

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVIII, NUMBER 5, SEPTEMBER OCTOBER 1986

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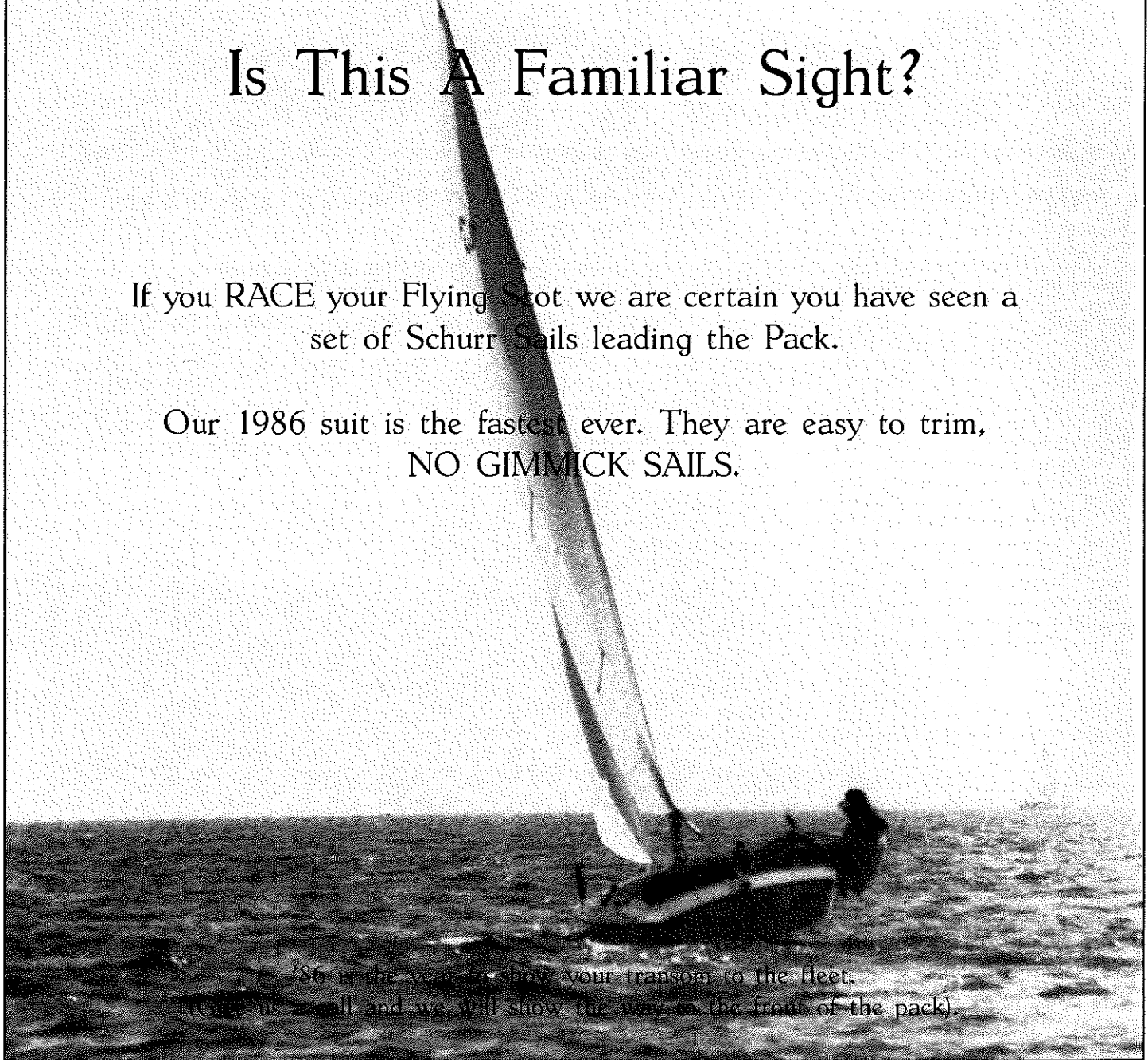


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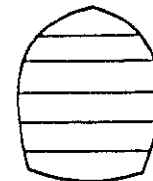
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Cover Photo:

Executive Secretary Ed Eubanks captured the excitement of the moments after capsizing with quick camera work at the 1985 NAC.

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Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXVIII, No. 5. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

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

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

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

Association Spotlights

Long-time Scot sailors know the name Eaton Kelly; that newcomers don't is their misfortune. 'Mr. Flying Scot' in Detroit, Eaton recently retired from Detroit Edison, his long-time employer and sponsor of his home club, Edison Boat Club. At a gathering held, appropriately enough, in the ballroom of the old club, hundreds recognized Eaton not only for his long years of service to the company but also for his untiring support of local Flying Scot sailing.

Eaton is also known locally as a genial 'Mr. Fixit' who can — and has — repaired or rebuilt virtually every part of a Flying Scot. Guardian of the 'work room', Eaton maintained the countless numbers of club-owned Flying Scots that faced constant use and abuse year in and out.

Scot old-timers will recall that Eaton was instrumental in the formation of Fleet 8 at the EBC. That is significant today because EBC had the first club-owned Scots in the area and in the fledgling Association. Following their lead, other clubs locally



Eaton Kelly Retires

and nationally adopted the club-owned system and used the Scot to train their sailors with the most notable successes coming from the GYA use of club-owned boats down South.

Eaton was an intense competitor

who participated in off-the-dock racing at EBC, week-end regattas on Lake St. Clair, and innumerable national championships. He was instrumental in the hosting of our third NAC (then called Nationals) at the EBC in 1961 and, as busy as he was, still managed to place second in the regatta!

Eaton's racing activities have decreased during the last several years but his service to his club and Flying Scot sailors has not. At the 1985 District Championships on Lake St. Clair, Eaton drove the Edison service boat and helped others ready and repair their boats.

Planning to move South for at least part of the year, Eaton's sailing plans are uncertain. What is certain, however, is that Eaton Kelly's influence on sailing in Detroit and in the Association cannot adequately be measured and will live on for years to come.

Congratulations and Happy Retirement to one of our early, successful Flying Scot pioneers!



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The Fleet Review:

Fleet 6

Deep Creek, Maryland

Don Hott
Past Commodore

Fleet 6 is proud to be the largest fleet in the FSSA with 72 boats registered with the Association. Although the fleet sails in Oakland, Maryland, members live in a four state area which includes Pennsylvania, Virginia and West Virginia, as well. What draws this fleet together from such diverse locations is the deep love we have of Deep Creek Lake.

There is some basis to us feeling as though our fleet is 'on top of the world', since Deep Creek Lake rises 2,460 feet above sea level putting us figuratively and literally 'up in the clouds'. The water we sail on is totally clean and, most of the time, very cold. The winds have won deserved acclamation for being 'somewhat' tricky. While generally on the light side, winds range from flat-out drifters to high-wind blow outs that are often associated with unanticipated vicious summer storms. When these storms hit we are fortunate to never be more than a few minutes from some shore.

Because of its unique condition of being a resort area, lake activities begin on Memorial Day weekend, are in full swing by July 4th, and close for the season on Labor Day. A relatively short season, we cram as much sailing into the time as possible. Racing is conducted by an association which runs three races each weekend. Lasers, Rebels, and Scots are the classes of choice for the weekend races as well as three special regattas: the Firecracker, Maryland State Invitational, and the Commodore's Cup. Scots are divided into two racing groups, the 'A' and 'B' fleets, depending on the competitiveness of the skipper.

One thing that is unusual about our racing is that it has been conducted by the same team for many years. Geri and Joe Becker bring both experience and stability to our race program. They also bring a view of their management that is epitomized by the name of their race committee



Fleet 6 members are in 'heaven' on Deep Creek Lake.

vehicle: "Infallible". With a name like this staring at you off the transom on the line, there are few complaints about the line or the course!

The fleet has done much to promote sailing on Deep Creek, as well. A novice racing seminar is conducted by members each Sunday morning to interest new sailors. An advanced racing seminar is held every three to four years. This year, Scot World and Graham Hall were well-received as they hosted their first racing seminar open to all Association members.

Also helping to promote our fleet and its growth is Gordon Douglass Boat Company. Literally in our 'backyard', the company provides our members with extraordinary service. One Saturday a mast was badly bent during the first afternoon race. A quick call to Mary Ammann at the factory, followed by a trip to the plant for a new spar, was followed by quick work by many helping hands and the boat was on the starting line for the second race of the afternoon. We are indeed fortunate not only to have the factory so close but also to have Eric Ammann and Harry Carpenter as fleet members and fellow racers, as well.

One of the highlights of the social

season is the Scot Family Night Dinner and Party. Members and guests join for an evening of good food, fellowship, and amateur entertainment. Many tall tales — occasionally with basis in fact! — highlight this enjoyable evening.

We have our share of national representatives, as well. Harry Carpenter was long-time Capitol District Governor before accepting the post of FSSA Measurer last year. Don Hott has also served as Measurer for a seven-year stint. He also served as President and Past Commodore of the Association. Additionally, Don is the only Scot sailor who has skippered in every Flying Scot North American Championship ever held!

Of course our fleet is additionally blessed with the presence of the Scot's designer and seven time National Champion, Sandy Douglass. When he sails his FS 3000, he is still difficult to beat. And Sandy can always be depended upon for interesting anecdotes before, after, and even occasionally, during the races.

We're sure you're rightly pleased with your home waters. But if you'd ever like to experience a 'little bit of heaven', come sail with us in the clouds on Deep Creek Lake.

Member Profile: Bill Singletary

Hallam Walker FSSA Commodore

A familiar face at Flying Scot events for the last twenty years was seen again recently at the 1986 NAC under his trademark navy blue judge's cap. Bill served as Chief Judge for our championship regatta, just as he did in 1985 at Riverside, Connecticut. Bill's Scot activity is not limited to the protest table, however. He and Maye, his wife and steady crew, are back sailing again after a bout with illness which greatly frustrated Bill's instincts to be at the starting line as often as possible.

William V. Singletary, M.D., is 'Mr. Sailing' of Durham, North Carolina. A distinguished internist, Bill manages to schedule sailing days often enough to compete in series at three different clubs! It's difficult to know where his home club is when he sails at the Carolina Sailing Club, High Rock, and Lake Townsend. His FS 3595 recently competed in the Great 48 at Lake Norman and was on the line for the Governor's Cup in July at Kerr Lake.

All this started in 1965 when his children, Gail, Van, and Macon, got hooked on sailing at summer camp and persuaded their father that he should get a boat. Happily, they picked FS 801, and life was never the same. FS 2110 flew the Singletary colors for several years before being replaced by the latest Scot sporting the three blue stars of the Commodore. His enthusiasm and participation soon led the Carolinas District to make him Governor for several years. Bill then moved up to FSSA Vice-President in 1974. In 1976 and 1977 he served the Association as President and followed this with service as both Commodore and Past Commodore. Bill's accomplishments and service were recognized when he received the Executive Secretary's Cup for outstanding service to the class.



On the local scene, he has been commodore of High Rock Yacht Club where he was instrumental in bringing this club into the South Atlantic Yacht Racing Association. Bill has served as Commodore of SAYRA and remains a Board Member today. He is a USYRA Senior Judge and often judges major regattas such as ours and North Carolina YRA championships. In the administration and practice of our sport, his contributions are

truly notable. The Scots are proud of him!

Whether sailing in a club race or representing the FSSA at meetings of USYRU, Bill and Maye show the Flying Scot at its best. Bill says that what he has enjoyed most about the boat is making so many Scot friends. We enjoy having him with us because he makes so many friends for the Flying Scot. We wish him the fairest of breezes!

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1986 FSSA NAC's — DOWN TO THE WIRE

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Both the North American Championship and the Challenger Division were decided in the final race in one of the most exciting NAC's in the recent history of the Flying Scot Sailing Association.

Going into the final days single race, Marc Eagan, of Bay Waveland Yacht Club in New Orleans, LA, had a slim 1/4 point lead over former champion Greg Fisher of Shore Sails, Columbus, Ohio. In the Challenger Division, FSSA President, Jack Stewart of Alliance, OH, held a 3/4 point lead over Jimmy Rethven of Panama City, Florida.

When the guns finally sounded, Eagan had suc-

cessfully defended his Championship and Rethven had claimed the Challenger Division.

A field of 55 boats, the smallest in years, made the starting line for this years NAC's and all agreed that the conditions, which ranged from very calm to very windy (squalls with 45 knot winds) tested the ability of all the sailors in just about all conditions.

Immediately prior to the NAC's, Andy Lovell of New Orleans claimed the Jr. NAC Championship with three firsts in the three first races. Ellis Ollinger of Mobile, AL was runner-up.

CHAMPIONSHIP DIVISION

Marc Eagan	New Orleans, LA	11.50
Greg Fisher	Columbus, OH	15.75
Randy Santa Cruz	Bay St. Louis, MS	22.00
Benz Faget	Metairie, LA	26.75
Harry Carpenter	Oakland, MD	37.00
Steve Bellows	Pensacola, FL	41.00
Dennis Stieffel	Bay St. Louis, MS	41.75
Scott Sonnier	New Orleans, LA	49.00
Pete Merrifield	Bay St. Louis, MS	51.00
Adam White	Gulfport, MS	52.00

CHALLENGER DIVISION

Jimmy Rethven	Panama City, FL	13.50
Jack Stewart	Alliance, OH	17.00

Andrew Eustis	Cincinnati, OH	23.75
John Domagala	Champaign, IL	26.50
Bernard Knight	Chesterfield, MO	35.00
Barry Moore	St. Louis, MO	37.00
Con Lancaster	Pascagoula, MS	39.00
Walter Keenan	New Orleans, LA	39.00
Roland Foerster	Plano, TX	41.00
David Wyatt	Long Beach, MS	42.00

JR. NAC

Andy Lovell	New Orleans, LA	2.25
Ellis Ollinger	Mobile, AL	10.00
Michael DeMarcay	New Orleans, LA	10.00
Jeff Irvine	Jamestown, OH	11.00
Grag Craddock	Pensacola, FL	14.00



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Dacron or Kevlar?

THE LATEST IN SAILCLOTH DEVELOPMENT FOR THE FLYING SCOT

Greg Fisher

As the July issue of *Scots n' Water* pointed out, the major 'controversy' at this year's Mid-Winter Championship was winner Greg Fisher's use of kevlar sails in over half the races. Sailcloth development is an ongoing process and one that will ultimately affect everyone who sails a Flying Scot, whether to race or pleasure sail. In this article Greg provides the background that explains his decision to use this cloth experimentally in such an important event and its potential impact on Scot sailors in the future. Ed.

Over the past ten years amazing jumps in the technology of sailcloth have occurred. We have all seen pictures of wild, gold-colored sails on the 12 Meters that remind us of something straight out of "Star Wars." While attractively 'high tech,' these new designs and sailcloths do represent an actual increase in performance.

Most of the new designs you see are a result of using the new sailcloths being woven throughout the world. Much of that cloth is made of a fabric called kevlar. Because of the tremendous inherent strength of the kevlar yarn used in these new fabrics, the weight of the cloth can be greatly reduced while still maintaining the same relative stretch characteristics of a comparable dacron cloth. In some instances, the strength of the cloth is even increased! And with the strength comes a weight reduction, as high as 60 pounds on a single big-boat racing mainsail!

Because the kevlar yarn is so low in stretch, the cloth produced becomes very strong in one direction while compromising strength in all other directions. In fact, the cloth suppliers inform sailmakers that once the sailmaker ventures more than 10-12 degrees off this strong kevlar thread-line with the maximum loads of the sail, he can severely damage the cloth. Since there are many load directions in any one sail, this light-

weight oriented cloth must be cut into panels and fanned out to match the different load lines; thus the reason for these complicated panel layouts. Sailmakers are simply building the sail with more panels to match the strong thread line up with the greatest loads in the sail. As you might guess, these sails are very expensive, not only because of the greater cloth costs of these exotic laminates, but also due to the labor time involved in cutting and producing one of these sails. For flat out big-boat racing, however, there is no question that most owners feel the cost is worth it.

What does it mean to us, Flying Scot sailors? We have long been used to dacron cloth, and for good reason. On small boats (up to 25 feet), dacron cloth is a faster fabric. When boats are smaller they are more tender and will react quicker to increases and decreases in wind velocity. The sails must be able to work with the mast (since in most cases the mast bends more on a

(continued on page 16)

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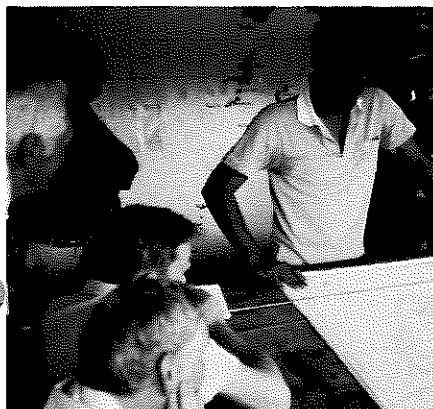
A CARIBBEAN ADVENTURE

FSSA members travel to another world of sailing pleasure

Pat Vance

Crystal clear water matched in beauty only by equally clear skies provided the perfect setting for a week of exciting cruising, colorful snorkeling, and restful, romantic sunsets for 74 Flying Scot "Worldwide" Sailing Association members as we sailed the Caribbean in March, 1985. The 'official' un-official cruise of the FSSA, this year's cruise continued a long string of adventures into another world of sailing: big boat cruising in far-off ports. Like many others before it, this cruise attracted both seasoned veterans and newcomers alike to the every-other year event which unites Scot sailors from around the country for a week of sun, sailing, snorkeling, and sightseeing in exotic locales.

As ardent organizers of this increasingly popular event, Past Commodore Bob Vance and I left the snowy East coast in late February for our initial point of sailing departure: St. Vincent, B.W.I. Leading an advance contingent of 12 FSSA members, we stayed at the CSY Marina and oversaw the preparations as our fleet of SCY 44's were made ready for the week's sailing. Watching others work was so hard, however, our advance group was forced to spend great amounts of time relaxing with sightseeing, sunning, and SCUBA diving. By the time the bulk of our crew arrived, both the boats and advance group were well-prepared for the coming adventure.



Skippers chart their course at the outset.



The welcoming party introduced both veterans and newcomers.

The remaining crew of 62 arrived late at night and found themselves doubling up in hotel rooms. Some inconvenience, one sailor remarked, "I planned to share the boat, but not the night in the hotel!" This momentary setback was quickly soothed with copious quantities of Mt. Gay Rum at the Welcoming Party. Dinner was a boisterous affair as crews met — many for the first time — and charted their course for the coming days' sailing adventure.

The morning of our first official day of sailing dawned warm and sunny. While the skippers of each boat met for a briefing, the rest of the crew began to adapt to 'Island Time'. Best defined by example, what would take an hour to do in the states will take about four in 'I.T.'. As the day proceeded, boats were made ready, provisions taken aboard (even if not what had been ordered!) and duffle bags unpacked and stowed below. At last we were on our way to our first destination: the lovely island of Mustique.

The sail to Mustique is most notable for the sighting of the wreck of the Antilles, a French cruise ship that went aground in the late 1960's. A remarkable sight, the Antilles is slowly breaking apart as the waves wash under her stern.

Once at anchor in Mustique Bay, we put out in the dinghies to visit friends on other boats or went ashore to the local thatch-roofed hut for drinks while we tried to remember where we'd put what we wanted to cook for dinner.

The next morning was perfect for snorkeling among the colorful reefs and corals. We spotted beautifully marked fish and turtles. From now on, the days took on a rhythm of their own. Breakfast in the cockpit under a brilliant sun preceded slathering up with suntan lotion before exploring the depths of the crystal clear waters. After a morning swim, we usually pulled anchor and set sail for a leisurely cruise to another island with a seemingly even more spectacular anchorage.

After we were settled at most places, native boys would row out in their wooden boats with a never-ending variety of goods for sale. "Would you like black coral jewelry?" "No? How about some bracelets made from turtle shell . . . Perhaps some fresh fish, lobster, or vegetables and fruit." Of course, part of the fun was to bargain to see how many "BeeWee" dollars would be the final price.

One of the loveliest spots of all was the Tobago Keys, a National Park with no commercial or residential development. Only native fishermen are allowed to camp under the gently waving palm trees set on the white sand islands surrounded by nothing but aqua seas and silence. A fantastic spot for snorkeling and diving, some of us spent two nights immersed in blissful tranquility. Others in our crew spent two days immersed in the blissful observation of nearby French boats which must have suffered a loss of clothing at sea as few of the



Smiling faces were the order of the week.

CARIBBEAN

(continued from page 9)

women aboard appeared to have anything to wear! Others, still, explored the shores of Mayreau and Palm Island.

On Union Island there is an airport as well as a grocery store that has *ice cream!* There is a cute bar at the Frenchman's Hotel that contains live sharks swimming as you step ashore. Shades of James Bond!

On Wednesday we made sail for the island of Petit St. Vincent for the steel band and "jump up" dancing. Some had planned to have dinner there and although reservations were made, there were delays. But all were eventually served and we even celebrated a crew member's birthday in this distant port. Our biggest disappointment of the night was the blender burning out and, thus, no more pina colodas. Such are the discomforts one must suffer when 'roughing it'!

The following day marked the beginning of our unwanted return to civilization. We had a long, exciting (too exciting?) sail to Bequia, one of the most beautiful of the inhabited

islands. Bequia boasts numerous shops with extremely attractive hand-blocked fabrics and other local crafts. The native boys, for example, offer small boats made from coconut shells.

On Bequia we swam at Princess Margaret beach, went sailboarding and had a last fling at enjoying the fabulous sunsets. One of the rituals we created was savoring a long, lazy day with a tall, icy, rum drink while sitting in the cockpit with some St. Vincent peanuts (which you shake out of the beer bottle in which they are packaged) and watching the sun set, hoping to see the 'green flash' while the little boys floated in their nearby boats serenading us with a rendition of "Yellow Bird."

As our trip drew to a close,



A happy crew displays the catch of the day.

several of the boats left those still enthralled with Bequia and sailed ahead to the CSY Marina so they could sightsee in St. Vincent. There they saw old churches, the native market, and the Botanical Garden with the fabled Captain Bligh's breadfruit tree. Twelve hardy souls climbed Mt. Soufriere, an arduous five hour undertaking involving hiking, hitch-hiking, and stamina. This volcano erupted about five years ago and is still smoking. It is truly an awesome sight to see (and smell) as you look over the rim and feel that the trade winds may easily blow you over the edge. Those who make it to the summit bring back a sprig of "Soufriere Grass" to prove they made the climb.

On the last night of the cruise we had a fantastic cocktail party and buffet dinner of native specialties and freshly-caught local fish. Some of the boat crews put on skits regaling us with the vicissitudes and mishaps of the trip. There were awards for accomplishments such as running out of ice — or having no ice at all! — engine troubles, and the (in)famous 'toilet paper' award. Two of the men

(continued on page 17)



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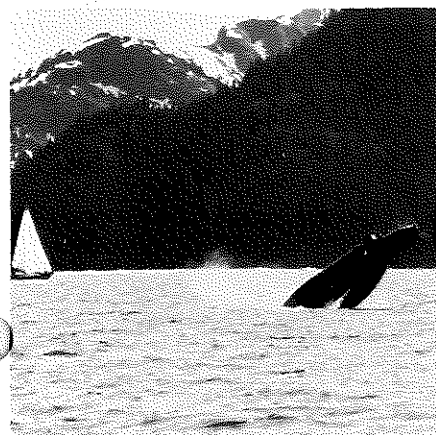
SAIL ALASKA IN 1987

Bob Vance
Past Commodore

One of the last frontiers — Alaska, will be the destination of 28 Flying Scot couples in July, 1987. We'll be seven days sailing the protected waters of Prince William Sound, near Anchorage, Alaska, amidst Humpback and Orca Whales, Sea Lions, Harbor Seals, Sea Otters, and Porpoises. The shores of the 10,000 square mile Chugach National Forest contain over 200 species of birds including numerous Bald Eagles who will be active during the Salmon Run which coincides with our trip. We will sail right up the face of the Glaciers. How about having a 10,000 year old ice cube in your drinks!

Pat and I were on a cruise ship in the Alaskan waters last summer and thought the sailing opportunities looked fantastic. We contacted Alaskan Wilderness Sailing Safaris, liked the basic package, checked some who had sailed with them and have now reserved all of their boats for two back-to-back cruises beginning July 9, 1987. This is 'flotilla sailing' like we had in Greece. Jim and Nancy Lethcoe will accompany the fleet, showing us the sights and answering our questions. They are both teachers during the winter and are well-qualified, having written several books about the area.

There will be two segments, with 28 berths available in each time frame: 25 on Bare Boats and three with the Lethcoes on the lead boat.

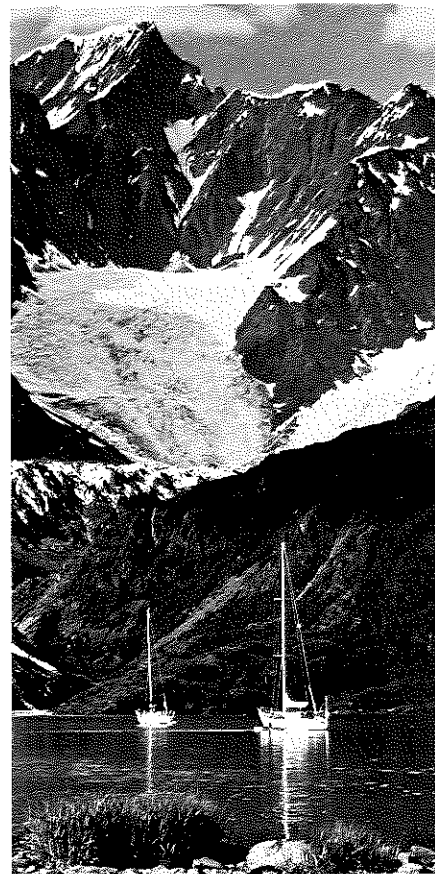


Humpback whale breaching in Prince William Sound.
Photo by Brant McGee.

Among Whales, Seals, and Glaciers

In addition, a two week trip will be available which includes the basic sailing plus interior Alaska. If you really want to make this trip of a lifetime, our agent will design a three week trip which includes the basic sailing plus the interior, plus a week on a cruise ship down the inside passage to Vancouver, British Columbia.

If you are interested in sailing Alaska, see the Notice of Cruise in this issue and contact Bob Vance immediately. Because of the success of the previous cruises, these boats are going to go fast!



Anchorage at Serpentine Glacier, Harriman Fjord.
Photo by Nancy Simmerman.

ALASKAN CRUISE JULY, 1987

Site	Prince William Sound, near Anchorage, Alaska.
Directors	Jim and Nancy Lethcoe of Alaskan Wilderness Sailing Safaris. The Lethcoes are teachers, sailors, and writers of books on the area.
Schedule	There will be two, back-to-back ten day trips. The first begins July 9, 1987; the second July 17. There will be seven days of sailing plus overnight in Valdez and a full day powerboat trip to Whittier past Columbia Glacier. A two and three week trip can be arranged at additional cost.
Yachts	Due to the prevailing light summer winds, the five boats available are high performance in nature, yet comfortable as well. They range from a Tanzer 27 to a Nordic 44.
Climate	Moderate temperatures of 50-70 degrees are typical during the day. Evenings are cooler. There is sunlight from four a.m. until past 10 p.m. each day.
Availability	There will be room for 28 people in each cruise. Some boats have room for four, others for six. If you don't have your own crew, we will set up boats with compatible sailors.
Experience	At least one skipper with blue water cruising experience is needed on each boat. Due to past cruises, we anticipate no shortage of skippers.
Cost	The estimated cost for the cruise, food, and airfare from New York is \$1,600 per person.
Contact	Full color brochure and further information are available from: Bob Vance 134 Indian Head Road Riverside, CT 06878 Please make note of which trip date (July 9, or July 17) you are interested in and how many you anticipate in your party. We suggest you make contact quickly to indicate your interest and reserve a space.

CAPSIZE RIGHTING TECHNIQUE:

A Pictorial



Boat righted, the s.b. operator stands by as the crew prepares to board the boat, clean house, and sail on to the next race.

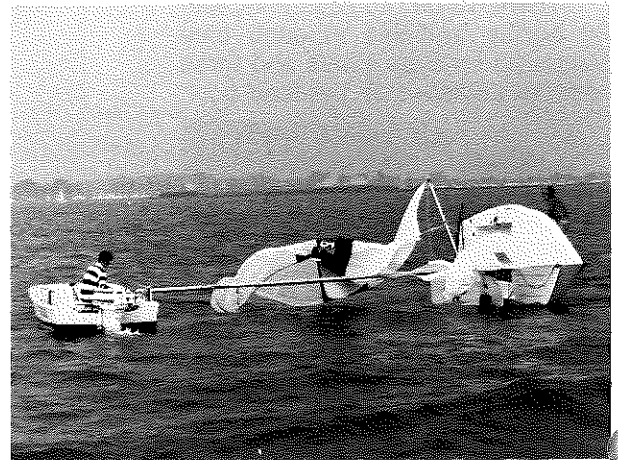


Following the capsize — to windward with spinnaker flying — Denis quickly jumped to the hull as Earl scrambled up. Unfortunately, the boat had gone far enough over that the centerboard dropped back into the trunk, thus complicating the job.

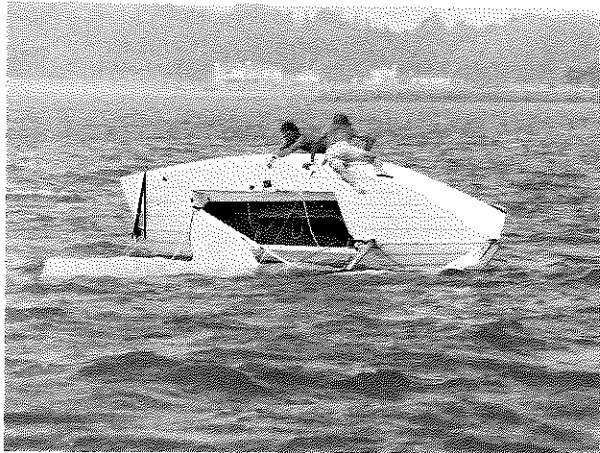
When a rogue wind caught Earl Moorhouse and Denis Burgoon off-guard in the deceptively placid waters of Long Island Sound during the 1985 North American Championship, Executive Secretary Ed Eubanks was there to chronicle the event pictorially. Pat Barry narrates the steps the crew took to right their Scot in time for the next race.



While the s.b. operator simply walks the mast up, Denis positions the bow into the wind to keep it from capsizing again upon righting. A job for the crew, this allows the skipper to board first and regain control of the helm.



With the boat now on its side and under control (and virtually dry!), the weary crew accepts help from a trained service boat operator. With Earl on the side for continued stability, Denis drops the sails to facilitate both the final lift and boat's stability once floating.



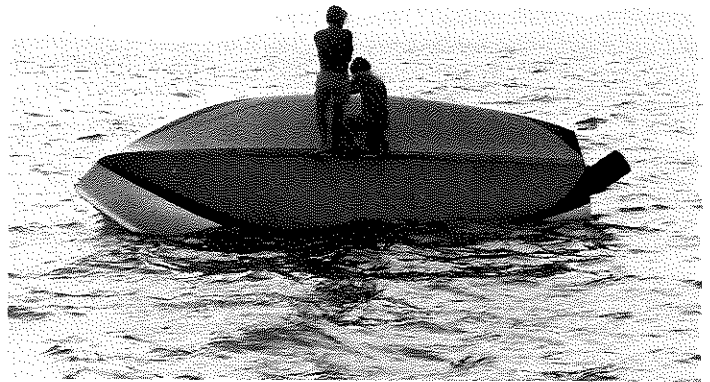
Undaunted, the duo begins the task in earnest as Denis tries to lean his weight out as Earl comes over the side to assist.

Our thanks to Earl and Denis for this primer on righting a Scot, a task which few of us, thankfully, ever face.

But, hey guys, where are the PFD's?

Ed Eubanks

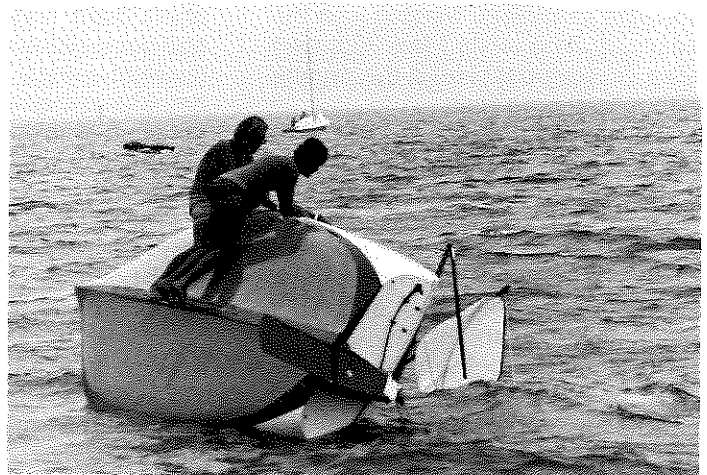
& Pat Barry



Earl grabs the jib sheet and leans out while Denis fashions his own custom, extra-long, 'hike assist' line.



With weight fully extended, the balance shifts and the boat starts to come up. Note that the 'back-winded' jib, holding many gallons of water, is acting somewhat as a brake, hurting the boat's righting.



With toes tucked into the convenient foot-hold provided by the centerboard trunk, Denis realizes that they'll need some way to leverage their weight out where they could usually rest on the extended centerboard.

THE FLEET'S IN The Great 48 & Carolinas District Championship

Great Scot! The "Great 48"!

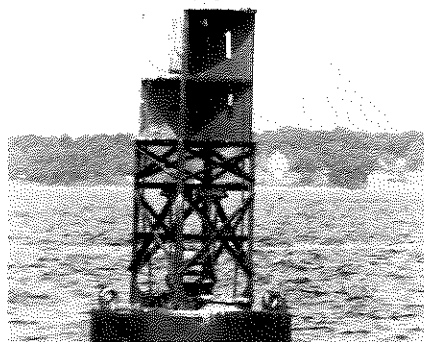
From the North, South, East, and Midwest they came, trailering their Flying Scots to once again enjoy the Carolina blue sky and water of Lake Norman, near Charlotte, North Carolina. Sailors from Wisconsin, Georgia, Maryland, and Ohio joined a number of North and South Carolinians May 3rd and 4th in the thirteenth annual Great 48 Regatta, which also served as this year's Carolinas District Championship.

The Great 48, traditionally held the first weekend of May, is hosted by Fleet 48 of the Lake Norman Yacht Club (LNYC). The Fleet was pleased to have a strong turnout with 34 skippers and their crews crossing the starting line.

Saturday tested our endurance as three races were held. Though the breezes were steady, they were shifty and tested a skipper's skill. Judging by his three first places, one could say that Harry Carpenter is a skilled sailor.

Sunday's sailing began early with heavier winds which made for a fast and exciting first race. The final race, however, saw the winds gradually die, testing both skills and patience. RC Bill Ross wisely decided to finish the race at the leeward mark. Former Carolina sailor Paul Newton won the heavy air race while Fleet 48's own Mike Duncan concluded the regatta with a final race first.

Winning the regatta outright was first day big winner Harry and Karen Carpenter. Since it was the District Championship, however, and Harry was not a member of the Carolinas District, the trophy went to the first District finisher. Holding dual fleet membership, both in Ohio and in North Carolina, Rick and Jo Baugher were named the Carolinas District Champions. (While the Baugher's enjoyed the unexpected accolade, they found out later that they would be ineligible to win the Ohio District since, for championship purposes, a sailor can only win one district a year. This figured heavily in the Ohio District Championship which the Baughers later won, but weren't allowed to keep. Ed.)



LNYC, situated on a peninsula in the northwest portion of Lake Norman, provided a pleasant and relaxing atmosphere for the friends and families that gathered for the regatta. Kay Leffler arranged a delicious ham dinner in the clubhouse Saturday night which was topped off with . . . umm . . . tasty blueberry pie. The cool weather that brought the wind also brought chilly temperatures for those that used the camping facilities available. The fresh fruit, donuts, and hot coffee served in the clubhouse Sunday morning helped to take the chill off.

Regatta Chair Lennie McLaughlin pronounced the weekend a success and deserved a thank you for his efforts in organizing this year's regatta. For those that received the trophies there was the thrill of victory and competition with some outstanding Scot sailors. For those of us who brought up the rear, there was the experience of sailing in a large fleet and competition with those boats around us. For all, the weather was beautiful, the racing exciting, and the weekend fun. And there remains the challenge to do better next year. See you all at the 1987 "Great 48."

Anne L. Machenzie

Race Results	Fleet	Pts.
1. Harry Carpenter	6	12.75
2. Tom Hohler	80	22
3. Peter Salmon-Cox	80	32
4. Rick Baugher	19	35
5. Richard Schultz	126	40
6. Paul Newton		42.75
7. Larry Lewis	108	47
8. Dan Goldberg	6	54
9. Bob Murdock	27	54
10. D. Smith	48	63

Jerry Ellis Junior Regatta

The 1986 Jerry Ellis Junior Regatta was sailed at Biloxi Yacht Club, Biloxi, Mississippi on May 24-25. Participants raced both in Sunfish and Flying Scots.

The Flying Scot event was won by Dodie Osley, sister Laurie, and Gavin Schmidt of host BYC. Host BYC also placed second as Clinton Bolton, Jr. and crew Mike Kuluz and Charlie Dellenger held off the third place team of Roy Tripp, B.B. Tiblier, and Karen Lorenz of Ponchartrain Yacht Club in New Orleans, Louisiana.

Congratulations to the participants in this annual Southern Junior Regatta and especially to the award winners.

Robert Schmidt

High Rock Invitational

Fifteen Flying Scots sailed in the 19th Annual High Rock Yacht Club — Michelob Invitational on May 24-25, 1986, in Southmont, N.C. Only one of Saturday's scheduled races was completed before dying winds ended action for the day. Sunday's winds were fair, permitting two races to be run on a modified Olympic course.

Kent and Peggy Taylor won the event handily with three firsts and were awarded the Michelob Trophy as well as first place among the Scots. Second place was even in points with the award going to Larry and Starr Lewis on the tie-breaker over Dick and Nan Schultz. A similar tie-breaker gave the Myatt's the win over the Barnhardt's for fifth place in the series.

Noteworthy in the results is the fact that family teams won all top positions!

Kent Taylor

Race Results	Pts.
1. Kent & Peggy Taylor	2.25
2. Larry & Starr Lewis	8
3. Dick & Nan Schultz	8
4. Mike & Dorothy Duncan	12
5. Ernie & Beverly Myatt	19
6. Jake & Mac Barnhardt	19

(continued on page 17)

THE STARTING LINE

CAROLINAS DISTRICT

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.

GULF DISTRICT

Oct. 11-12 — Great Scot Regatta. Hosted by Fleet 118 at the Birmingham Sailing Club, Lake Logan Martin, Alabama. Contact Dave Whikehart, 1137 Mt. Oaks Dr., Hoover, AL 35226. (205) 822-0740.

MICHIGAN-ONTARIO DISTRICT

Sept. 13-14 — District Championship & Hot Scot Regatta. Portage Lake, Pinckney, MI. Hosted by Fleet 20. Open to all FS owners, especially in Ohio, Indiana, and Illinois. Separate awards for Districts and the Invitational regatta. 5 races. Contact Doug Christensen, 9215 McGregor Road, Pinckney, MI 48169. (313) 426-3510.

MIDWEST DISTRICT

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, IL. Contact Jerry Hartman, 408 E. White, Champaign, IL 61853. (205) 359-8721.

(continued on page 18)

REGATTA SPOTLIGHT

Fun Shines on the 'Glow in the Dark'

Jerry Hartman

With a regatta name like that, you can't help but wonder what goes on at this newest of Midwest District regattas! Curiosity brought 20 boats from around the midwest to sail in the second running of this event on September 28-29, 1985.

What is 'the Glow'? Depending on who answers, it's a feeling of warm friendship and hot competition. Or the visible condition you're in after an evening of heavy-duty partying with concoctions that are radioactive in nature. Or maybe 'the Glow' is the condition you'll suffer if the nuclear plant at the end of the lake ever goes 'on line.' Whatever the name means, the regatta was, once again, a great success.

Fleet 135 hosted the event on their local water, Clinton Lake, which is located just west of Champaign, Illinois. Man-made and situated amidst miles of flat land and corn fields, the lake provides a fine place for regular weekly Scot sailing as well as special events such as the Glow. Many of the fleet members formerly sailed further south at Lake Carlyle but with the new lake opening up have found it convenient to stay nearer home. With local water available, the fleet is experiencing steady growth and has attracted

talented and fun-loving members capable of hosting an event that is first-class, both socially and competitively.

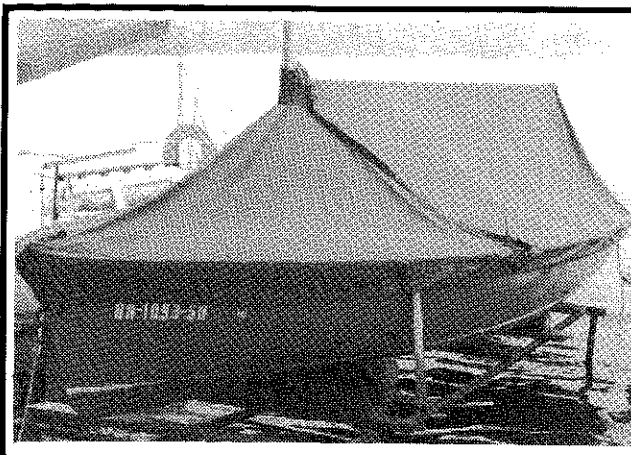
Though three races were run, the emphasis was definitely on the social events. The regatta featured gumbo and smoked ribs around the bonfire with harmonica playing, singing, fireworks, and the attendant good friends and fellowship.



Winners Harry and Karen Carpenter bask in the glow of 'the Glow'.

Registration featured numerous 'freebies' including tote bags and 'boom whoopies' from Douglass Boat Co. and Shore Sails. A prized souvenir was the glass mug with the skeletal skipper navigating his Scot towards the nuclear plant nearby.

(continued on page 18)



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SAILCLOTH

(continued from page 8)

small boat) so that the boat can 'change gears' more effectively. The leech area of the sail must stretch slightly to allow the back half of the sail to get flatter and less overpowering.

Although some sailmakers have experimented with the oriented-panel kevlar/mylar sails for the Flying Scot, I don't think the results have been conclusive. Some may disagree, but we have found that these high-strength, oriented-panel sails lack the stretch necessary to 'change gears' smoothly. The sail trim becomes critical and more difficult as the wind velocity increases. Except for the main sheet, mast bend, and cunningham tension, it is very difficult to make a kevlar sail change shape in comparison to a dacron sail which is almost 'self-adjusting'.

The problem for small-boat sailmakers is that the pressure is high for us to switch to kevlar/mylar. The U.S.A. cloth suppliers openly admit that since the demand is not as great as it used to be for dacron sailcloth, they can't spend the time or money to produce it in the quantities or the quality that we have received in the past. It is becoming increasingly difficult to receive dacron cloth with the smoothness or stretch characteristics that we need so badly for one-design boats such as the Flying Scot. This does not mean that the U.S.A. manufacturers are not building dacron at all anymore, but that their priorities have changed as the demand for the laminated sailcloth has become greater. Interestingly enough, this problem is not just limited to the lighter weight cloths of one-designs. Our big boat loft in Cleveland, Ohio, is presently searching as far away as Europe to find a simple mainsail fabric for a couple of 30 foot cruising boats. In some cases, if the fabric is not in great demand, it is simply not produced. Recently we called to order our most popular Snipe class light air jib cloth only to be informed that it had been dropped from their line of lightweight dacron fabric. No note. No warning. No alternative!

In defense of the sailcloth producers, laminated fabrics are, in fact, much easier to construct to top quality standards. Mylar film, which is used to sandwich the kevlar scrim, is easier to come by, as is the adhesive

to glue it all together. The kevlar scrim is a very loose weave and therefore is not as difficult to weave. It is a much more efficient operation, involving fewer people. Thus, it is less expensive to produce.

This still leaves one-design sailmakers with the process of finding a laminate that will react like dacron, be as durable as dacron, and not be so expensive that it prohibits its use.

This year at the Mid-Winters we sailed half of the regatta with an experimental suit of cross-cut kevlar/mylar sails. The word 'cross-cut' is important because it means that we cut this suit of sails off of our standard dacron patterns. There was no fancy, custom-oriented panel construction, so the labor involved in putting this suit together was no greater than a standard suit of sails.

After looking at literally dozens of different kevlar/mylar sailcloths we found a style laminated in Europe that seemed appropriate. This fabric is used primarily on high-tech boardsails which have the same relative stretch requirements as our dacron one-design sails. In fact, to order this cloth we sent graphs of the stretch characteristics of our standard dacron sailcloth which we asked the manufacturer to match. Since the material

we selected was unique in that it had kevlar running both across the roll and the length of the roll and the mylar film laminated to this scrim, it was a bit heavier than other mylar fabrics. On the other hand, the inherent problem of the 'off threadline' breakdown was not as great. Actually, the bias strength (the bias is the diagonal direction across a roll of cloth) was very close in stretch to our standard dacron and seemed very close in durability.

Of course time will tell, but it appears that kevlar/mylar Flying Scot sails in the not-too-distant future are not only a possibility, but a necessity. As sailmakers, we are working very hard to build these sails as cost-effectively as possible with no relative increase in price to you. We feel that it is important that we do not find a 'gimmick,' a sail that is a great deal faster that would necessitate everyone buying one to stay competitive. Instead, we are only looking for a fabric that is a replacement or alternative to the currently-used dacron sail.

We always want to keep you informed as to what is the latest in the class! We hope you will feel free to give us your opinion on the subject. We look forward to your input.



Fisher tests kevlar cloth at the 1986 Mid-Winters.

A 'star' in many one-design classes, Greg Fisher has shined brightly in our class as well with both a NAC and Mid-Winter title to his credit. Importantly, Greg has demonstrated his commitment to the Scot with his attendance at numerous Scot events, often as a learned spectator willing to help all Scot sailors, not just his Shore Sails, Midwest loft customers.

FLEETS IN

(continued from page 14)

GRSA Commodore's Cup

The Greater Richmond Sailing Association (GRSA) held their 10th Annual Commodore's Cup Regatta on June 7-8, 1986 at their site on the Swift Creek Reservoir in Chesterfield County, Virginia.

Flying Scot Fleet 155 of GRSA produced the most one-design entries (12) and captured the Cup for the third consecutive year, easily besting the Thistle and Day Sailer classes with seven entries each.

Though three races were scheduled for Saturday, only two were run before light air forced cancellation. Bob Murdock, of Durham, NC, set the pace for the regatta by winning both races that day. Participants did not seem to mind the shortened activities as it allowed more time to enjoy the club's Captain's Table Bar-B-Q.

Sunday produced much im-

proved conditions with Hurricane Andrew producing 10-15 knot winds from its position off the coast of Virginia. Murdock again outdistanced the field, making it a clean sweep of four firsts. The greatest excitement this day was the competitive race between Doug Bare, Bill Huffman, and Tom Torrence which ended in a photo finish and greatly influenced the final finish standings.

In keeping with past tradition at GRSA, Bob Murdock's FS #1720 was added to the GRSA sailboat weather-vane and will grace the club until the Commodore's Cup is once again held in 1987.

Bob Atherton

Race Results

	Pts.
1. Bob Murdock	3
2. Doug Bare	12
3. Bill Huffman	13
4. Tom Torrence	15
5. Bill Giles	18

CARIBBEAN

(continued from page 10)

were reunited with their gear and wore their own clothes for the first time in a week!

This final event gave us all a chance to be together again and realize that even though there had been minor inconveniences, none were serious and the memories of warm, beautiful days filled with swimming, snorkling, sailing, and sunsets would warm us in the coming months back in the chilling confines of the land we left behind in search of paradise, if only for a week.

Very long-time Scot sailors, Pat and Bob Vance usually spend their sailing time with members of the Fleet 7 sailing the waters of Riverside, Connecticut. Successful racers and daysailors, the Vances have traversed the Virgin Islands, Honduras, the Grenadines, and the Greek Isle in search of the perfect getaway cruise. Plans now call for a trip for FSSA members to Alaska in 1987. (See information in this issue of S n' W.)

All photos by Pat Vance.

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- 1 1985 Berlin
- 2, 3 1986 Great '48
- 1, 4 1986 Mid-Winter Championships

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REGATTA SPOTLIGHT

(continued from page 15)

On-the-course activities included three races sailed in varying conditions which provided a good test for all present. Boatbuilder, Measurer, midwest 'Ace' and all-around good folks Harry and Karen Carpenter from Deer Park, Maryland outpaced local sailors John Domagola, Sue Clay, and Fred Cohen from nearby Urbana.

Other notables in attendance were Pennsylvania Lightning sailor John Wherley with crew Bertie Gerling from the Shore loft and class officers Governor Bernie Knight and Vice-President E. Paul Moore.

With trophies provided down to 7th place and souvenirs galore, no one went home empty-handed.

This year's 'Glow' will be held the same weekend, September 27-28, 1986. Why not come on over? We'll put a 'Glow' in your season, too!

Regatta Results

1. Harry & Karen Carpenter
2. John Domagola, Sue Clay, Fred Cohen
3. John Wherley, Bertie Gerling
4. Mike & Debbie Hartman
5. Bernie & Sue Knight
6. E. Paul Moore & E. Paul Moore, Jr.
7. Jerry Hartman, Lynne Foltz

STARTING LINE

(continued from page 15)

OHIO DISTRICT

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

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

Sept. 20-21 — Whiskey Siur Regatta. Moraine State Park, near Pittsburgh, PA. 5 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.

FLEET BUILDING

Recognize your Crew!

Tom Ehman, Jr.
FSSA Secretary

With the sailing season ending and the annual awards nights soon upon us, Tom Ehman, Jr. shares some timely advice on recognizing your crew in the first column of a new, regular series on the lifeblood of the Association: the Fleet. Ed.

It's tough for most of us to get crew, let alone good crew. And given reasonably equal equipment, crew-work is the single biggest factor in success or failure on the race course. You can have a brilliant start and hit every shift on the weather legs, but if you don't hike hard or if you wrap the spinnaker around the forestay you're not going to do well, let alone win.

So what do we do to recognize good crews? Do we mention their names at the prizegiving? In the regatta results? Do they get trophies the same as the skippers? Similar? At all? The answer, of course, is that crews have been getting the short end of the stick and are tired of it. I don't blame them.

The solution is for fleets and the national class to recognize crew participation and achievement whenever possible. They should be feted at prizegivings equally along with their skippers, and given exactly the same keeper trophies. The skipper's bonus is getting to have the permanent (traveling) trophy until the next regatta. As a skipper, I would much rather receive a modest trophy along with each of my crew, than be awarded just one magnificent trophy for the entire boat. And boy, do the crews love it! And that makes it much more fun for everyone — husbands and wives and kids and friends — which inevitably leads to better crew, better participation, and bigger fleets.

This simple idea is not just a theory; we have put it to practice in our local J/24 fleet and the results have been positive and dramatic. Combine this idea with a good fleet social program and you're almost guaranteed success at the fleet level.



If anyone has ideas on success, it's Tom Ehman, Jr. Long an immensely successful Scot skipper (including three NAC titles), Tom has vast experience in organizing for success, both as the former Executive Director of USYRU and currently as the Executive Director of the AMERICA II Cup Challenge.

Scots n' Water Recognized

The Editor, support staff of Nancy Cooper and Donna Welle, and the whole Flying Scot Sailing Association have much to be proud of with the recent national recognition of **Scots n' Water** in Yacht Racing & Cruisings special edition of The Sailing 400.

Dedicated to recognizing successful and valuable sailors, clubs, and programs, the magazine recognized **Scots n' Water** as one of the top six class publications in the United States.

Following recognition of **Scots n' Water** by the One-Design Class Council last Fall and the positive publicity generated for the Class by the 'Fleet Builders' issue this Spring, we all have much to be proud of about our Association and its services. Others are looking at what we have to offer and they are finding it noteworthy.

FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
3867	Capitol		Pete Kulaski	9 Shepherd Rd.	Malvern	PA	19355
4233	Capitol		Randy Bonzo	316 Parkhill	Baden	PA	15005
4137	Capitol		Bob Garvey	11913 Raven Rock Terr.	Gaithersburg	MD	20878
0424	Capitol		McGregor Gray	10300 St. Albans Dr.	Bethesda	MD	20814
4063	Capitol		Thomas E. Good	RD 1, Box 256	Towanda	PA	18848
4244	Capitol		John A. Rayne	307 S. Dithridge #408	Pittsburgh	PA	15213
115	Capitol		Andrew L. Clem	407 Oliver Road	Sewickley	PA	15143
4192	Capitol		Richard C. Sanger	5420-B1 Valley Green Drive	Wilmington	DE	19808
4170	Greater N.Y.		Ray Folio	32 Holland Ln.	Colts Neck	NJ	07722
4195	Greater N.Y.		Bill Skinner	60 Stag Ln.	Trumbull	CT	06611
1238	Greater N.Y.	31	George Jark	Hunting Hill Rd.	Annandale	NJ	08801
4217	Greater N.Y.		Richard Dunshee	47 Highland Ave.	Metachen	NJ	08840
4214	Greater N.Y.		Oray Balasaygun	17 Lani Street	Spotswood	NJ	08884
3032	Greater N.Y.		Robert De Villeneuve	704 Huntingdon Ct.	E. Greenbush	NY	12061
3747	Greater N.Y.	46	Dr. Stanton Gotterer	725 Wildwood Rd.	W. Hempstead	NY	11552
1763	Greater N.Y.		Charles Moffet	727 Forepeak Ave.	Beachwood	NJ	08722
4230	Greater N.Y.		Joseph Kernan	38 Brentwood Rd.	Eatontown	NJ	07724
2002	Gulf	133	Nadine Y. Lyerly	9 Patridge Ln.	N. Little Rock	AR	72118
Assoc.	Gulf		Greg Reardon	2613 Lake Shore Dr.	Mandeville	LA	70448
3084	Gulf		Donald F. Cox	5211 Old Mobile Hwy.	Pascagoula	MS	39587
3362	Gulf	150	Rudolph J. Korpas	2353 Bayswater Ct.	Orlando	FL	32821
1972	Michigan	20	Richard Probst	46131 Norton	Northville	MI	48167
2209	Michigan		Thomas E. Moore	4243 N. Delhi Rd.	Ann Arbor	MI	48103
772	Michigan		Johnathan J. Fisk	535 Lynnwood Dr.	Benton Harbor	MI	49022
4223	Michigan		George F Field Jr.	3751 Indian Trail	Orchard Lake	MI	48033
3003	Michigan		Nathan Caplan	1341 Glendalock Circle	Ann Arbor	MI	48104
1042	Michigan		Donald W. Twohy	2202 Haslett Rd.	East Lansing	MI	48823
801	Carolinas		Fields C. Gunsett	1103 Monticello St.	Greensboro	NC	27410
2408	Carolinas		Walter L. Baker	404 Arrowhead Dr.	Greensboro	NC	27410
2912	Carolinas		Benjamin Bayma	1600 S. Joyce St.	Arlington	VA	22202
2662	Carolinas		Russ Norburn	Box 8811	Durham	NC	27707
2408	Carolinas		Walter L. Baker	404 Arrowhead	Greensboro	NC	27410
Assoc.	Carolinas		George Schieffelin	9701 Caralene Dr.	Fairfax	VA	22032
4218	Carolinas		Robert A. Flournoy	Rt. 10, Box 694	Mechanicsville	VA	23111
3605	Midwestern	135	Sue Clay	1005 E. Michigan	Urbana	IL	61801
771	Midwestern	25	Thomas F. Brady	3618 W. Haven Ct.	Mequon	WI	53092
1181	Midwestern		Thomas R. Prince	303 Richmond Rd.	Kenilworth	IL	60043
4072	Midwestern		Steve Reichert	2700 E. Oak	Brainerd	MN	56401
4183	New England		Christopher J. Sullivan	3434 Giles Place	Bronx	NY	10463
2108	New England	46	Eric J. Feldman	638 Western Park Dr.	W. Hempstead	NY	11552
2109	New England	46	Donald Link	112 Balsam St.	Oceanside	NY	11572
3032	New England		Robert DeVilleneuve	704 Huntingdon Ct.	East Greenbush	NY	12061
3003	New England		Eric Tinkhauser	494 Roosevelt Ave.	Freeport	NY	11520
4320	Ohio		George I. Litman MD	633 Beaverbrook	Akron	OH	44313
3636	Ohio	006	Dan Muss	5619 Marlborough	Pittsburgh	PA	15217
NA/5800	Ohio		William Meyer	13084 Heath Road	Chesterland	OH	44026
101	Prairie	59	James B. Holland	1622 E. 54th Pl.	Tulsa	OK	74105
1247	Prairie		Jerry L. Witt	9826 E. 37th Pl.	Tulsa	OK	74146
4234	Prairie		Gordon S. Shoup	9814 Tee Ln.	Wichita	KS	67212
2786	Pacific		William C. Corbett	111 Calumet Ave.	San Anselmo	CA	94960
2530	Texas		Carl S. Hacker	2425 Augusta Dr. #38	Houston	TX	77057

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 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. Rubber blade adjusters. Mushroom anchor w/mooring. Extra equip. Pamco tilt trailer. \$4300. Contact: Lou Goldman, 563 Links Dr. So., Oceanside, NY 11572 (516) 536-3629.

FS 1238 — Customflex, sails, spinnaker, Danforth anchor, Johnson 3 hp, 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 Avenue, Berkeley Heights, NJ 07922.

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 \$2950. Phone: (803) 524-9559, Write: John Fox, 16 Settlers Cove, Beaufort, SC 29902 (Delivery possible).

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 2539 — Customflex, light blue hull, white deck, red antifoul. One set Schreck M&J & spinnaker. New Schurr Main & Jib. Pamco tilt trailer. All great condition. \$4000. Pam Walker, 9110 U.S. 42, Prospect, KY 40059. (502) 228-0925.

FS 2800—Customflex, light blue hull, white deck, w/Pamco trailer. Murphy & Nye Sails, motor bracket & 2hp. British Seagull incl. New tires. Boat & motor in very good condi. Kent Atkins, 2100 Ash, Hays, KS 67601, Phone: (H) (913) 628-8622, (O) (913) 628-8251.

FS 1917 — Douglass, White hull, blue deck refinished w/Interthane Plus. 4 hp outbd., sail cover, cockpit cover, anchor, 2 sets Schreck-sails, spin. TeeNee Trailer, spare wheel. Life jackets. Asking \$3500. Bill Stenner, 4 Liberty Circle, Windjammer Village, Little River, SC 29566 (803) 249-4600.

FS 3032 — Bright red hull w/white deck, salt ed freshwater only. Stored indoors. Sails including spinnaker, hull in excellent condition. Includes Pamco Trailer. Both for \$3950. Call (518) 477-4870, Albany, NY.

FS 2195 — Douglass, New white Durathane hull w/blue trim. Bottom has new blue Petit Trinidad 75 anti-foul coating. New Schreck main & Jib. New Highlander galv. trailer. Spinnaker w/gear. Blue acrylic mainsail cover. 4 hp Evinrude Saildrive OB w/3 gallon tank. Has been dry-sailed at Hilton Head. Call (803) 757-3070 days or (803) 785-7781 night. Write: John Toth, 19 St. George Rd., Hilton Head, SC 29928. Asking \$4,900.00.

FS 4108 — '85 Douglass, Ivory, 3 wheel trailer, Shurr, M&J (Spec. Spinnaker Rig) WACO 360, Jiffy Reef, Fico tiller ext. boom tent, mast hinge, lifting bridle, bottom paint, anchor, o/b bracket, other accessories, '85 fresh water only, '86 storage. Sacrifice \$7000. Mike Callahan (914) 245-6593, West Chester County, NY.

FS 25 — Blue deck, grey hull, grey interior. Original M&J Spinnaker needs pole. (all sails Boston) Boat cover, New Shore-Landr Trailer. Good Condi. \$2800 or best offer. Bill Fuller, 22 Highview Rd., Traverse City, Michigan 49684. (616) 946-0782, (616) 938-9063.

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