Betty Smith simply outdid themselves this year. Betty and assistants Bo Smith and Allen Douglass (who rotate the chair each year) provided outstanding wind and weather (neat trick!), great courses and race management (what skill!), and attracted that special mix of people that are both fast friends and fast racers.

To sail at Mid-Winters is to experience a regatta like no other. There is a tone —

a feeling — that escapes most other regattas, no matter how casual or how important. It is an intriguing tone for it is at once mellow and dynamic; friendly and competitive; calm and aggressive. Unlike many other regattas that are simply fun to attend, this one also attracts immense talent that runs deep into the roster of participants. And unlike regattas that usually attract great talent, this regatta is happier, friendlier, more enjoyable.

It certainly was an enjoyable week for racing as well as soaking up the sun. Unlike many recent Mid-Winters, this one offered sailing conditions for everyone. The first race was sailed in welcome moderate winds which allowed the 'northerners' to shake out their boats, remember what line controlled what, and get excited about sailing. The next two races were sailed in uncharacteristic light winds that pleased the lighter crews and tidal conditions that perplexed even seasoned Gulf sailors. While the heavy crews continually asked, "Where's the wind?"

**Enjoy:** The genuine expressions of happiness on seeing friends for the first time in perhaps a year. The seemingly endless handshakes, hugs, and kisses that accompany greetings. A constant flow of parties, interrupted only by change in location from the yacht club for drinks, a nearby home for barbecued chicken, the veranda for free raw oysters and beer, the 'upper deck' for free roast beef, pot luck, and drinks, the parking lot for 'Kamikazes', and the House of Chan for Mongolian barbeque.

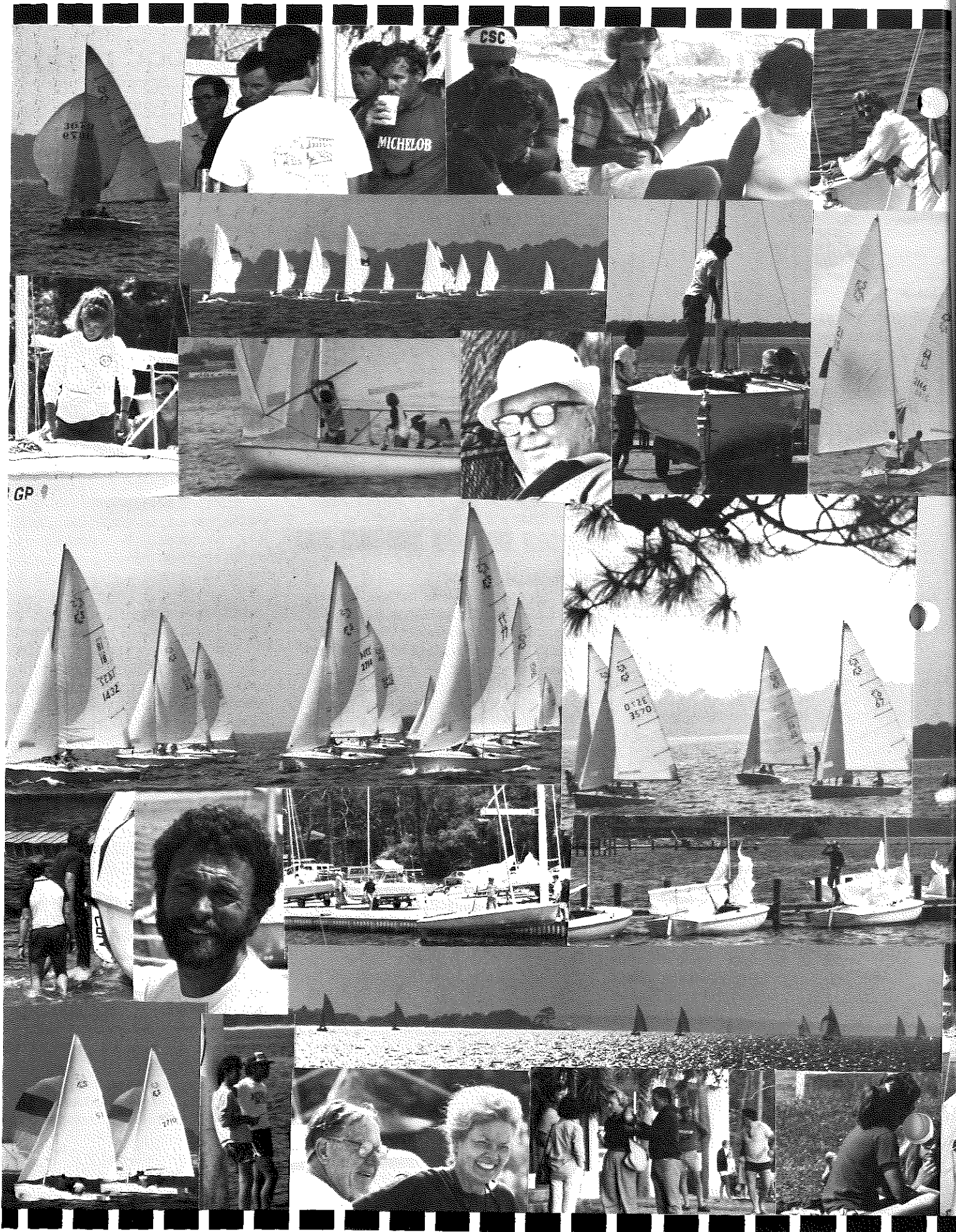
that is so typical of this regatta, they need not have worried as the strong winds settled in for the final three races giving the 'heavy-weights' something to cheer for.

The loudest cheering was, of course, saved for the awards ceremony where individual race winners, local sailors, and trophy winners were recognized. The loudest cheers were rightfully accorded to over-all winner Greg Fisher and crew John Riddle and Bertie Gerling who dominated the regatta to repeat as winners of this class-sanctioned event. Destined not to repeat as champion of the Challenger division is newly-crowned champion Ira Cohen who will be sailing in the Champion fleet next year.

The racing itself was punctuated by excellent competitors who found the initial lighter conditions confusing as they had to deal with a tide factor that was missing in previous, heavy-air Mid-Winters. The only solace to the confused 'pond sailors' was finding out that most

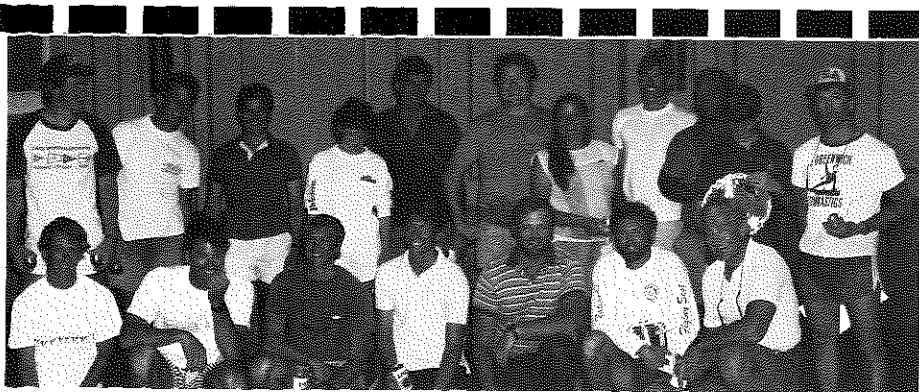
*(continued on page 18)*











"The happy Championship Division winners"

## MID-WINTERS

(continued from page 15)

of the veteran 'gulf sailors' were just as confused!

It became clear, very early, that it was necessary to get a good start, have super speed, hit the first shift, and cover the fleet — all within the first five minutes of the race! For after that, the quality of competitors made it nearly impossible to catch anyone. Trophy winner and former N.A.C. champion Danny Killeen said it best. "I was in 19th at the first mark in race one and sailed the rest of the race in that position. I could only catch two boats the rest of the race and that was only at the end of the final beat after five legs had been sailed!"

The depth of talent, highlighted by first-time Mid-Winter sailing by some outstanding gulf Finn and Sunfish sailors, pushed winner Greg Fisher to the wall early. First race winner John Clark remarked, "Greg was pushed much harder this year than last when he won all five races. The talent here is simply better this year and they are going after Greg."

Go after him they did as Fisher found himself with two thirds after the first two races. With race two being won by newcomer Andy Pimental, many wondered aloud if Fisher had met his match.

He had. But he prevailed. Greg Fisher won the final four races of the series.

Greg described his winning strategy simply, succinctly, and far too modestly. "We were fortunate to win the starts in most races. We had good boat speed and were able to drive ahead quickly. Once ahead, we tacked to port on the first available shift in order to cover the competition. We feel very fortunate to have won." The rest, as they say, is history and no more need be written of the racing itself as everyone more-or-less followed Greg's strategy, with, obviously, decreasing degrees of success.

What may be the beginning of a new chapter in the history of sailmaking in the



"Another job well-done by Allen Douglass, Betty and Bo Smith."

Scot class was Greg's use of mylar sails. Interesting, this provided the only controversy of the week. By his own account, these "sexy-looking" mylar/kevlar laminate sails were a gamble, but one Greg feels sailmakers are going to have to take. The reason? "Sailcloth manufacturers are no longer concentrating on building dacron sails for boats like Scots," Greg said, "and the quality of the material is deteriorating. We wanted to try this new European material because it is stronger than Dacron, but has the same stretch characteristics as the Dacron we use now. We wanted to see if it would be a suitable replacement for Dacron."

Is this new material the 'wave of the future' in small-boat sails? The jury is still out. Everyone, including other sailmakers, was very interested in Greg's gamble and complimented his courage in trying to defend his title with experimental sails in order to get information that could eventually help all Scot sailors. Many felt that Greg was not as fast with the new sails as the old and pointed to the fact that his two thirds came with the mylar sails while his next three firsts were with his year-old Dacron sails. Greg discounted the effect of the sails in the thirds, attributing those finishes to poor tactics instead and did win the final race using the mylar mainsail. The result of the gamble? "Hard to say. We'll just keep testing and try to know within the year," Greg concluded.

A sure bet, however, is the decision to begin the 1987 Mid-Winter racing on Tuesday, March 24 with a warm-up race Monday, March 23. The sailing will conclude on Friday the 27th, thus giving sailors more time to drive home. And more time to get 'psyched' for work on Monday!

*Picture. Hear. Enjoy. Experience.*

Who could ask anything more of this year's Mid-Winter Championship?



"1986 Challenger Division winners"



1986 MID-WINTER RESULTS: CHAMPIONSHIP DIVISION

	1	2	3	4	5	6	TOTAL
1. Greg Fisher/Berte Gerling/John Riddle Columbus, OH	—	3	1	1	1	1	6.00
2. Sam Hopkins/Adam White/Michael Hage Gulfport, MS	2	—	3	2	4	3	14.00
3. Luther Carpenter/Benz Faget/Mike Lodato Baton Rouge, LA	6	2	6	—	2	2	18.00
4. John Clark/John Werley Duxbury, MA	1	—	11	3	3	4	21.75
5. Peter Beam/Mike Bonnaparte/Erik Nolte Old Greenwich, CT	4	5	4	4	—	5	22.00
6. Andrew Pimental/Rusty Weaver/Raye McArthur New Orleans, LA	5	1	5	12	5	—	27.75
7. Danny Killeen, Jr./Eric Doyle Pass Christian, MS	17	4	2	—	6	6	35.00
8. Mike Johnson, Jr./Tim Malone Pensacola, FL	—	11	7	8	10	9	45.00
9. Steve Bellows/Greg Craddock/Jeff Brown Pensacola, FL	8	17	—	9	9	8	51.00
10. Richard Wade/Larry Smith Dallas, TX	16	9	9	6	—	13	53.00
11. Larry Taggart/Terry Dees/Dan Kolenich New Orleans, LA	7	—	10	14	8	14	53.00
12. Con Lancaster/Devon Hull/Don Cox Pascagoula, MS	12	12	12	5	13	—	54.00
13. Jerry Hartman/Lynne Foltz Mahomet, IL	11	7	8	18	—	20	64.00
14. Chip Merlin/Mike Douglass/Christie Elmore Tampa, FL	—	14	14	11	16	11	66.00
15. Ken Kleinschrodt/Mike Gibson/Ellis Ollinger Mobile, AL	19	10	—	19	12	7	67.00
16. George Haynie/Pat Barrett/Duncan McLane Tallahassee, FL	—	8	16	13	15	16	68.00
17. James Dorgan/Eric Dumont/Hank Swords Mobile, AL	10	—	18	15	20	10	72.00
18. Pat Barry/Harold Gendelman/George Kunkle Livonia, MI	20	—	23	7	11	12	73.00
19. Peter Salmon-Cox/Kathy Kennedy/Monica Berton Pittsburgh, PA	14	13	—	17	18	15	77.00
20. Harry Carpenter/Karen Carpenter/Jerry Angolo Oakland, MD	18	15	17	10	17	—	77.00
21. Chris Brown/Wanda Richmond/Alex Cooke Ft. Walton, FL	13	—	21	16	14	20	84.00
22. Paul Schreck/Jerry Trobb/Lynn Hogan Lillian, AL	9	20	24	20	—	26	99.00
23. Mike Hartman/Debbie Hartman/Keith Kouzanof Champaign, IL	24	23	19	21	19	—	106.00
24. Paul Nickerson/Chris Nickerson Strongsville, OH	23	24	15	22	23	—	107.00
25. Jack Stewart/Martha Lee Stewart Alliance, OH	25	21	13	—	26	26	111.00

CHALLENGER DIVISION

1. Ira Cohen/Dan Sabbah/Steve Leicht W. Hempstead, NY	2	3	—	1	1	4	10.5
2. Jimmy Ruthven/Steve Nottle/Ann McBride Panama City, FL	1	5	2	—	3	1	11.50
3. Ryan Malmgren/Jeff Johnson/Stefan Kurst Urbana, IL	5	—	5	3	2	3	18.00
4. Bernie Knight/Susie Knight/P. Stanford St. Louis, MO	3	—	8	2	4	2	18.00
5. James Cavanaugh/John Forde/Jay McNeff Sharon, MA	4	1	4	4	7	—	19.75
6. Bob MacKenzie/Don Pell Muncie, IN	—	4	6	5	8	6	29.00
7. Ken Johnson/Dowagalla Savay, IL	6	8	3	—	6	8	40.00
8. Jerry Dees/Juanita Dees/Joe East Fairhope, AL	7	—	7	7	5	5	31.00
9. Doug Gregory/Dick Gregory Johnstown, PA	13	2	1	13	11	—	38.75
10. Doug Christensen/Barb Wehr Pinckney, MI	12	7	9	8	10	—	46.00
11. David Osler/David Franck/Mary Old Greenwich, CT	—	14	11	14	12	10	61.00
12. Steve Hartman/Dave Pettendilk Champaign, IL	11	10	12	10	—	19	62.00
13. John Lee/W. Middlemas/R. Middlemas Panama City, FL	9	13	14	11	16	—	63.00
14. Larry Kalata/Richard Wesley Lynn Have, FL	—	6	19	12	19	7	63.00
15. Chris Swensen/Eric Swensen/Allen White Glen Cove, NY	15	—	15	16	9	9	64.00
16. Ted Glass/Florence Glass Mt. Vernon, IL	10	12	10	—	19	19	70.00
17. Lynn McArthur/Mary Ann Daffin/John Lazarus Panama City, FL	17	—	19	15	16	19	86.00
18. Joseph Gerrity/Marilyn Gerrity Ballwin, MO	16	16	—	19	19	19	89.00

Complete Minutes of the 1986 Executive Committee Meeting and 1986 Board of Governors Meeting are available from your District Governor or the Association Office. The following is a summary of the most important points of this annual meeting.

#### MEMBERSHIP

As of February 28, 1986 there were 1,587 members in Flying Scot Sailing Association. That is a decrease of about 80 from this time last year. All present expressed concern about this trend and hoped that fleets would read and act on recommendations in the March/April issue of Scots n' Water in order to increase our membership.

Revision pages of the FSSA Handbook will be sent to all current members shortly.

Complete FSSA Handbooks are now in. If one is due you and you do not receive it shortly, please contact the Association Office.

Note to District Governors: Please verify that skippers sailing in your District Championship regatta are members of the Association!

#### FINANCIAL STATEMENT

See chart.

This statement does not reflect any income from the up-coming Raffle. Officers hope to raise \$10,000 on this raffle, thus substantially improving the cash flow of the Association.

Since we are down in memberships, it will be necessary to work hard on new memberships and the raffle in order to meet projected income for this year.

#### MEASUREMENT COMMITTEE

1985 Measurement Certificates were sent in January. If you should have received one, but did not, contact Measurer Harry Carpenter.

Be sure to check your rudder blade length! As people have made the blades more vertical, they may have also made them less than the required 25" in length. Rudder Blade length will be checked at this year's NAC!

An article on how to handle Measurement Protests according to USYRU guidelines is available and will be sent to District Governors. Others wanting a copy should contact the Association Office.

#### INTERNATIONAL RACE COMMITTEE/ SANCTIONED EVENTS COMMITTEE

Class Secretary Tom Ehman, Jr., has prepared a revision to our FSSA Standard Racing Instructions. These are currently being sent to all District Governors and are available from the Association Office.

## HIGHLIGHTS OF 1986 MID-WINTER BOARD OF GOVERNORS MEETING

#### PUBLICITY

Association Office is handling the Raffle sale. This raffle will be advertised in national publications. Tickets are available from your District Governor, Fleet Captain, any Class Officer, and the Association Office. Please support the raffle! Tickets available to anyone, not just FSSA members! Need not be present to win!

**Support the Raffle!**

FLYING SCOT SAILING ASSOCIATION INTERNATIONAL, INC. REVENUES AND EXPENSES FEBRUARY 28, 1986			
REVENUE	YEAR TO DATE	1985-86 BUDGET	
1101 Dues.....	\$35,530.00		\$45,000.000
1103 Roster & Handbook.....			
1106 Interest.....	274.16	500.00	
1108 Transfer Fees.....	72.00	100.00	
1110 Boat Numbers.....	1,350.00	1,500.00	
1111 Royalty Labels.....	1,746.00	3,300.00	
1112 Other.....	300.00	300.00	
1113 Handbook & Roster Adver.....		500.00	
1115 S n' W Advertising.....	3,093.71	5,000.00	
1116 Merchandise for Resale.....	126.50	600.00	
1117 Officers' Blazer Crests.....		200.00	
1118 Special Memberships.....	3,550.00		
<b>Total Revenue</b>	<b>\$46,042.37</b>		<b>\$57,000.00</b>
EXPENSES			
1201 Management Fee.....	\$ 9,999.98	\$20,000.00	
1203 Telephone.....	416.58	800.00	
1204 Postage.....	1,804.78	4,800.00	
1205 Office.....	1,560.77	2,000.00	
1206 Travel.....	1,369.24	2,000.00	
1208 Subscriptions & Dues.....	279.98	300.00	
1209 Miscellaneous.....	227.87	1,000.00	
1211 Printing & Copies.....	830.85	1,800.00	
1214 Board Meetings.....	1,250.86	800.00	
1216 President's Travel & Exp.....	15.75	200.00	
1218 Print & Mail S n' W.....	11,867.50*	13,760.00	
1219 Roster & Handbook.....		\$ 2,800.00	
1220 Editor's Fee & Expense.....	1,249.98	2,500.00	
1222 License & Tax.....	10.00	15.00	
1224 Advertising.....	176.00	2,000.00	
1225 NAC Advance.....		200.00	
1226 Liability Insurance.....	739.51	300.00	
1224 Audit & Accounting.....			
1243 Bank Charges.....	5.00	25.00	
1244 Governor's Mailings.....		500.00	
1245 Trophy Expenses.....			
1246 FS Plan Revision.....	238.50	500.00	
<b>Total Expenses</b>	<b>\$32,063.15</b>		<b>\$57,000.00</b>
Net income or (loss)	\$13,979.22		
*Includes payments for S n' W from 1984-85 in amount of \$4,940.61			

FLYING SCOT SAILING ASSOCIATION INTERNATIONAL, INC. FEBRUARY 28, 1986 BALANCE SHEET			
ASSETS			
1001 Lexington State Bank-Checking	\$14,299.00		
1005 Prepaid Expenses	1,500.00		
1006 Management Fee Deposit 7% 9-5-86	1,666.67		
<b>Total Assets</b>		\$17,465.67	
FUND BALANCE			
1052 Fund Balance-September 1, 1985	\$ 3,486.45		
Net Income	13,979.22		
<b>Total Fund Balance</b>		\$17,465.67	

#### EXECUTIVE COMMITTEE

The 1987 North American Championship will occur in the third week of July, 1987 and will be hosted by the Carlyle Sailing Association, Lake Carlyle, IL. Lake Carlyle was the site of the 1979 N.A.C. Contact person is currently District Governor Bernie Knight.

Fleet 48, Lake Norman, NC, also proposed a bid and will be asked to defer their bid until 1988. Lake Norman has hosted two previous NAC's, the most recent being in 1981.

If your fleet is interested in hosting a NAC, please contact President Jack Stewart.

An Audit Review Committee will review the Association's Records and Financial Statement this year. We will not use an accounting firm this year in an effort to save Association funds. The Executive Committee and one appointed Association Member will do the review at the time of the North American Championship.

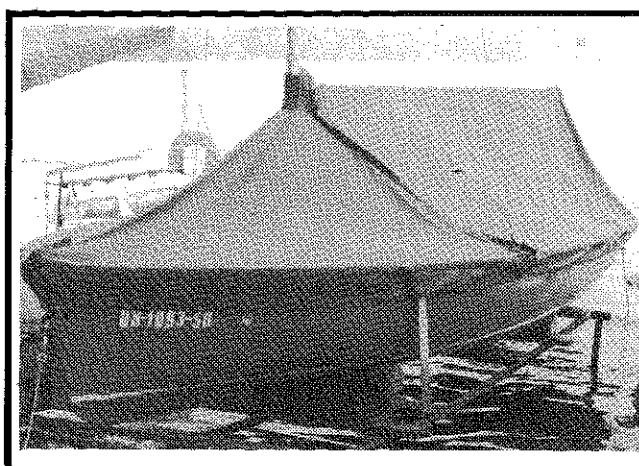
In an effort to run a more efficient Mid-Winter Board of Governors Meeting, all proposals for discussion and/or action at the M-W meeting must be submitted five weeks prior to the meeting. If they are not submitted by that time to Executive Secretary Ed Eubanks, they will be eligible for discussion at the meeting, but no action will be taken on the proposal at that time.

Present at the Board of Governors Meeting were Officers Jack Stewart, E. Paul Moore, Larry Taggart, Harry Carpenter, Pat Barry, Allen Douglass, and District Governors Doug Christensen, Richard Wade, Mike Kiely, Bernie Knight, and Jerry Dees.

#### CLASS DEVELOPMENT

A revised format for Fleet of the Year competition has been developed based on input from previous years. It will be used this year. Your fleet captain should shortly receive this form. If she/he does not, contact the Association Office immediately if you plan to enter the contest!

Guidelines to help Fleet Captains and District Governors do their jobs more successfully are being compiled. These will be distributed shortly and will be available from the Association Office.



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# THE STARTING LINE

## NORTH AMERICAN CHAMPIONSHIP

July 21-25 —

## JUNIOR NORTH AMERICAN CHAMPIONSHIP

July 19-20 — Gulfport Yacht Club.

## CAPITOL DISTRICT

The following regattas are open to ALL FSSA members. Events marked with an \* are sanctioned for high point competition by the CBYRA. Contact the host fleet for details. Information is also available from Governor Dennis Morris (703) 256-4276 and CBYRA Representative Larus Newby (703) 684-8078.

July 19-20 — \*Warwich Regatta, James River, Newport News, VA. Fleet 137.

August 9-10 — Capitol District Championship. \*Fishing Bay, Deltaville, VA. Fleet 137.

August 30-31 — \*West River Annual, Galesville, MD. Fleet 97.

## CAROLINAS DISTRICT

The following regattas are included in the Carolinas District Helmold Trophy series. For more information contact District Governor Bob Murdock, 1404 Oakland Ave., Durham, NC 27705. (919) 286-0093

July 12-13 — Oriental Sailing Social. Oriental, NC. Contact Edwina Kleeman, (919) 782-1533.

Sept 13-14 — Mayor's Cup. Lake Townsend YC, Greensboro, NC. Contact Richard Schultz (919) 349-8867

Oct 4-5 — VISA YC Centerboard Invitational. Smith Mt. Lake, VA. Contact John Ullman (703) 632-9132

TBA — South Carolina FS Championship. Hilton Head, SC. Contact Tom Caldwell, (803) 671-6740

## MICHIGAN-ONTARIO DISTRICT

Sept 13-14 — District Championship and 'Hot Scot' Regatta. Portage Lake, Pinckney, MI. Hosted by Fleet 20. Open to all FS owners, especially in Ohio, Indiana, and Illinois. Contact Doug Christensen, 9215 McGregor Road, Pinckney, MI 48169. (313) 426-3510.

## OHIO DISTRICT

Contact District Governor Chuck Hoffman for details on any Ohio District regattas.

July 12-13 — Great Scot Regatta. Lake Erie, Cleveland, OH. Contact Paul Nickerson, 12664 Webster Rd., Strongsville, OH 44136

Sept 6-7 — Harvest Moon Regatta. Atwood Lake, Delroy, OH. Contact Erwin Lauffer. Atwood Glens, Box 465, Mineral City, OH 44656. (216) 235-2214

Sept 13-14 — Pig Roast Regatta. Cowan Lake, Wilmington, OH.

Sept 20-21 — Whiskey Sour Regatta. Moraine State Park, near Pittsburgh, PA. 6 race series hosted by Fleet 80. Saturday night steak fry. Contact Dan Goldberg, 1100 Penn Ctr. Blvd., Apt. 515, Pittsburgh, PA 15235. (414) 823-8579.

## NEW YORK LAKES DISTRICT

July 12-13 — NY Lakes District Championship. Tentative Dates. Lake Oswego, NY. Contact Chris Rotunno. (315) 342-4376.

Aug 16-17 — Border Regatta. Gananoque in the 1000 Islands area. Contact Kenzie Dickson, 85-2220 Midland Ave, Scarboro, Ontario, Canada MIP 3E6.

(continued on page 23)

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# THE FLEET'S IN

## Ft. Walton Beach Mid-Winter Warmup Regatta

If this is what 'Southern Hospitality' is all about, we can see why folks like living down here! As for the last several years, Ft. Walton Beach YC hosted this pre-Mid-Winter event on the weekend preceding the FSSA regatta.

23 boats participated in this regatta that featured clear blue skies, temperatures in the low 80's, and moderate winds. It was not only an outstanding regatta, but was an accurate prediction of the conditions that would face many of the competitors who traveled the hour east down the beach to attend the Mid-Winters.

The talent-laden fleet was led by Mike Johnson, Jr., whose opening day firsts served him well. Southern sailor Con Lancaster came second, while the only 'northerner' to break into the top three was Jerry Hartman. FSSA President Jack Stewart finished fifth behind Steve Bellows.

It was truly an auspicious start for a glorious week of sailing. 'Southern' style!

1. Mike Johnson, Jr.	5.5pts
2. Con Lancaster	10
3. Jerry Hartman	10.75
4. Steve Bellows	11
5. Jack Stewart	13
6. George Haynie	20
7. James Cavanaugh	26
8. Darren Cooke	27
9. Kevin Bowyer	28
10. Jerry Dees	28

## Ironman Regatta

The Birmingham Sailing Club hosted its annual Ironman Regatta on April 5-6, 1986, on Lake Logan Martin, which is 40 miles southeast of Birmingham, Alabama. The race was composed of Nacras, Thistles, and Windmills as well as Scots.

14 Scots competed in 10-15 mph winds that frequently gusted over 20 both days. The weather was very cooperative, as well, and featured sunny skies and temperatures in the 80's.

The first day's racing saw Jim Johnson with daughter Sally and her fiancée take three firsts. Jim habitually came up from behind to nose out the competition on the last beat. Max Hocutt and Dave Whikehart trailed in second and third.

On the concluding day, Gulf District Champion Kent Hassell and wife Elizabeth pulled into second place in spite of a 'brief encounter with the catamaran kind.'

Fleet 118 was happy to welcome three competitors from Atlanta and one from Tuscaloosa. We hope to see you at next year's Ironman.

*Dave Whikehart*

1. Jim Johnson	8.25
2. Kent Hassell	17.5
3. Dave Whikehart	26
4. Max Hocutt	26
5. Bob Mewbourne	27



*Hot Scot winners surround champions Jack and Donna Pointer.*

## Hot Scot

Flat water, light wind, and shifty zephyrs were featured at this year's annual Hot Scot regatta. Hosted by Fleet 20 on Portage Lake in Pinckney, Michigan, the event was sailed on September 14-15, 1985.

The only invitational in Michigan each year, aside from the District championship, the event attracts many of the best sailors in the state. 18 skippers and crews attended this year's running.

Local sailors Jack and Donna Pointer, sailing for one of their few times this season, showed their transom to the other teams as they deftly picked their way through the constantly confusing and frequently frustrating conditions as four races were completed.

This year's Hot Scot will also be the site of the District Championship. All FSSA members are encouraged to attend this fine event on Portage Lake. Fleet 20 promises blue skies, warm temperatures, and moderate winds!

*Pat Barry*

1. Jack/Donna Pointer
2. Fritz/Helen Wagner
3. Paul Lee/Ken Bachulis
4. Dave/Jane Winston
5. George/Sandy Kunkle

*(continued on page 23)*



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# CAVEAT EMPTOR

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

**FS 3552** — Douglass, 1981, red w/white deck, immaculate, jib & main w/reef points, like new spinnaker, Tee-Nee trailer w/spare, custom full cover, dry sailed only. \$5500 or \$5800 w/3hp British Seagull. Call: (614) 451-3852, Jerry Brinton, 2250 Wickliffe Rd., Columbus, OH 43221.

**FS 3782** — Douglass, 1982, original owner, dry sailed and garaged. Schurr sails, Custom color, two tone yellow, Tee Nee Trailer w/ spare, extras, mint condition, \$6500. Philip Peterson, 3370 So. 114th Ave., Omaha, NE 68144. (H)(402) 333-5091, (B)(402) 397-6672.

**FS 3498** — Douglass, white, w/white deck, Schreck sails, rainbow spinnaker (Boston) Tee-Nee trailer w/spare, custom & boom tent covers, Harken blocks, & Danforth anchor \$5600 or \$6000 w/4hp Mercury. Call: (304) 599-3715, Thomas Vargish, 144 Poplar Dr., Morgantown, WV 26505.

**FS 1238** — Customflex, sails, spinnaker, Danforth anchor, Johnson 3hp, zinc protected Pamco trailer w/Bearing Buddy. Lots more all in excellent condition. Must sell, make offer. Write or call evenings (201) 464-2933. Original owner Alan White, 127 Hillside Ave. Berkeley Heights, NJ 07922.

**USED SAILS WANTED!** Clear out your basement and sell your old Scot Sails (M&J) to the Mariner Sailing School. Age not important, please call (703) 768-0018.

**FS 3623** — Douglass, Red, cream deck, black trim, 3 sets sails, Sobstad, 2 Schreck, 2 spinnaker, all new to excellent. Sterling tilt trailer, full cover (blue), tent cover, fully raced equipped all Harken gear, 2 compasses (1 Suunto Tactical) Paddle, motor mount, life jackets, anchor, many extras. \$5900 (203) 637-5473. Contact: Van Strait, 2 Webb Ave., Old Greenwich, CT 06870.

## THE FLEET'S IN (continued)

### Whale of a Sail

The 25th annual 'Whale' was sailed at Lake Carlyle, Illinois, on September 14-15, 1985. Fifteen Scots participated in a field that featured a total of 216 different boats competing on three separated race courses.

Winds for the series ranged from 10-15 knots on Saturday down to 3-5 knots on Sunday. The third and 'tie-breaker' race between co-leaders Ken Templemeyer and Jerry Hartman never materialized as Jerry pulled his back and was unable to continue. Ken sailed on to win the final race and the overall series pretty handily.

*Bernie Knight*

- |                    |            |
|--------------------|------------|
| 1. Ken Templemeyer | 4.5 points |
| 2. Paul Moore      | 10         |
| 3. Bernie Knight   | 12         |
| 4. Bob MacKenzie   | 16         |
| 5. Jim Harris      | 16         |

## THE STARTING LINE (continued)

### GREATER NEW YORK DISTRICT

**July 26-27** — Greater NY District Championship. Shore Acres YC. Shore Acres, NJ. Host Fleet 31. Open to ALL FSSA members. Five race series on Barnegat Bay, Contact Dick Armiger, 6 Indian Spring Rd., Budd Lake, NJ 07828. (201) 691-0169

### CANADIAN NATIONAL CHAMPIONSHIP

**August 9-10** — Stoney Lake, Ontario, Canada. See Notice of Regatta in this and future issues.

### CANADIAN CRUISE

**August 11-15** — See Notice of Cruise in this and upcoming issues.

## MIDWEST DISTRICT

**Aug 9-10** — District Championship. Lake Carlyle, IL. Contact Bernie Knight. (314) 536-9410.

**Sept 13-14** — Whale of a Sail. Lake Carlyle, IL. Contact Dave Huhn. (314) 394-1346.

**Sept 27-28** — 'Glow in the Dark' Regatta. Lake Clinton, near Champaign/Urbana, Illinois. Contact Jerry Hartman, 408 E. White St., Champaign, IL 61853. (205) 359-8721.

**Aug 2-3** — 80th Ephriam Regatta. Ephriam Wisconsin, 1 Race Vail Cup, 1-3 Races Wisconsin Cup, Total 5 Races Regatta Cup. Contact Jack McCoy East Shore Drive, Egg Harbor, WIS. 54209 (414) 868-3101

## FSSA NEW ACTIVE MEMBERS

FIS#	Dist.	Fleet	Name	Address	City	State	Zip
2148	Capitol	97	Martin McHugh	1419 Belt St.	Baltimore	MD	21230
3314	Capitol	137	Mike Ware	480 Thalia Rd.	Va Beach	VA	23422
3990	Capitol	155	Wm. & Ruth McClintock	12821 Old Country Ln	Midlothian	VA	23113
2170	Capitol		William Werning	222 Holy Cross Rd.	Street	MD	21154
4165	Capitol		Jacob Mast	4401 Old Fox Trail	Midlothian	VA	23113
2721	Capitol		Richard Smith	Box 175 L.O.W	Locust Grove	VA	22508
3956	Capitol		Ed Ferguson	601 E. Winding Hill	Mechanicsburg	PA	17055
2025	Capitol		Dennis Krizek	2493 Glenmore Ter.	Rockville	MD	20850
2205	Capitol		Blair Rebcher	505 N. Ivy St.	Arlington	VA	22201
3434	Capitol		William Wright	5 Lantern La	Media	PA	19063
4213	Capitol		Paul Knapik	729 Pinebrook Dr	Virginia Bch	VA	23462
4189	Capitol		Richard Lober	20011 Hobhill Way	Gaithersburg	MD	20879
4163	Carolinas		Jim Spears	PO Box 447	Laurens	SC	29360
4187	Carolinas		Douglas Russell	304 Glen Oak Dr.	Goldsboro	NC	27530
4171	Carolinas	27	Robert Glaser	105 Kenneth Ridge Ct.	Apex	NC	27052
4225	Carolinas	27	Bob Moorhead	1400 Little St.	Chapel Hill	NC	27514
Assoc.	Carolinas	48	Jeff McLaughlin	Box 6113	Spartanburg	SC	29304
4133	Carolinas	158	Kenneth Kammer	1839 W. Sandhurst Dr.	Florence	SC	29501
2818	Greater N.Y.		Alan M. Shaver	54 Northway	Bronxville	NY	10708
3623	Greater N.Y.	7	Jan Muntz	155 Fieldpoint Rd. 3N	Greenwich	CT	06830
3063	Greater N.Y.		Brian Bargin	11 Lockwood Rd.	Riverside	CT	06878
828	Greater N.Y.		Eric Postmentier	50 W. 97th St. Apt 9C	New York	NY	10025
4153	Greater N.Y.		Marshall Gibson	89 Maple Vale Dr.	Woodbridge	CT	06525
4232	Greater N.Y.		Raymond Nessim	40 Meadow Rd	Scarsdale	NY	10583
Assoc.	Gulf		James Dorgan	5713 Delrose Dr.	Mobile	AL	36609
2282	Gulf	133	M.D. Buffalo	1107 Ronwood	Little Rock	AR	72207
Assoc.	Gulf		Larry Kalata	1535 E. Hwy 390	Lyn Haven	FL	32444
Assoc.	Gulf		Luther Carpenter	4540 Blue Bell	Baton Rouge	LA	70808
Assoc.	Gulf		Lynn McArthur	451 Sudduth Ave	Panama City	FL	32401
Assoc.	Gulf		Michael S. Johnson Jr.	104 Ferry Rd.	Ft. Walton	FL	32548
3803	Gulf		Sam F. Hopkins	143 Bayou Cir.	Gulfport	MS	39501
3266	Gulf		David Leonard	Box 61	Kingsport	TN	37662
Assoc.	Mich-Ontario		Gary Combs	1114 Pennsylvania Ave.	Slidell	LA	70458
632	Mich-Ontario		Donald James	2412 Lomond	Kalamazoo	MI	49008
3577	Midwestern		Burton B. McRoy Jr.	315 Lafayette St.	Ionia	MI	48846
2694	Midwestern		John Domagala	211 E Daniel	Champaign	IL	61820
2138	Midwestern		Kenneth Curfman	2516 4th Ave North	Grand Forks	ND	58201
Assoc.	Midwestern		Michael Rossmann	1208 Wiley Dr.	W. Lafayette	IN	47906
1953	Midwestern		Mike Johnson	2509 Grange	Urbana	IL	61801
1231	Midwestern		James Landisch	2835 Lefebvre Ave	Milwaukee	WI	53210
Assoc.	Midwestern		David Aamblin	620 Fairmont Pl.	Hillsboro	IL	62049
4128	Midwestern		John Cravenho	734 Belden Ave #1	Chicago	IL	60614
188	New England		William Donaldson	23 Stagecoach Rd.	Hingham	MA	02043
4149	New England	76	Dr. John Callinan	21 Latisquama Rd.	S. Borrough	MA	01772
414	New England		Harry Haack	14181 W. Hawthorne	Lake Forest	IL	60045
4188	New England		Mark Bobseine	26 Dartmouth Ave	Dedham	MA	02026
2111	N.Y. Lake		George Allen	161 Floresdale Dr.	Bing Hamton	NY	13985
2534	N.Y. Lake	147	Charles Skinner	H.C.R. Box 109	Cold Brook	NY	13324
406	Ohio	19	Neilson Bletso	422 Ivan Dr.	Kent	OH	44240
4193	Ohio		Randall Chann	7180 Walton Rd.	Walton Hills	OH	44146
3230	Ohio	37	D. Monte Decker	1950 Ridgewood Rd.	Medina	OH	44256
4003	Ohio		Michael Haddaway	78 E. Maynard	Columbus	OH	43202
4177	Ohio	37	David Sloan	3295 Braemar Rd	Shaker Hls	OH	44120
70	Ohio		John Lewis	2046 Kentwell Rd	Columbus	OH	43221
829	Ohio		Jay Huling	4624 Julian Dr.	Columbus	OH	43227
4182	Prairie	40	Mary Emery	3416 W. 98th St	Cleveland	OH	44102
Assoc.	Texas		Ben Borden	PO. Box 709	Lee's Summit	MO	64063
1327	Texas	23	Frederick Stow Sr.	1915 Clipper Ct	Willis	TX	77378
4186	Texas		James McNitt	8530 Rolling Rock Ln	Dallas	TX	75238
3830	Texas		Edward Kopman	7723 Maplecrest	Dallas	TX	75240
510	Florida	23	Patrick E. Michaels	9239 E. Lako Highlands	Dallas	TX	76218
Assoc.	Florida		Henry Smith	PO Box 2231	St. Thomas	WI	00801
			Mike Douglas	929 American Beauty	Orlando	FL	32818

# Caveat Emptor

**FS 3170** — Douglass, Dark blue hull w/red stripe and white deck. Fully equipped for racing. Sails and spinnakers—a fast boat! Homeport-Deep Creek Lake, MD. Selling for health reasons. FS designer autographed centerboard transom. \$4895. Call: Ralph T. Feick, (412) 343-0233.

**FS 3536** — White hull, off-white deck, blue trim. Complete w/trailer, cover, main, jib, spinnaker, etc. Excellent condition. Call George Rootring in Ohio, at (216) 879-2686 or work (216) 879-5635.

**FS 3402** — Customflex. White w/red stripe, teak trim. Murphy & Nye jib, main and spinnaker. Boom canopy cover. Harken blocks. Lifting bridle. Galvanized trailer w/spare tire. Excellent condition. \$4900. Call/write: Marc Elliott, 133 S. 21st St., Terre Haute, Indiana 47803 (home)(812) 235-4597 — (office)(812) 232-0018.

**FS 2396** — Customflex. White hull w/blue trim, in good condition. Pamco tilt trailer, main & jib, spinnaker sails (Sails used about six times). Cockpit cover, motor bracket & hoisting bridle all included, all spinnaker rigging included. Price \$4000. Call: (317) 962-1091 or write Oren C. Stiens, 15 North West 11th St., Richmond, Indiana 47374.

**SAILS** — 1985 Ullman Sails used only in USYRU Hinman Cup regatta. Main & Jib contain windows. New numbers and shipping included, \$500. Contact: Richard Wade, 8723 Bacardi, Dallas, TX 75238 (214) 349-7512.

**FS 3185** — Douglass, white hull, light blue deck, 2 suits of sails, new Shore racing spinnaker. (ready for 1986) Boom Tent, indoor winter storage, hinge mast. \$5600 Fay Adams (617) 933-1668.

**FS 2712** — Douglass, white/yellow deck, 2 spinnakers, 3 sets sails, one brand new never used, Sterling Tilt trailer, full cover and new boom tent cover, Harken blocks, motor mount, lifting bridle, spinnaker pole, anchor, dry sailed, excellent condition. \$5,200. James R. McHaney, 602 Themis, Cape Girardeau, MO 63701, (314) 334-5259 or (314) 334-8357.

**FS 1002** — Blue hull, white deck, Harken rigged, Pamco tilt trailer, "Sailors Tailor" 1 yr. full cover, motor and mount, 2 suits M&J + spinnaker, always indoor stored. Boat & motor in fine condition. One loving owner for 17 yrs. \$3900. Bill McCarthy, (216) 871-7519, 31400 Aldrich Dr., Bay Village, OH 44140.

**FS 2106** — Douglass, white/lt. blue deck, many good sails, a lot of control hardware/lines. Three wheel trailer, many extras. \$4300. Call: Lou Goldman, (317) 962-0229, 563 Links Drive South, Oceanside, NY 11572.

**FS 3908** — '84 Douglass, white, blue trim Schurr M&Js, boom tent, TeeNee trailer, bottom paint, fully equip., sailed on Deep Creek Lake. \$6300. Michael L. Gellner, 9039 Sligo Creek Parkway, Apt. 1508, Silver Springs, MD 20901, (301) 587-5969.

**FS 2415** — Douglass, blue w/lt. blue deck, Schreck sails, cockpit cover, trailer, dry sailed on fresh water. \$4000. Contact: Leo N. Dienstag, 300 Central Park West, New York, NY 10024 (212) 362-2169 Eves. (212) 744-8800 Day.

**FS 3861** — Douglass, yellow hull, off-white deck. Schurr main, jib & spinnaker. TeeNee trailer, motor mount, swimming ladder, compass & full length cover. Sailed from trailer only, very good condition. \$5900. Contact: Tom Hodges, 28 Pierson Drive West RD1, Hockessin, DE 19707 (302) 239-6675.

**FS 3544** — Douglass 1980, Red w/white deck. Schurr sails incl. spinnaker, cover, anchor, motor mount, extras, must sell for medical reasons. \$5200/\$5500 w/4hp Merc. Will consider best offer. Chris Brown, Box 447, Wyoming, RI 02898, (401) 539-2081, after 6 p.m.

**FS 2106** — Fleet Champion. Douglass, lt. blue deck, white hull, excellent condi. 3 suits of sails and spinnaker. Race equipped. Harken multi block, outhaul, Cunningham, Vang, and Waco, 360 centerboard pennant. Rudder blade adjusters. Mushroom anchor w/mooring. Extra equipment. Pamco tilt trailer. \$4300. Contact: Lou Goldman, 563 Links Dr. So., Oceanside, NY 11572 (516) 536-3629.

**FS 2635** — Douglass, New Schurr Main & Jib, Schreck spinnaker, trailer, outboard bracket, mast step hinge, anchor, compass, other extras. One Owner. Excell. condition. Dry sailed. \$3900. Contact: A.P. Bohannon, 109 River Rd., Altavista, VA. 24517 (804) 369-6544 (H)(804) 369-4739(B).

**FS 2094** — Douglass, Always dry-sailed. Hull refinished fall 1984, white w/blue deck, outboard bracket, New Skipper B trailer, Schurr M&J Fall 1984, New halyards & Schurr spinnaker 1985. Good value @\$3150. Phone (803) 524-9559, Write: John Fox, 16 Settlers Cove, Beaufort, SC 29902.

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