

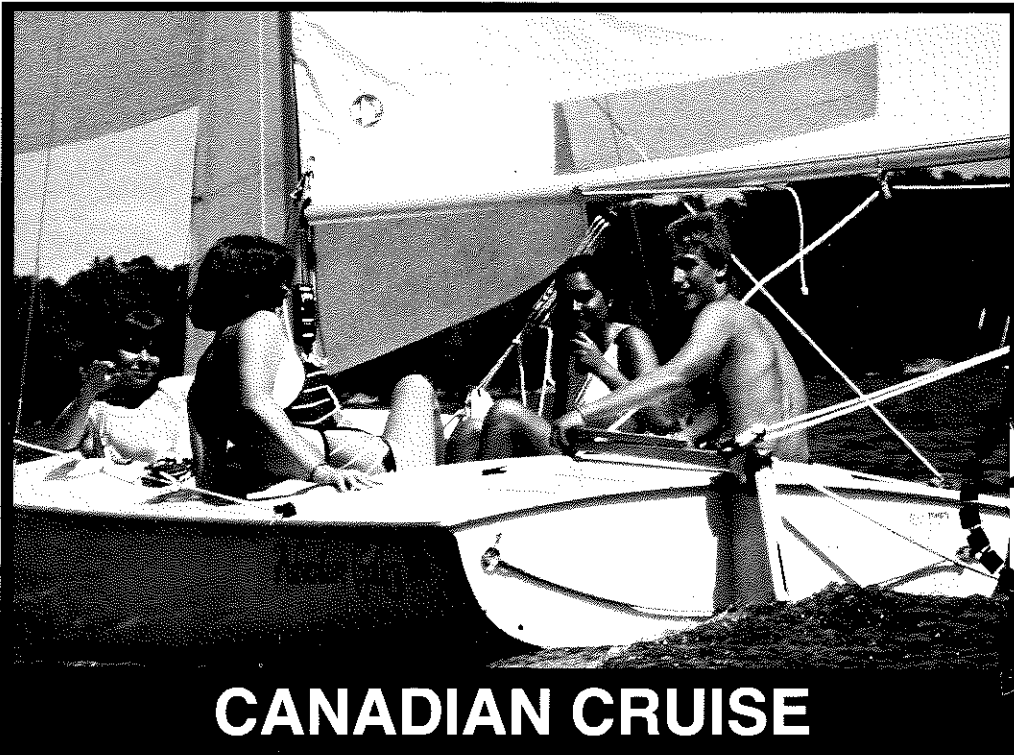
Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIX, NUMBER 1, JANUARY/FEBRUARY 1987



CANADIAN NATIONALS

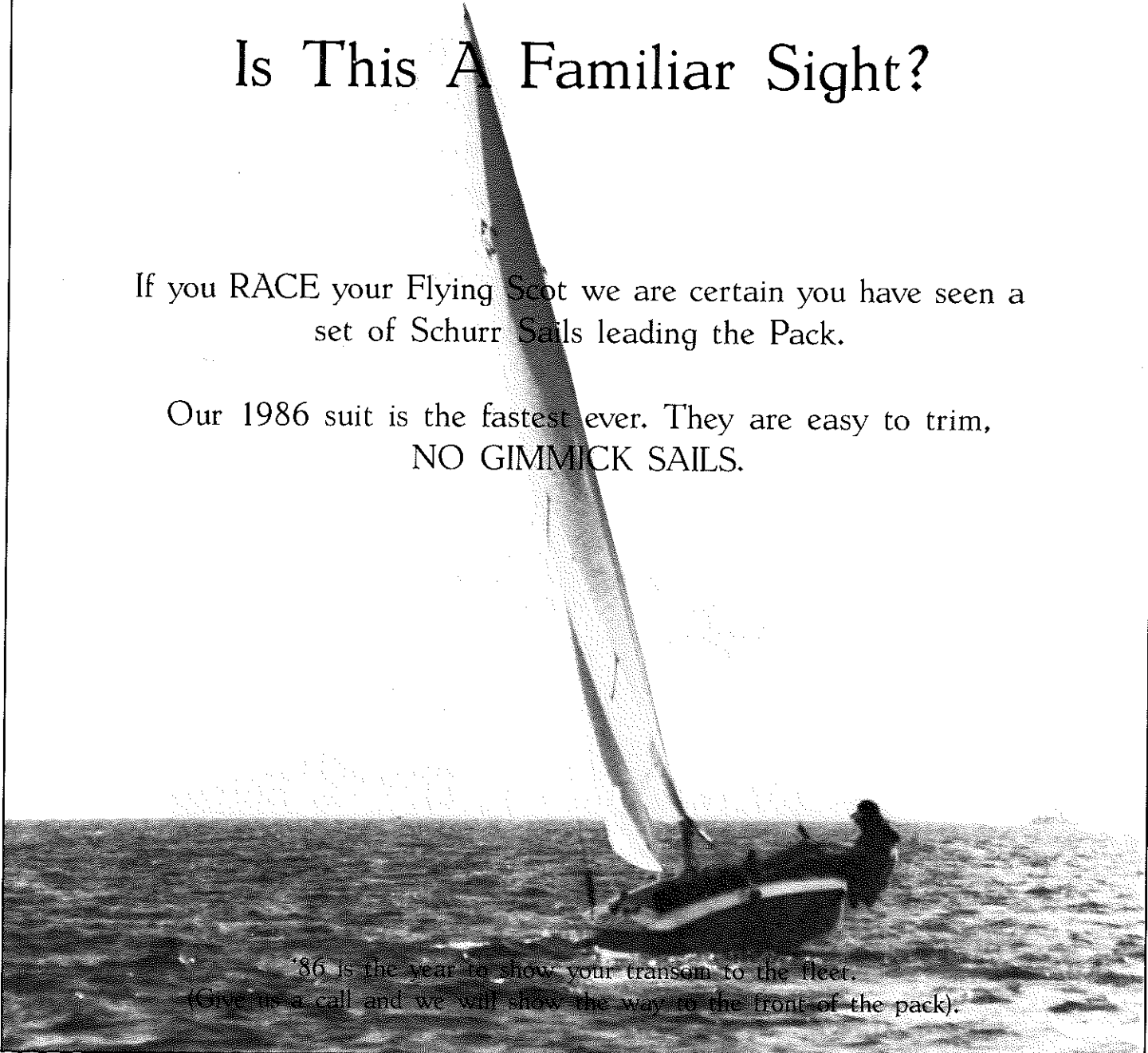


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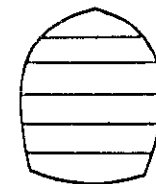
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1986 Canadian Nationals Winners

(Pat Barry Photo)

1986 Canadian Cruise

(Karl Kleeman Photo)

JANUARY/FEBRUARY 1987

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Scots n' Water

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TO THE EDITOR

Pat Barry, Editor

Dear Pat,

Your picture showing the "capsize righting technique" (Sept/Oct. 1986) is interesting, but really doesn't demonstrate the problems and the methods of righting a Flying Scot when it has turned 'turtle.'

When this happens and you right the boat, you have a bathtub full of water and I would like to know the techniques for emptying the boat and getting it back to shore.

If anybody thinks that a Flying Scot when it capsizes in deep water only goes over as far as your picture shows, they just don't understand the real facts of life. A.C. Body
Cleveland, Ohio

Dear A.C.,

I do know that Scots turtle. I also know that perhaps 50% of the time -- or more! -- they float on their sides, even for extended periods of time. So, I guess pictorial was designed to provide help for about half of the problem, perhaps more.

I was pleased to have received such a fine series of pictures necessary to create the pictorial. Since most of us are without a camera and do not have the time during moments like this, I was excited to be able to chronicle the righting of a Scot in actual pictures, rather than words or sketches only.

I have never had anyone send a picture of a turtled boat into me for publication, much less a whole series on how to right such a boat. If there is anyone out there who would like to create the situation and chronicle it for us, I would be glad to run the story as I believe it, too, would be very helpful to all of us.

If anyone is willing to do so, please contact me!

Dear Pat,

The recent article in Scots n' Water on Kevlar/Mylar sails was interesting, however we should carefully examine the need for these sails and the impact they would have on Flying Scot racing, the nature of the Scot Class, and on our pocketbooks.

Greg Fisher reports that some Dacron sailcloth material is being discontinued, however Scot owners are still buying new 4.4 oz. Dacron sails. If the 4.4 oz. cloth becomes unavailable, then I would much rather have the long-lived 5.0 oz. Dacron material used by Scots years ago than the Kevlar/Mylar. The Kevlar/Mylar is strictly a racing sail material which, according to the experience of friends in other classes, keeps its shape very well for about one

season and then deteriorates very rapidly so that it no longer can be used. In addition to the sensitivity of the material to sail shaking and flapping, the deleterious effect of sunlight on material strength is much worse for Kevlar/Mylar than for Dacron.

The Scot is a truly dual-purpose day-sailor and racer. Kevlar/Mylar sails, which are not suited to the wear of several year's daysailing, would obsolete Dacron on the race course and would establish a two-sail system: Dacron for daysailing and the other for racing. The need for two sets of sails would seriously compromise the daysailing/racing versatility of the Scot, increase ownership costs, and discourage those who do not have the very latest sails from participating in racing.

In my twenty years sailing experience, I have seen the racing in two different one-design class seriously decline be-

cause of technical innovations and "go fasts." The boats without the "improvement" soon left the racing fleet.

The racing value and success of the Scot lies in its simplicity and one-design principles. Let other more developmental racing classes experiment with the speed and longevity characteristics of Kevlar/Mylar sails. At this time, these sails should not be allowed for the Scot.

Gabor Karafiath
Silver Spring, Maryland

Dear Gabor,

Your letter raises several good points. Your feedback, and that of other Scot owners, is what Measurer Harry Carpenter is looking for in his letter to members in this issue. Others with thoughts on this topic are encouraged to let Harry know what they think in the near future.

FROM THE EDITOR

Something's happening here.

What it is ain't exactly clear. . .

I think it's time we stop --

Hey, what's that sound? --

Everybody look at what's coming down.

Buffalo Springfield

Something's Happening Here. . .

In 1986 I received fewer regatta listings than the year before, though I believe as many regattas were run. Less regatta reports were sent in, even for important events like District Championships in some cases. There was but one submission for the Member Profile column and no unsolicited articles for the Fleet Review. Virtually no Fleet Captains sent in reports or results of their fleet's activity for the year. Many Governors failed to answer requests for even the most necessary information about District events. While some excellent and well-done unsolicited articles did cross my desk, they were few and far between.

Something is happening here. It is, I fear, the sound of silence.

While feature articles have always been difficult to obtain, regatta notices, reports, and pictures that I used to be able to rely on for the very important job of good class communication have slowed to a mere trickle.

What it is ain't exactly clear. . .

I really don't know what to make of this. Our magazine has received much national recognition in the sailing community in the last few years. I am happy for the many Scot members who have contributed to that success with their ideas, articles, and pictures. I am very proud to have been associated with the magazine during this period. I assume that you have been pleased with the product and, I hope, have shared the pride of its success and recognition.

With this background, I must now ask you what is happening here? It is not clear to me.

I realize that people are busier than ever and that time to write is difficult to find. We all know, however, that we find time to do what is important to us. Is this magazine -- is this Class -- no longer as important?

(continued on page 18)

IMPORTANT NEWS

Builders Building

In 1986, the Gordon Douglass Boat Company built 133 new Flying Scots. Also in 1986, WestScot Corporation built 10 new Flying Scots. There are currently 4290 Scots sailing. With these numbers, it is obvious that interest in the Flying Scot remains extremely high.

Members Joining

1986 saw a healthy and steady growth of members to our Association as we reached an all-time high of 1755 members! Welcome aboard to those new members!
And congratulations to our builders, officers, and members for their part in that growth!
Let's continue this trend in 1987!

Let's Celebrate

1987 marks the 30th anniversary of the birth of the Flying Scot! It's probably hard for Sandy Douglass and his right-hand man Eric Ammann to believe that the boat has sailed so long and successfully.
Plan to celebrate this milestone birthday with the largest gathering of Flying Scots and Scot sailors ever at the 30th Anniversary Celebration to be held June 27-28, 1987 at Cowan Lake, Ohio, the home of Flying Scot Fleet 1.
Fun activities, a big feast, socializing with class notables, both past and present, and both casual and competitive racing will make this weekend one to remember!
More information is forthcoming! Remember to mark your calendar now for this grand occasion!

Dues Due

Your 1987 Association dues were billed in September, 1986. If you have already sent your check, thanks! As you saw from the budget printed in the November/December, 1986 issue, it takes a great deal of money to operate a Class of our size. Your check contributes to a healthy class operation and signals your commitment to making ours the "Class of the Classes" for another year.

If you have not sent your check, won't you please do so now? We need *your* continued support and commitment, too!

Articles Called

Do you have an article idea? Send it in! Better yet, why not rough it out? Together we can turn it into something you will be proud to have read by fellow Scot sailors.

Do you know someone who is special to your fleet or Flying Scot sailing? Send me his name! We'd like to feature him in our **Member Profiles**.

Are you proud of your fleet? Of course! So why not tell us about it by sending in some information for our **Fleet Review** column? And what about your regatta? Want to increase its attendance? Then send me a regatta notice for **The Starting Line**! And when it's over, don't forget that people love to see their names in print and their pictures published! That encourages them to participate more! So send in a regatta report for **The Fleet's In**.

Something you want to know how to do better? Send your query for **Fundamentally Speaking**.

Have you found a better way to rig something? Send a description and information along for our **Gadgets and Gilhickies** column.

Any thoughts on the Class? One-design sailing? Fleet building? How to sail faster? Easier? More comfortably? Send them in! *Scots n' Water* should be your magazine. Make it so!



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Association Spotlight

Editor Elected to National Office

Scot sailors not only represent the Class well in national sailing competitions but in national leadership, as well. This leadership continues in the future with the election of **Pat Barry**, current editor of Scots n' Water, to two important USYRU committees.

Pat was nominated and elected to the One-Design Class Council at the USYRU Fall Meeting this past October in San Diego. The purpose of this committee is to develop ways to promote one-design sailing throughout the U.S. Pat was nominated on the basis of his strong interest in one-design sailing and his promotion of it through his Association's magazine. This three year commitment will have Pat traveling about the country talking with other one-design classes in an effort to promote this purest form of sailing.

Pat was also asked to serve for one year on the USYRU Membership Committee as a one-design sailor and promoter. This committee looks at ways to increase membership in USYRU as a whole and wanted a member to help increase the Union's one-design sailing membership.

Congratulations to Pat Barry on these recent appointments!



FS Builder Promotes the Scot

This edition of Association Spotlight would not be complete without recognizing the outstanding, continued contribution to the Class and one-design sailing made again last year by our principal builder, **Gordon Douglass Boat Company**.

In 1986, GDBC contributed funds to both the Midwinter and North American Championships. These funds allowed regatta organizers to offer larger, more enjoyable social activities at their events.

At the Canadian Nationals, GDBC's John Clickener double-deck trailered GDBC Vice President Harry Carpenter's Scot up to Stony Lake so that Bubby Eagan and Mac Hadden could fly up from Mississippi and sail in the event, thus helping to insure both the quality and quantity of competition that this inaugural affair attracted.

Further, GDBC helped at the national sailing level by providing ten new Scots for the USYRU Sears Cup Finals in Mississippi. These boats were provided,

transported, rigged, and maintained throughout the series by Harry Carpenter. Seldom does USYRU enjoy such service and usually obtains it only from the GDBC who has provided this service on nearly a yearly basis for the past several sailing seasons.

Finally, the list would not be complete without emphasizing the sizable contribution GDBC made last year in donating a new Scot and trailer for our raffle. A donation such as this is virtually unheard of in the sailing world! This contribution insured the success of the raffle and was absolutely instrumental in the raising of the \$8,000 collected.

All these events — and more too numerous to mention — serve to illustrate the strong commitment to the Flying Scot and this Class that has made the Gordon Douglass Boat Company the highly respected organization that it is.

Thanks to Eric, Mary, and Harry and their fine crew for not only building a superb boat, but for helping to build a superb Class and national sailing effort!

(continued on page 18)

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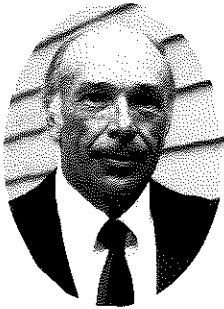
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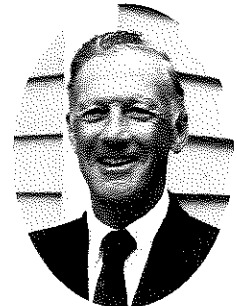
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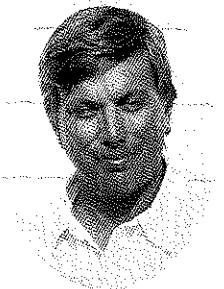


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New York Lakes
Ohio
Pacific
Prairie
Texas

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Robert H. Murdock, Jr.
Clinton L. Smith
Jerry Dees
Lawrence McCarthy
Doug Christensen
Dennis Dugan
John Clark, Jr.
Graham Hall
Chuck Hoffman
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Michigan



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Editor Needed

Do you enjoy your Scot and fellow Scot sailors? Would you like to expand your interest and involvement in the Class? Do you have a talent in organization and writing?

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Beginning Date: NAC, July, 1987
Duties: Solicit articles, edit, and write.
Typesetting and layout are done by the FSSA office.
Advertising handled by FSSA office.
Budget: Provided by FSSA. Administered by FSSA office.
Stipend: Provided for expenses.

If you are interested in further information, contact current editor, Pat Barry.

To make application, contact:

Commodore Hal Walker
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Davidson, NC 28036
(704) 892-1276

1986 Flying Scot Sailing Association Award Winners

Mid-Winter Championship

Championship Division: Greg Fisher

Challenger Division: Ira Cohen

Canadian National Championship

Bubby Eagan

North American Championship

Championship Division: Marc Eagan

Challenger Division: Jimmy Rethven

District Champions

Carolinas

Gulf

Greater NY

Michigan-Ontario

Mid-Western

New England

New York Lakes

Ohio

Texas

Rick Baugher

Ken Kleinschrodt

Ira Cohen

Pat Barry

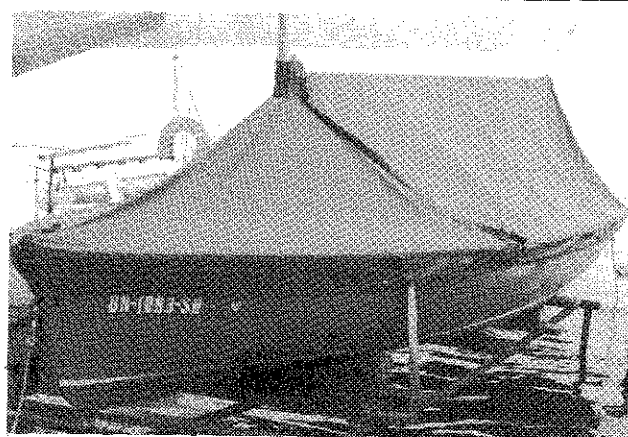
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Member Profile: Graham, Whitney, and Morgan Hall

Pat Barry

One of the reasons that the Flying Scot has such a strong appeal is its ability to meet the diverse needs of the sailing community. The flexible nature of the Scot is exactly what motivated Graham Hall and his family to join our Scot family several years ago.

The Halls epitomize the 'ideal' Scot sailor: they pleasure sail, they cruise, and they race successfully. And they do each with such happiness and enthusiasm that it is both refreshing and exemplary.

Graham Hall has been in the sailing industry for nearly his whole life. A sailmaker for a number of years with the East Coast firm of Ratsey and Lapthorn, his on-water skill matched his sailmaking ability and prompted success in many one-design and off-shore boats. Success breeds interest and Graham soon found himself doing lectures and seminars for other sailors. With such talent it was a natural evolution into teaching and for several years Graham was coach at the Naval Academy. After a brief stint as a sailmaker again, Graham ventured out into video-production in the early 1980's. Many of his earliest productions were for the Flying Scot and were commissioned by the Douglass Boat Company. Graham has produced several Scot instructional/promotional videos. He currently has expanded his video work and is producing local commercials for insertion into national cable programs.

With a life centered on sailing, it seems natural that Graham would want his family to enjoy sailing, as well. When his girls were old enough to begin sailing, Graham defined his parameters clearly when looking at the market: the boat had to be trailerable, stable, safe, easy and enjoyable to sail, have the capability for some overnight or extended sailing, and — to feed his competitive drive — enjoy some fine racing throughout the country. Graham quickly found that there was no other boat in the country that does all these things so well. And he purchased the Scot.

That he uses the 'Adventure Galley' (he discovered that was the name of Captain Kidd's pirate ship and adopted it) in the way he planned is obvious. He frequently travels with Whitney, Morgan, and Cujo (the wonder dog!) to lakes and coastal waterways for some leisurely family



Morgan, Cujo, Whitney and Graham Hall are congratulated on their finish at the 1985 NAC by President Jack Stewart (Pat Barry photo)

sailing. His family has also done extensive cruising with their boat. Their most publicized cruise occurred several years ago as they sailed the Erie Canal, locks and all. It was such an unusual and interesting fete that Sail magazine afforded Graham's story feature status. The Hall's try to get in a cruise a year and are usually successful. Concerned that the Association was not doing enough to promote non-racing use of the Scot, Graham conceived of the first Scot Cruise in discussions with me at — of all places — the NAC in 1985. Developing the idea and getting sponsorship from the Douglass Company's Scot, Graham led the first Flying ScotWorld, and successfully led 10 boats on the Canadian Cruise through the 1000 Islands in August, 1986. (See write up this month). Those attending can



The Hall group aboard "Adventure Galley" (Pat Barry photo)

attest to his ability to organize and conduct an outstanding cruise.

What is also amazing about the family is their love for, and success, in top-flight racing competition. The Halls placed in the top 10 at the 1985 NAC and were second at the 1986 Canadian Nationals. Added to this are numerous regatta and District Championship titles. Of course the family sails together and Cujo is often on board during races and can be heard yelping suggestions on strategy.

Morgan and Whitney profess to a great love of sailing and seem to enjoy all aspects of the sport as well. At the 1985 NAC they were recognized for their crewing ability at the awards ceremony. Yet, like their dad, they like to cruise so much that they insisted on bringing a second Scot to the Canadian Cruise so that they could skipper it themselves.

Both girls are in high school now and enjoy a number of activities, including music. For the past several years they have conducted their own Flying Scot teeshirt business that provides Scot sailors with a variety of customized sailing attire. Morgan is developing her writing ability and has submitted a story to Scots n' Water about a family trip that involved some whale watching a few years back. Look for it in print here soon.

They pleasure sail. They cruise. They race, well. To me, the Halls represent everything Sandy Douglass had in mind when he created the Flying Scot thirty years ago.

The New Standard



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1986 SCOT WORLD CRUISE 1000 ISLAND - CANADA

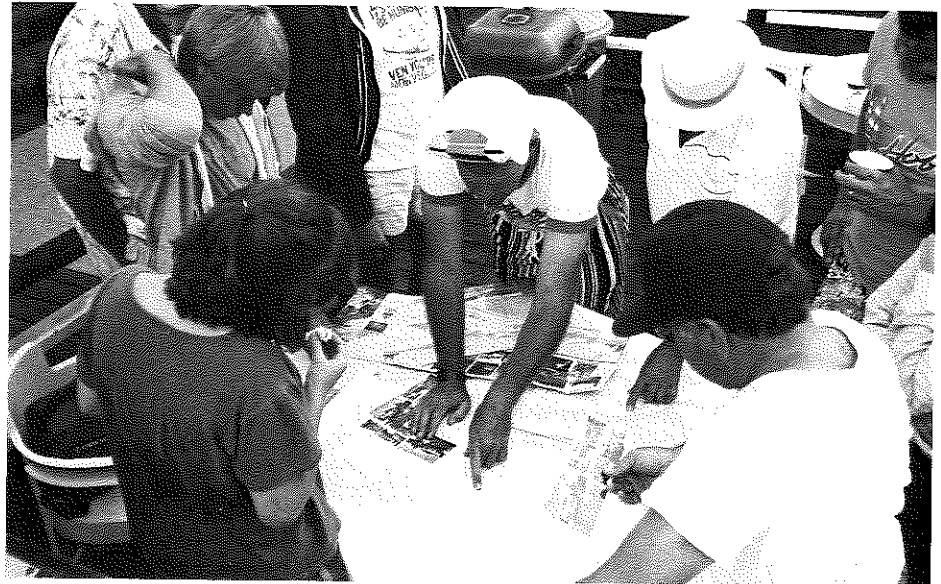
First All-Scot Cruise an Unqualified Success

Karl Kleeman

We passed through six states and two countries during our 16 hour, 2 day trip from North Carolina to Canada and the Trident Yacht Club on the St. Lawrence River, the starting point for the 1986 Flying Scot International Cruise. Others came from Ohio, New York, Pennsylvania, Connecticut, and Illinois.

We crossed over first the American span, then the Canadian span of the 1000 Island Bridge in bright sunshine. From the bridge, we got our first look at the beautiful river we were going to call home for the next five days. Already, we could see many tree-covered emerald green islands seemingly floating in aqua-colored water. Swirls clearly showed the current through the comparatively narrow channels where the bridge was located. We cleared the bridge and Canadian customs and headed west along the river. Many islands had homes on them and one home in particular seemed to be built right on the water with the small island serving as its front yard. After a beautiful 16 mile drive along the river, we arrived at Gananoque (pronounced gan-an-ock-way). Another four miles and we found the sign for the Trident Yacht Club.

A narrow gravel road led to a steep and twisting paved driveway down to the river where a rather plain looking cinder block building was perched overlooking the water and docks. After a quick look to orient ourselves, we found the manager. Although we had arrived several hours early, he was expecting some Flying Scots and gave us directions where to launch our boat and store our trailer. After some debate, based on the observation that another steep narrow driveway with ominous looking powerlines overhead lead down to an even narrower ramp with no clear turn-around area, we decided to go ahead and attempt a launch. After considerable maneuvering, we were able to position the boat in the general vicinity of the ramp just clear of the power lines. Rigging went smoothly and soon with Dolly watching the powerlines from a good vantage point up on the hill by the Clubhouse, we carefully



Our faithful leader charts the day's course (Dave Caldwell photo)

maneuvered down the 8 foot wide rock walled ramp and slipped ever so carefully into the water, then maneuvered to an open slip.

The Trident Yacht Club, home of the Flying Scot Border Regatta, is located on the Canadian side of the river in the heart of the gorgeous 1000 Island region. When this region was first explored, the term 1000 Islands was coined. Later, a joint US/Canadian survey charted more than 1700 actual islands on this stretch of the St. Lawrence River. We soon found ourselves seated on a lovely terrace overlooking the river. To one side a screen porch allows one to enjoy the fresh air during inclement

weather and adjoining that a spacious lounge, dining area and bar complete the facility. It was now 1600 and since no other Scots had arrived, we decided to return to Gananoque to check in at our motel, then return to the Yacht Club for the scheduled Cruise orientation meeting at 1900.

When we returned at about 1830, there was still no sign of the impending cruise. The first to arrive were John & Paula Soule, owners of FS 0 — yes 0! — the only wooden Scot, originally hand built by Sandy Douglass. This "plug" was used to make the mold used for the 4200+ boats built since 1957. About the time we were all seriously wondering if anyone else was

(continued on page 12)

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Bob & Jan Fish & Bob Hall, FS 3092, Edicott, NY & Evanston, ILL
Dave & Dave Jacobsen, FS 1750, Woodbury, CT
Dave, Jayne, Sara & Chad Caldwell, FS 4135, Kent, OH
Graham & Morgan Hall, Kathy Kennedy, KC, FS 3991, Gloversville, NY
Whitney Hall, Jay, Becky, Concha, FS 3707, Gloversville, NY
John Soule & Family, FS 0, Redwood, NY
Alice Hall, Ford Taurus, Evanston, ILL

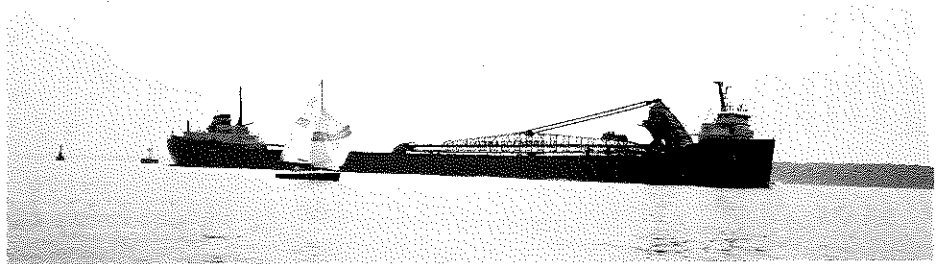
Canadian Cruise

(continued from page 11)

going to show up, the group who had been sailing in the Canadian Nationals started arriving. Before long, everyone was busy rigging, maneuvering around the powerlines and launching down the narrow ramp. Graham Hall, our cruise leader, made it look easy, although some will swear he has a rubber tongue on his trailer. As the last boats were going into the water, it started raining and orientation evolved into a "be here and ready to go at 1000 tomorrow morning."

We got up bright and early Monday morning to sunshine and what appeared to be plenty of wind. First stop was a marina to buy charts and a few last minute items. Then off to the Yacht Club. A fleet of 9 Scots had assembled and everyone was busy trying to figure out how to pack 5 day's gear, including camping gear for many, into a Flying Scot. The boats seemed to engulf large volumes of assorted supplies with ease, leaving the cockpit and seats clear for happy sailors anticipating what for most of us was our first cruising adventure.

At the prescribed hour, Graham called the group together in the clubhouse where we all signed in, got our cruise T-shirts made up by Graham's daughters, Whitney and Morgan, and started our first lesson in piloting. It was going to be a windy and



We were right out there with the "big boys" (Dave Caldwell photo)

wet crossing to Clayton on the other side of the river. Foul weather gear was going to be needed and some might want to sail under jib alone or use a reefed mainsail. We did not have a reefing main and had never sailed under jib alone and thought it sounded rather wimpy (We were to learn about this first hand the hard way later that day). Little by little the boats completed preparations and by 1130 all were enroute. We started down Bateau Channel in a brisk following wind. It was beautiful and the sight of the now spread out little fleet of Flying Scots was wonderful. Gusts would briefly lift our heavily-loaded bow in a near plane in anticipation of what was to come. Before long, one boat was ashore. The Gregory's had lost a screw on the stem plate and were taking on water. A little duct tape, a wood plug and a new screw

and they were under way again. The fleet started gathering at the narrow mouth which emptied into the main channel, waiting for Graham to take the lead out into the open river. It was time to store the cameras and prepare for the crossing. As we beat out of the channel and rounded Gillespies Point and passed by Aubrey Island, we got the full force of the 25 knot wind, river current and that day's 3-4 foot waves. We fell off onto a beam reach and all held on. It was an exciting 3 miles. The spray and occasional wave breaking over the bow soon caused water to accumulate in the bottom of the boat. We were glad everything was in plastic bags inside of sturdy duffle bags! As we passed Hickory Island, we bore off and were soon on a run in very heavy air with heavily-loaded bows. To

(continued on page 13)

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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.

Canadian Cruise

(continued from page 12)

keep from burying the bow, we went head to wind and took the main down. We had never tried this maneuver in such heavy air and current. The current kept turning us away from the wind, but soon we got her down and stowed on the floor. By comparison, sailing under jib alone was tranquil but if the bow had not been so heavily loaded we probably could have planed under jib alone. Before long, Clayton was in sight. We covered the 10 miles from the Yacht Club to Clayton in 2 hrs. After some maneuvering (we learned how to tack the Scot in heavy air under jib alone in tight quarters courtesy of Graham), all boats were securely docked at Pier TJ 225. Soon the pier was covered with wet gear drying in the sunshine and we were thinking food, as there had been no time for lunch during our quick crossing. Graham's mother volunteered to make a food run to the grocery and Graham's Dad took on the job of bar-b-que chef.

Soon it was time for the motel group to hike a few blocks to check in, while the campers and sleep on the boat crews got set up. We were to all meet at The Saloon at 1900. After a shower, rest and brief walk along the river, we arrived at The Saloon to find several Scotters gathering outside. It was a very local place with just a couple of small tables so we all gathered at the bar. After several pitchers of beer and a chance to get to know each other a little better, we moved on down the street to a "boat-in" pizza place. After a few more beers and pizza we were ready for O'Brians and the cruise shuffleboard match (doesn't every cruise have to have a shuffleboard match?). Does anyone remember who won??!!

We had Tuesday morning to explore Clayton, population 1800. A highlight for boaters is the Shipyard museum. The museum has a fantastic collection of wooden boats ranging from a native American dugout and birchbark canoes to St. Lawrence skiffs (with oars and sail) to early 20th century speedboats, launches and pleasure craft. We went on a 30 minute cruise on a 1902, 50ft. Elco class cabin cruiser.

We left Clayton at 1230 heading down river on a broad reach in a steady gentle breeze. As we moved out into open water and downwind, most boats brought out the spinnakers. We crossed the main channel on the American side and headed down the narrow channel between the lower end of Grindstone Island and Picton Island. We then headed north toward the Canadian middle channel and finally dropped spinnakers and headed upwind and up river toward Gananoque. We weaved our way past many beautiful islands passing to the west of Sugar Island, piloting around



Quite a few teenagers went — here are (from L to R) Dan Irvine, The Hall Girls and Friends and Sara Caldwell (Dave Caldwell)

the markers to avoid Jackstraw Shoal and then beat upstream, in what was now a fairly brisk breeze toward our destination, arriving at the Gananoque Inn at about 1530. Graham reported the arrival of 9 boats to the Canadian customs who dispatched an agent to check us all in. Before too long, the boats were snugly rafted at the Inn docks and we had moved our gear across a grassy lawn to our riverfront room. Three of the boats departed for the campground on McDonald Island about a mile up river. We had ample time for a nice shower and brief rest before meeting the group at the Inn lounge for a before dinner cocktail. The group discussion soon turned to thoughts of dinner. We ate in a bit of a hurry so as to be on time for our evening at the Thousand Islands Playhouse and a most enjoyable production of Oscar Wilde's "The Importance of Being Earnest." At the intermission, we noticed someone who looked an awful lot like Sandy Douglass, the designer of the Flying Scot. In fact it was Sandy and we had an

enjoyable brief chat with him. He told us that the playhouse used to be his rowing club and showed us a picture of his rowing team hanging on the wall. After the play we returned to the Inn and several of us gathered on the dock to enjoy the evening sky. Before retiring we counted 11 shooting stars. The camping group spotted a UFO which was much discussed in the news the next day. Could it have been a disintegrating Russian satellite or perhaps something else?

We were up at 0800 for breakfast at the Inn dining room. We got a nice table by the windows looking out at the river with the Scots rocking gently at the dock in the morning sunshine. Gananoque, population 4900, is a popular resort and the chief Canadian entrance to the Thousand Islands. We spent the morning relaxing and rearranging our gear and assembled at 1200 to review the charts and prepare for the next leg of the journey. The three boats arrived from the campground with glowing reports of the facilities and the fishing and plans to return next year. At about 1230 we departed on a nice comfortable reach out of the harbor and swung downriver toward the Navy Islands and our scheduled destination Alexandria Bay. We sailed in beautiful sunshine and soon shirts came off, spinnakers up and a lounge seat (for Graham) appeared on the rear deck of his boat. We moved downstream between Stave and Wellesley Island. Again we passed many beautiful islands as we headed down the Canadian Middle Channel heading for the Thousand Islands bridges. We passed to the North of Ash Island passing too many beautiful small islands to count and followed the narrow channel marked by

(continued on page 14)



Part of the pack of Scots try to cut between some islands. Even with Spinnakers drawing no one made it through this area with five knot currents. A good lesson in sailing Backwards. (Paul Nickerson photo)

Canadian Cruise

(continued from page 13)

floating can markers (nuns). The markers were leaning noticeable downriver and the current was obviously flowing faster as the channel narrowed. We moved out to the main channel and Graham led us south through a picturesque side channel between Georgina and Bratt Islands just above the bridge. Soon we were looking at a Flying Scot in enough breeze to keep the sails full, including spinnaker, but stopped dead in the water. In a couple of minutes, all Scots were in the narrow channel and some were going backwards. For many of us, this was our first lesson in the effects of current. We started paddling and were making some headway, but at that point Graham made the decision to turn back to the main channel and cross under the main span of the Canadian bridge. We all maneuvered safely around with the one exception (FS 1720 had an outboard motor and so they continued against the current) and were swept gently under the bridge. At about the same time, two boats were beating up-current under the bridge with some difficulty. We passed safely into Raft Narrows and on downstream past Club



Part of the group that went on the tour of Boldt Castle Alexandria Bay, NY.
(Dave Caldwell photo)

Island. As we swung onto a reach across the river, the fleet split with most boats moving through the shallower water just to the southeast of Fairyland Island. A couple of boats swung out near Deer Island and then beat up-river in the main channel to our destination, Alexandria Bay. All boats soon joined up and headed into the small harbor and the docks at the Riveredge

Resort, arriving at about 1600. It did not take long to settle in, get our rooms and meet in the large motel hot tub spa. Three boats departed up the main American channel for the campgrounds and 2 of them planned to sail back to Gananoque instead of continuing downriver with the fleet.

Alexandria Bay is very much a resort town and in keeping with the local customs, several of us sampled strawberry whips at the Showboat Lounge before meeting the group for dinner. Dinner turned out to be a lengthy affair and most of the group retired soon thereafter. A few hardy souls made their way to Bonnie Castle for a nightcap.

We were up early, about 0700, on Thursday and ready for a 1000 departure. The plan was to sail out to Heart Island and tour Boldt Castle but we delayed as there seemed to be insufficient wind to make the slightly upcurrent crossing. We finally departed about 1130 as the breeze came up and carried us out across the main channel to the island. After a little maneuvering we managed to pack all the Scots into the small docking space allocated

(continued on page 16)

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FLEET BUILDING

Run Short Races, and Lots of Them!

With the winter comes a well-deserved time out from sailing. But this is also the time that sailing plans for the upcoming season are usually charted. Here is an excellent idea from Tom Ehaman, Jr., with a follow-up by Pat Barry. This idea may be valuable to consider when planning this season's racing activities.

The shorter the race is, the more likely it is someone other than a hotshot will win — if only because a less experienced racer might get "lucky" early, and the hotshots don't have time to recover. And the more short races there are, the greater the mix in front, if for no other reason than the laws of probability. A big part of "winning" is getting used to the idea — and pressure! — of being in the lead. When the race is short, an inexperienced sailor who finds himself leading has less time to lose the lead. But after winning a few short ones, one gets used to the idea of being in the lead and staying there for the long ones!

The other good thing about short races is that they keep the boats closer together. This helps the less experienced learn through close maneuvering with the other boats, which then builds confidence. And if you can't win, it's a lot more fun — and educational! — to be within sight of the leaders rather than, as often happens in traditional longer races, being lapped by them. (No wonder new sailors get discouraged.)

I might add to Tom's excellent points, that it would be good to run these short races early-on in the season, perhaps for the first several racing weekends. If the course were short — say a simple triangle with a start/finish in the middle of the leg and only ran 20 minutes — four or five races could be run in the length of just two of the more traditional longer courses. This would help everyone as all skippers would get a month's worth of starts in just two weekends. Closer marks would call for more thinking about strategy, mark rounding, and rules questions. With boats being close, speed could be tested more accurately. All of these things would be excellent for all level of ability. And experienced skippers should remember that new sailors generally begin in the early season and can use all the help and encouragement several short races fol-

lowed, perhaps, by some post-race critique and discussion on shore would provide.

And, oh yes, forget about the spinnakers in these races, at least for the first weekend or two. It's usually windy in the spring and both old salts and newcomers alike could probably better use their time becoming acquainted with their boats and improving boathandling skills without the worry of 'taming the beast' so early on in the season. Perhaps spinnakers should be left out until after a pre-race 'clinic' is held in the parking lot some morning before racing.

If you question what this would do to the quality of racing, simply consider the college racing program. The collegiate sailor may sail as many as 10-15 short races a day, each weekend during their season. All without spinnaker, to boot. And look at the quality of the young sailors that come out of these programs to show us the way around the course at so many local and national events.

There is plenty of time during the season for the long races. In the spring, short races and lots of them, may be much better for everyone.

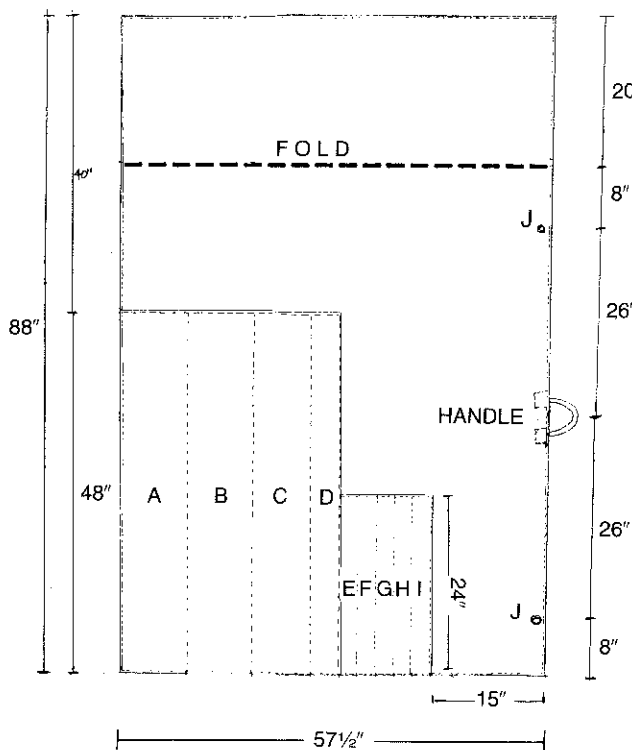
Gadgets and Gilhickies

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Looking for a good winter project? How about constructing your own "Boat Tote" from plans sent in by member Bob Upchurch?

If you would like further information, contact Bob at 3501 Turnbridge Drive, Raleigh, NC 27609.

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ARE FOR ROPE TIES
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- PADDLE POCKETS
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Canadian Cruise

(continued from page 14)

for private craft. Since we had a group of over 20, we were eligible for the group discount tour and soon spread out exploring the castle. The castle was constructed by George C. Boldt, a poor immigrant who came to America in the 1860's from Prussia and went from dishwasher to owner of the Waldorf-Astoria in New York and the Bellevue-Stratford in Philadelphia. The castle is modeled after buildings of the 16th century combining traditional elements with early 1900's modern features such as large plate glass windows and extensive verandas. The "summer home" was to be a testimony of the unsurpassed love of a man for his wife. As the magnificent structure neared completion, a telegram arrived, "stop work." Mrs. Boldt had died. Three hundred workmen dropped their tools and left the island never to return. Over the years, the sculptures, Italian mantle pieces, imported tapestries and fine furniture were stolen, the structure vandalized and allowed to deteriorate. In 1978, the 1000 Islands Bridge Authority assumed ownership and began a stabilization program. We wandered in awe through the huge empty rooms, imagining the luxury, craftsmanship and splendor that might have been. After a little more than an hour (about 1300) it was time to leave this beautiful setting and be on our way for our longest leg of our cruise. We headed downstream with colorful spinnakers flying in the midday sunshine and passed Grenadier Island to our north. As we approached Jorstadt Island, most of the fleet stayed in the main shipping channel while a couple of us swung north passing east of Corn Island and into the small craft route on the Canadian side. The fleet reunited at Crossover Island at about the time two large freighters passed

each other, one going upstream and the other down with Scots on both sides of them. We continued down river through the Brockville Narrows being carried along as much by the current as by the now gentle breeze. After a quiet, tranquil sail, we passed Skelton Island on our port side and turned toward Brockville, our destination, arriving at about 1800. As we approached the city, we were joined by FS 0, yes, the original wooden prototype designed and built by Sandy Douglass some 30 years ago. The new city docks at Brockville were as nice a facility as you could want.

Several of us stayed at an old hotel overlooking the river, the Mannitonna, described by Graham as a "little seedy" in his pre-cruise letter, but clean and rather interesting. The group assembled at an

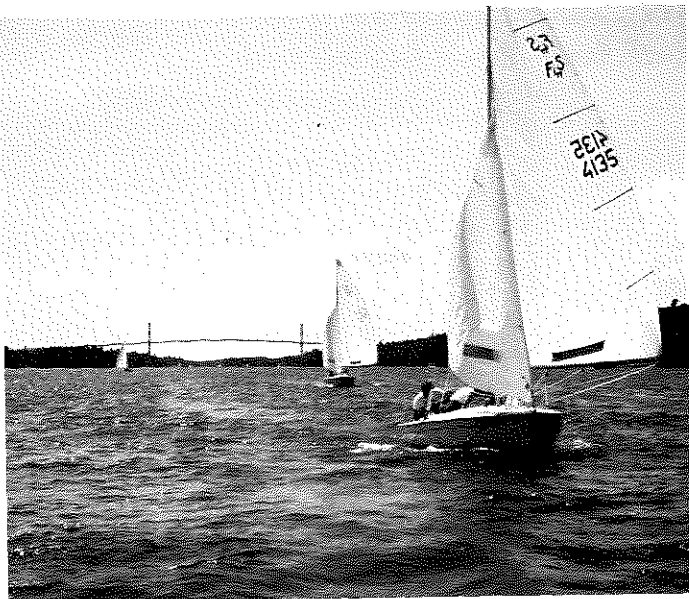


Shannon and Christopher Nickerson show a stringer of Rock Bass caught from the dock on McDonald Island.
(Paul Nickerson photo)

English Pub for dinner and a toast to our cruise leader with pints of Guinness Stout (a new drink for a couple of us) for some and more traditional fare for the rest. After dinner a couple of us enjoyed a leisurely walk along the river while others opted for more exciting activities (including Don & Dick's "Adventures in Wonderland"—now that was seedy!)

We woke up Friday morning to rain and predictions of thunderstorms with possible high winds. Although safety suggested that we pull out and wrap up the cruise at Brockville, it was hard for several of us to yield to the weather. We had time to take pictures of the beautiful, restored FS 0 before she departed across the river in rather brisk winds.

The trip by van back to Trident Yacht Club took about 40 minutes. In the meantime, the crews were ferrying the boats across the Marina to the ramp, first under tow of the remaining Scot with a motor and then with the assistance of a cabin cruiser and a most gracious motorboater. As we pulled out and packed up many felt a real sadness to have it all end. After fond farewells and some discussion of next time, we reluctantly pulled away. As we left I heard Edwina mutter something about "crazy". What was that I said? "You have to be crazy to miss a trip like this," she replied. We had sailed down miles of some of the most beautiful water anywhere, made wonderful new friends and learned about piloting and river current and escaped from the rush of the modern world for a few days anyway. As we drove along the river headed for the bridges and our trip south, I thought, "next year I think I'll build a small shelf in the stern to lash our gear" and "how long before we have our cruise plan so we can start studying the charts?"



Canadian Cruise (Graham Hall photo)



A rustic evening layover. (Karl Kleeman photo)

ON MYLAR, KEVLAR AND 1/2 OZ. SPINNAKERS

Harry Carpenter Chief Measurer

There is a lot of talk these days about the decline in one-design sailing. Part of the problem seems to concern the cost of staying competitive. In the Scot class, top skippers at the NAC already buy new sails each year to remain competitive. This alone is difficult for the average Scot sailor, who is paying the full bill for the equipment. Add to this the variety of cuts, materials and sailmakers which are available and the situation becomes unbearable for all but the extreme racing enthusiasts.

It is time we narrow the choices and try to make it so that everyone is competing with sails which are at least made of similar materials. The opinions as to how much of a performance difference the

"special" materials, such as 1/2 oz. spinnaker cloth and mylar/kelvar laminated cloth, make is varied. However, this really isn't the point. The problem is that the use of these materials by the better sailors causes the average weekend sailor to feel he or she is at a disadvantage regardless to how large or small the actual advantage may be. This leads to an arms race in which only the most intense competitors participate and everyone else is left out and discouraged.

It would be in the best interest of the Flying Scot Class to eliminate the use of 1/2 oz. spinnaker cloth and laminated sailcloths. Admittedly, this would still leave a wide range of materials, not to mention cuts and sailmakers, available, but at least the materials which are radically different would be eliminated. It would certainly go a long way toward reducing the cost of maintaining a competitive sail inventory and creating a feeling of parity

within the class; two goals which are essential to any growing one-design. I would appreciate as much input on the subject as possible so that we might steer a course on this with as wide a base of information as possible.

Please send your comments directly to me as soon as possible so that the Measurement Committee and I may present an informed decision to the Board of Governors at this year's annual meeting.

Publication Deadlines

Regatta organizers should take note of the following deadlines, since lead-time for regatta notices and regatta reports is longer than you might anticipate.

March issue	Jan 1
May	March 1
July	May 1
September	July 1
November	Sept 1
January	Nov 1

As always, I will hold notices of regattas for 'The Starting Line' open until the last possible minute. Call, if necessary!

Flying Scot Fleet One and the Gordon Douglass Boat Company
Invite you to a SPECIAL CELEBRATION of

THE 30th ANNIVERSARY OF THE FLYING SCOT CLASS



At Cowan Lake Sailing Association, Wilmington, OH., June 27&28, 1987. Mark your calendars and plan to attend. We have indeed something to celebrate. Come and make this the largest gathering of Flying Scots ever!

SPECIAL ATTRACTIONS:

- Sandy Douglass, the Maestro himself, to attend
- Racing and non-racing events
- Celebration party and feast on Saturday evening
- Trophies and Awards galore

This will be an event you will not want to miss! Remember to bring your Scot. If you cannot bring the boat, come with your crew and celebrate with us.

Look for our full page ad in the March issue.

Association Spotlight

(continued from page 6)

Scotters Win USYRU Events

Flying Scot sailors have long represented themselves and their Class well in national sailing events. 1986 was no exception as two Scot skippers — one a youngster and another one of our 'old timers' — and their fine crews won prestigious national sailing competitions.

'Youth will be served' and to that end the United States Yacht Racing Union has a number of established sailing events for our Junior sailors. Representing our class so well this year were **Jeff Irvine** and **Andy Lovell**. These fine sailors finished first and second in the 1986 Sears Cup Championship held at Bay-Waveland Yacht Club, in Bay-Waveland, Mississippi. Dueling throughout the series, it soon became obvious that these Flying Scot sailors were the class of the event which attracts the top Junior sloop teams from around the country in a series of competitive elimination which culminate in the championship series. What is particularly interesting is that these two sailors hail from both the North — Jeff is from Jamestown, Ohio — and the South — Andy is from New Orleans. Further, both grew up in strong Junior programs in their home fleets; a fact which should not be lost on yacht clubs questioning the value of a good, healthy Junior program.

Congratulations to Jeff Irvine and his crew of Bill Barrett and Steve Rittmeyer and Andy Lovell and his crew of Barton Jahnce and Rosalind Meade. Your Association congratulates you and your host clubs for your excellent showing!

For the third year in a row, the 'Eagan Onslaught' continued as **Marc Eagan** won a third consecutive USYRU national title. Further, Marc showed his amazing versatility as all three titles were in different events, were sailed in different locales, in different boats, and with different crews! It is a fete, perhaps, unparalleled in USYRU history.

Marc's most recent title came in the Prince of Whales Match Racing Competition. In order to make the finals, Marc and his crew of **Dennis Stieffel** and **Randy Santa-Cruz** sailed a string of elimination races. Once at the event itself, the Eagan crew thoroughly dominated the competition winning all 12 of the match-races. In match racing, it is one boat vs. one boat, much as in the America's Cup. To dominate the competition so completely is rare and is cer-



Sailor enjoyed the continuous beauty of the 1000 Islands (Karl Kleeman photo)

tainly a tribute to Marc's ability and training as a Flying Scot sailor.

This victory follows his 1984 Mallory Cup victory and 1985 Hinman Team Racing victory. And it caps a most successful season as he also won the Flying Scot North American Championship.

What's the next title, Marc? The Olympics are still a few years off!

Congratulations to Marc and his crew for another great performance.

Bill Myatt Honored

Bob New

William G. Myatt, III, of Raleigh, NC, was on hand to award the new perpetual trophy that bears his name to the winner of the largest class at the 24th Annual Oriental Sailing Social. The trophy, honoring Myatt as the founder of the popular one-design regatta, was presented by Flying Scot Fleet 27. The O.S.S. is held in picturesque Oriental, each summer on the weekend after July 4th.

Myatt recalled that the event got its start when Fern Winburne, a local resident, decided she would like to "have a party for some sailors." Myatt convinced her that it would take the competition of a regatta to draw sailors to the sleepy little fishing village on the Neuse River where, in 1962, a sailboat was an oddity. Thus began the race-and-party weekend that has drawn as many as 300 sailors who consume as many as 500 pounds of shrimp, dozens of crab, and bushels of corn on the cob.

Bill, who is a boat dealer in Raleigh, is also a poet. His rhymes and limericks have been a traditional part of the invitation to the Social for many years. The following verse by Bill is engraved on the base of the brass and walnut trophy:

*I have an urge to feel the surge
Of the sea and the windy air.
I long for the pull and toss of my craft
As she's driven along up there.
The dip and the rush of the water
Pleases my eye, you see.
But it's more than my eye,
It's my part of the sky.
You can call it the soul of me.*

Congratulations to a strong supporter of one-design sailing who has created an event which Scot sailors have enjoyed for years.

From the Editor

(continued from page 4)

I think it's time we stop — hey, what's that sound? — everybody looks at what's coming down.

The demise of one-design sailing has been frequently and well chronicled. The Flying Scot and the FSSA have been fortunate in bucking the trend; we have actually gained members in the past year. Our boat sales are at record levels. We are in a position other classes only dream about.

But I am concerned about what is 'coming down.' I think the decrease in submissions to Scots n' Water is significant because it shows a decreased interest in taking an active role in encouraging participation in events. It shows a decreased concern for the timely planning necessary to have a quality event. And the decrease in regatta and fleet reports do nothing to recognize the accomplishments of the sailors or encourage their participation in the future. If these fairly rudimentary — but necessary and valuable — pieces of information are not provided, how will we continue to reinforce participation? How will we thrive as an Association?

Whether you are an officer or one of our 1755 valued members, is this not *your* Class? *Your* magazine? Is this publication not your primary link to Scot sailors from around the country? Is this not a good way to enjoy Scot sailing and Scot sailors?

Is there not some obligation inherent in belonging to an organization to participate and contribute to its success?

As we begin our 30th year of Flying Scot sailing, I begin my final year as your editor. I would like to make this year the best ever for our magazine and our Class. But your help is necessary. Without it, I wonder how long this publication will take its rightful place among the best in the country and how long our Class will flourish.

Something is happening here. I think it's time we stop, look, and consider just what it is.

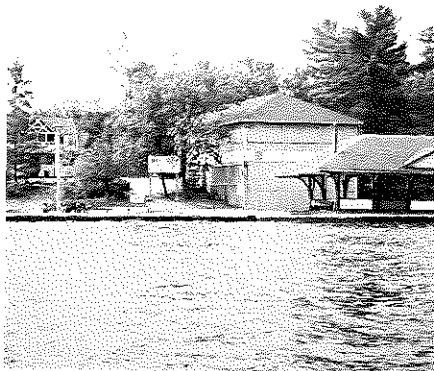
1986 Canadian Nationals

A trip back in time

Pat Barry

My crew, Harold, and I should have heeded Kenzie's warning about the Toronto traffic and left Detroit with our caravan of Doug Christensen and Craig Speck a few hours earlier. We didn't and became stuck in an incredible grid-lock that lasted for over an hour on the outskirts of Toronto. Putting us behind, we arrived just as the sun was setting, the temperature dropping and a big storm was announcing its approach with booming thunder and frequent lightning. Kenzie told us to "drop it in" anyhow. With a unique launch ramp, we had to launch mast down and paddle to the outer pier. With lightning approaching faster we elected to be towed with Doug to our respective hosts islands. As Kenzie pulled us with his outboard fishing boat past massive rock formations jutting perilously close out of the water, night fell, rain fell, and the thunder boomed louder still. Not knowing what to do, we hung on for the ride, hoping it to be a short one. We passed seemingly endless tiny islands — large, rugged rock formations, actually — with but one or two houses balancing upon them. Harold and I looked at each other and laughed nervously, "I'm glad the wives aren't here. They just wouldn't appreciate this!" In truth, neither did we. We arrived at Kenzie's island to the greeting of numerous family members who appeared somewhat eerily out of the night with oil lanterns lighting only their faces. Quickly unloading our gear, we left the boat and were led in a lamp-lighted serpentine line uphill to a cabin "with all the amenities": indoor water pump, oil lanterns, and outdoor plumbing. As we lay down wearily some time later, we wondered aloud what we had gotten ourselves in for.

The answer, like the weather, became clear the next morning. We were treated to the most hospitable, enjoyable, well-run regatta, with the most charming atmosphere, among the most beautiful scenery imaginable; a combination that few of the participants could recall in their sailing past. The start of the trip certainly did not accurately portend the wonderful pleasure and racing awaiting us at Stoney Lake.



Juniper Island is the social and sailing center for Stoney Lake summer activities. (Pat Barry photo)

For those who want the 'bottom line' to the regatta results I offer the following: Bubby Eagan and crew Mac Hadden flew up from New Orleans, fresh from Bubby's recent win as brother Marc's crew at the NAC. As the 'heavyweight competition' they dueled with Graham Hall in the first two races only to see the Hall clan take a slim series lead. Bubby won the final two races, however, and Hall faded somewhat so the boys from the South won the series. The weather threatened rain most of the weekend but usually provided sun, high 70's temperatures, and winds that varied from very light to the high end of the medium range. In short, there was something for everyone in this first-ever Canadian National Championship that was 'sanctioned' by the presence of Sandy Douglass, himself.

The real story to this event, though, is the locale and the people who populate this summer resort area northwest of Toronto.

Finding a Scot in Canada is tough to do as there aren't that many around due to the difficulty of sustaining a builder there. But Kenzie Dickson liked the boat, found one, and has steadily built this active fleet in Ontario. Proud of his fleet and their sailing location, Kenzie conceived the idea of a Canadian Nationals several years ago. It took a few years for the idea to come to fruition, but when it did, it was great.

Stoney Lake is a large body of water that is actually part of the Trent-Severn Waterway. Large barges occasionally pass

warily between the hundreds of islands that dot the water in an irregular fashion.

The islands and the people are the attraction here. Each island is really a large rock formation of varying size. Some are large enough for a few homes perched somewhat precariously on the rock below; most have only one house. Islands are clustered closely together, though some are far enough apart to require a motorlaunch to reach the rock-bound neighbors. The launches are mostly aluminum because it stands up better to the assault of the errant uncharted rock beneath the surface. The primary mode of transportation, however, is still the canoe. It is wondrous and slightly humorous to us 'city folk' to see people hop into their canoe and paddle over to the next island for a chat or a cup of sugar. The locals, however, enjoy that and would have it no other way.

Besides, canoes have a long history in the islands. The main island, Juniper, is now the official meeting place and activity center for the summer residents and boasts a number of activities, both social and sailing, which draw the islanders together on a regular basis. The island was originally used, however, for housing and conducting a North American Canoe Championship in the 1880's. Since then, the center and the canoe have been a necessary and popular presence.

The 'island people' are primarily from the Toronto area, an hour and some away. Many are related, however distantly, as each early settling family took an island and, loving it so much, so also did their children. The process has continued for decades so that most everyone knows everyone else.

The people live a very pleasant, simple, quiet, and isolated existence most of the time. They literally leave the world behind as they boat to their island for the weekend or the summer. Leading a laid-back existence, many don't have phones, electricity ('hydro' in those parts), or indoor plumbing. Our hosts certainly didn't, though we later found out that we were ensconced in one of the most 'primitive' of the billets graciously provided by the residents. We found the behavior relaxed, as was the attire. Reebok and Nike wouldn't do a good business at the Juniper Store as many islanders travel about barefoot. As Kenzie told me, "You never misplace bare feet and they're easy to keep clean."

(continued on page 20)

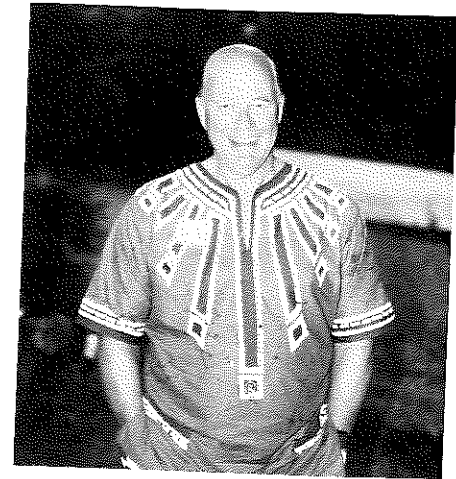
CANADIAN NATIONALS

The sailors and their friends took us in as though we, too, were somehow related. People who do not sail — let alone race! — took in the participants from all over the United States. Everyone present remarked constantly about how pleasant, courteous, and helpful their hosts were.

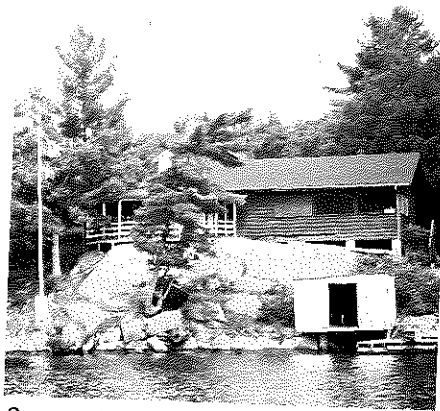
We were introduced into the casual yet organized Stoney Lake life that first night and lived in the local fashion for the full weekend. I found myself often thinking about how we were really living in a different world.

We had a good taste of the island social life on Saturday night. Meeting at the yacht club — a beautiful old building perched on the edge of Juniper Island — we had a wonderful Saturday evening

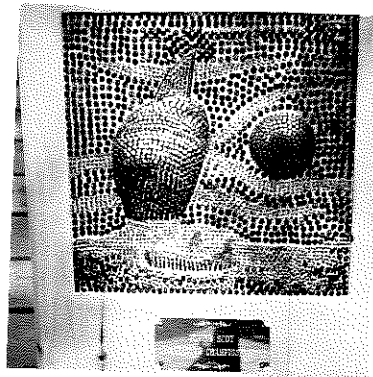
party. Starting with the most simple yet tasty shishkabob and corn roast, we ended the evening square dancing at the last Association shindig of the year. I've been to regattas before where the hosts tried to get people dancing; at this one they succeeded. It was incredible to see so many Scot people dancing the evening away with hundreds of the locals. Sandy Douglass even spent a considerable amount of time in the squares. As I sat on a rock outside the open-air dance hall listening to the live music waft out and down to the water below, surrounded by decades of old buildings, and watching people come and go by canoe and motorboat, I felt as though I were transported back to a simpler, more enjoyable



Kenzie Dickson is Canadian sailing's promoter, organizer and 'spiritual leader'.



Summer homes perch precariously on the rugged rock islands of Stoney Lake



The Canadian National Championship Permanent Trophy is a local artisan's unique 'nail art' relief rendering of a spinakered Scot running beneath a bright Stoney Lake summer sun.



Stoney Lake Yacht Club (Pat Barry photo)

Canadian National Championship Race Results

Place	Name	Country	Race	1	2	3	4	Total								
1	Bubby Eagan Mac Hadden	USA	3	1	1	1	1	5.25	17	Doug Christensen	USA	14	16	23	17	70
2	Graham Hall Morgan Hall Whitney Hall	USA	1	2	6	5		13.75	18	Trina Bresser Dave Caldwell Saralyn Caldwell Chad Caldwell	USA	20	18	20	14	72
3	Tam Matthews Jack Matthews	CAN	2	8	3	3		16	19	Craig Speck Gretchen Speck	USA	21	22	11	19	73
4	Jack Orr Geoff Owens	USA	5	4	10	2		18	20	Robin Collins Bev Hicks-Lyne	CAN	16	10	26	25	77
5	Pat Barry Harold Gendelman	USA	6	12	5	4		27	21	Jack Stewart Martha Lee Stewart	USA	7	17	35	20	79
6	Dick Gregory Kirk Gregory	USA	4	14	8	15		41	22	Jim Collins Di Collins	CAN	24	20	13	22	79
7	Dan Goldberg Monica Bertch Kathy Kennedy	USA	8	15	7	12		42	23	Sandy Beatty David McCumber	CAN	26	27	12	21	86
8	Tom Hohler Chris Czapsleski	USA	10	6	14	13		43	24	Welsh		28	24	15	30	97
9	Dan Irving Don Irving	USA	11	9	16	9		45	25	Susie Newton Peter Newton	CAN	22	26	25	24	97
10	Jack Leipper Rosalee Leipper	USA	9	11	9	18		47	26	John Clickener Joan Clickener	USA	19	21	35	23	98
11	Allick Ryder Leslie Ryder Jennifer Ryder	CAN	12	23	2	11		48	27	John Fisher Bob Woosnam	CAN	29	29	18	27	103
12	Peter Salmon-Cox June Schneider	USA	13	3	27	6		49	28	Chris Rotunno Joe Rotolo		30	25	22	26	103
13	Paul Nickerson Chris Nickerson	USA	18	7	24	8		57	29	Doug Smith Sandy Smith	CAN	27	28	19	31	105
14	George Dietrich Steve Dietrich	CAN	15	35	7	7		64	30	Rick Baugher Jo Baugher	USA	35	5	35	35	110
15	David Jacobsen Dave Jacobsen	USA	17	19	21	10		67	31	Donald Steinbeck Laurel Steinbeck	CAN	25	30	28	28	111
16	Kenzie Dickson Becka Dickson	CAN	23	13	17	16		69	32	Gary Stanford Randy Somerville	CAN	35	31	29	29	124
									33	Gary Braund Gord Collins	CAN	32	32	30	32	126
									34	Doug McTavish Will Bentham	CAN	31	33	31	33	128



*Bubby and Mac prepare for victory
(P. Barry photo)*

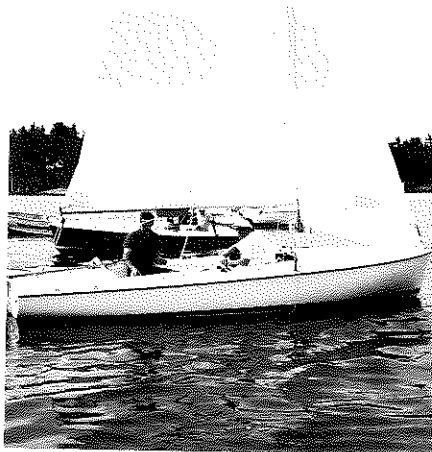
time and place. It was truly a delicious environment.

The racing, as mentioned earlier, was excellent both in the quality of sailor and the quality of race committee. Like everything else here, the starting boat was a simple, rather short aluminum boat. It was manned by two lovely girls in their late teens who managed to set square lines, good courses, and run efficient races. Of course the shotgun they used to start the races may have signaled their more serious intent!

As you can imagine, the islands had a great influence on the wind direction as it channeled in pretty unpredictable ways down the lake. Being consistent and taking few gambles usually paid off although most of the leaders had at least one low

finish. Bubby, however, did not, and after a first-race third to Graham, went on to sweep the remaining three races. The conditions varied so that it offered something for everyone, both in frustration and reward.

The regatta ended as it began, with a tow back to the launch ramp. But this time in full sunlight, with a beautiful view of the lake, islands, and people that



make this a most wonderful place to have spent a weekend.

Kenzie and his crew plan another Canadian Nationals in 1988, though with his laid-back view of life, it could be sooner or later. But whenever it is, don't miss out on the chance to take a trip back in time,



*The Saturday night party reflected the island atmosphere: simple but enjoyable.
(P. Barry photo)*

to a world more beautiful, simple, and enjoyable than what we face everyday.



*Sandy Douglass joins a square in this popular island dance event.
(P. Barry photo)*



IF YOUR SAILMAKER IS THE ONLY ONE THAT CAN MAKE HIS SAILS GO FAST, MAYBE YOU NEED ANOTHER SAILMAKER. NORTH SAILS 5 OF TOP 7 AT 1986 MIDWINTERS WITH TOP NON-SAILMAKER USING NORTH SAILS.

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San Diego, CA 92106
(619) 224-2424

REGATTA SPOTLIGHT

1986 Sears Cup

Scot Juniors Dominate the Competition Sailed in Scots in Scot 'Hotbed'

Pat Barry

You couldn't write a script any better than this!

Sailing in brand new Scots, at the hotbed of Scot sailing, with head-to-head competition just weeks earlier, two promising Scot Junior sailors duelled to a first and second place finish at the United States Yacht Racing Union Sears Cup Championship, August 10-15, 1986.

In a stunning role reversal, Jeff Irvine of Jamestown, Ohio dominated the Sears Cup finals held at Bay-Waveland Yacht Club in a manner similar to Andy Lovell's domination in the Flying Scot Junior NAC just weeks earlier up the coast at Gulfport Yacht Club.

"Everything this year just went flawlessly," Irvine said of his team's performance in the three-man event. "We've been practicing all year, we knew the boat better, everything went well for us."

"I'm so excited, I can't believe we did it!" Neither, too, could many of the top sailors from around the country as Irvine and his 'Ohio Connection' crew of Bill Barrett and Steve Rittmeyer rebounded from an eighth place finish at the same event in 1985 and a fourth place finish just two weeks earlier at the Junior NAC. And this win was no fluke! The team was incredibly consistent placing 1st three times, 2nd five times and having only two 4ths to complete their series.

The ten boat, ten race series featured the finest Junior talent in the United States. Like Irvine, all competitors had to earn their way out of their region of the country with a series of elimination races. Performing this fete two years in a row is a great accomplishment. To move from the 1985 finish all the way up to first in 1986 is greater still for Jeff.

During the week-long competition Jeff and Andy, and his crew of Barton Jahncke and Rosalind Meade, sailed a fleet of 10 brand new, identically-rigged Flying Scots that were provided by our principal builder, Gordon Douglass Boat Co. Further support was added by Harry Carpenter who transported the boats all the way from Maryland in several trips, rigged and tuned each boat, and stayed the week to



This was definitely no 'Mickey Mouse' operation! (Harry Carpenter photo)

oversee maintenance and repairs. Adding to the uniformity of boats was the fact that all sails were cut by Greg Fisher, at Shore Sails, Midwest.

Not only was Jeff's climb from two earlier defeats notable, the way in which it was accomplished deserves mention. As 'pond sailors' from tiny Cowan Lake (FSSA's Fleet 1), the Ohio team sailed in conditions that they were not as familiar with as other teams from the coastal waterways. Further, they competed in the southern waters of Bay-Waveland YC that have produced so many of our classes' top sailors in recent years; most known, perhaps, being Bubby and Marc Eagan. To win in unfamiliar conditions with so many top coastal sailors in attendance is a tribute to the Irvine team's ability.

And let's not forget Andy Lovell, the fine New Orleans sailor who dominated the competition at the Junior NAC a few weeks earlier. Though he did not win this prestigious event, he did win a race during the series and finished consistently high enough to place second in a fleet of the finest in the country.

Before this story draws to a close, let's also recognize the accomplishments of the whole Irvine family of Flying Scot

sailors. Don and Sally Irvine have created and fostered an outstanding sailing group capable of challenging the best anywhere. A strong Junior program at Cowan Lake is supported by a knowledgeable dad who travels around the country crewing for his three sons in their FS 3560. Strong shore support is provided by mom who travels to numerous sailing events so that her sons have support, direction, and yes, the money needed to sail so often. In fact, mom and dad are often gone in two different directions on summer weekends as they each take an Irvine prodigy somewhere else sailing. This is a great Scot sailing family!

The 1986 Sears Cup finals did indeed provide a happy ending to a large team effort by Bay-Waveland YC, Harry Carpenter and the Douglass Boat Company, and the Irvine and Lovell teams. Our thanks and congratulations to you all!

Thanks to the numerous people who contributed to this story, especially Sally Irvine and Harry Carpenter. Ed.

THE FLEET'S IN

Oriental Sailing Social

Twenty-two Flying Scots made up the largest class of the five classes that went to the line for the 1986 O.S.S. When the spray had settled, Larry Lewis, of High Point had edged Bob Murdock of Durham for the honor of being the first name on the new Myatt Trophy. (See article in Association Spotlights.) Lewis also won last year becoming the first winner of the retired Ragan Trophy, which honors the late mayor of Oriental.

Bob New

1. Larry Lewis, Don Smith 2. Bob Murdock, Beverly Murdock, Dot Ward 3. Dave Batchelor, Ann Batchelor 4. Dick Schultz, Nan Schultz 5. Macon Singletary, Lee Currin

GYA Capdeville Team Racing

The Fort Walton YC of Fort Walton Beach, Florida, hosted twelve Gulf Yachting Association Flying Scot Capdeville Teams for the Meigs Regatta on July 5-6, 1986. The first race was won by Luther Carpenter. The second race was won by Luther's teammate Tom Baker from Pontchartrain YC. The host team won the final race with Darren Cooke at the helm.

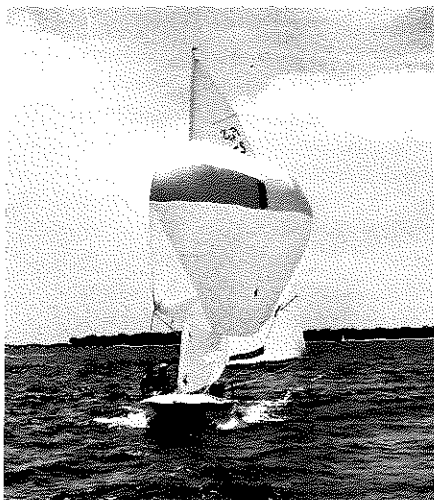
1. Ponchartrain YC 2. Pass Christian YC 3. Southern YC

The Team Racing continued the following weekend as GYA teams met again at Mobile Yacht Club for its annual Summer Regatta on July 12-13, 1986. The weather was excellent with light to moderate breezes. Buccaneer Yacht Club turned in the outstanding performance in the inter-club racing with three straight first in the three race series. Winning the racing in the Flying Scot Open Class was Jimmy Ruthven of Panama City, Florida.

Tony Dees

1. Buccaneer Yacht Club 2. Pontchartrain YC 3. Pass Christian YC

1986 Sears Cup



The Irvine Team sails to victory (Harry Carpenter photo)

Regatta Results coming in future issues include: the Gulf District Championship, West River SC Annual Regatta, the Lancaster Cup, the BBYRA Championship, and numerous Fleet Championships.

If you don't see your regatta mentioned, I haven't received the report! Send it in!

NY Lakes Championship

Graham, Whitney, and Morgan Hall captured the 1986 NY Lakes District Championship held at Oswego, NY on July 19-20, 1986. Eight boats raced in the light-to-moderate wind, five race series.

Graham Hall

Texas Championship

Richard Wade shot nothing but bullets on his way to winning the 1986 Texas District Championship. The three race event was held on White Rock Lake, Dallas, Texas on September 20-21. 24 boats participated in the combined District Championship/"Open House" Regatta. Nine competitors were non-Scotter who obtained boats to race in this popular regatta.

Richard Wade

1. Richard Wade 2.25 pts. 2. Rosalind Bowen 11 3. Mike Uveda 13 4. Brad Davis 16 5. Roland Foerster 17 6. Randy Robinson 25 7. Tom Shepartd 26 8. Bob Magill 40

This regatta will be featured with complete details and pictures in Regatta Spotlight in the March/April issue. Ed.

Cleveland YC Regatta

Only the brave of spirit and hardy of constitution ventured out to sail in the 1986 running of this annual Lake Erie sailing event. Six boats competed in the July 12-13, 1986, event held on the shores of Cleveland, Ohio.

Lake Erie, with its broad expanse and very shallow waters can be as calm as a pond or as active as the ocean. In this event, she chose the excitement of the latter. Winds as high as 25-30 mph greeted the contestants in the three race series. Interestingly, though, when the races were actually sailed the wind dropped down to a manageable 15mph, though with large, choppy waves to be handled. The wind as it was took its toll as only two boats finished the series without some breakdown. Holding together the boat and themselves were Paul and Chris Nickerson who won the event over the Irvine team who had an untimely gear failure.

Paul Nickerson

1. Paul and Chris Nickerson 2. Jeff and Don Irvine 3. Randy and Lorin Chann

Michigan-Ontario District

Fleet 20, Portage Lake, Michigan, hosted its largest regatta and the largest District Championship in years on September 13-14, 1986. 31 Scots registered for the event that was run concurrent with the 'Hot Scot' regatta. Boats from Ohio, Indiana, Wisconsin, and Rhode Island were entered in the event.

Placing second in the Hot Scot portion of the regatta to FSSA notable Tom Ehman, Jr., FSSA Editor Pat Barry won the District Championship.

Conditions were generally on the light to medium side with flat water and major shifts to keep things interesting throughout the four race series.

Pat Barry

1. Pat Barry 11 pts 2. Dave Winston 14 3. Craig Speck 31 4. Ray Flajole 34 5. Forest Rogers 35 6. Paul Maassen 37 7. Ib Bentzen-Bilkvist 41 8. Tom Terhune 50 9. Bill Doolittle 54 10. Keith Kobet 69

This regatta will be featured with complete details and pictures in Regatta Spotlight in a future issue. Ed.

Midwestern District Championship

Twenty Scots from the Midwest District gathered for their annual District Championship on August 9-10, 1986. Meeting at Carlyle Sailing Club, on Lake Carlyle, in Illinois, the FSSA members tested their skills in a 'dry-run' for the 1987 North American Championship.

The conditions were not as desirable as some would hope, but were indicative of the light winds that face inland lake sailors in August. Winds ranged from zero to ten all weekend, testing competitors, light-air sailing ability.

Long-time Scot sailor Ken Templemeyer led the fleet to the awards presentation capturing his first District title after coming close so many times before. Governor Bernie Knight and past FSSA Secretary Bob MacKenzie also fared well in the final standings.

Bernie Knight

1. Ken Templemeyer 5.5 pts 2. J. Domagala 9 3. Bernie Knight 13 4. J. Harris 14.75 5. Mike Hartmann 16 6. Bob MacKenzie 17



1986 Midwestern District Trophy Winners Lake Carlyle (L. to R.) Debbie Hartmann, Mike Hartmann, Allison Woodworth, Jim Harris, Ken Templemeyer, Betty Stonekhoff, Bernie Knight, John Domagala, Jeff Eric Suttan (Tony Minniti photo)

Notice of Regatta

1987 FS Midwinter Championship

Site	The 1987 Flying Scot Midwinter Championship will be held from March 23 through 27, on the waters of St. Andrews Bay. St. Andrews Bay Yacht Club of Panama City, Florida, is the host club and organizing authority.					
Rules	The regatta will be governed by the 1985-88 International Yacht Racing Rules, the prescriptions of the USYRU, the Class Rules of the FSSA, and by the Sailing Instructions.					
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	Monday	March 23	Registration and Sail Measurement 2 afternoon tune-up races	Thursday	March 26	1000 Race 4 1400 Race 5
	Tuesday	March 24	Registration and Sail Measurement 1400 Race 1 1800 Oyster Bar	Friday	March 27	1000 Race 6 1800 Awards Banquet
	Wednesday	March 25	1000 Race 2 1400 Race 3 1800 Cocktail Party			
	Sailors attending in previous years should take note of the changes in dates and schedule!					
Racing	The Midwinter Championship will consist of as many as six races. If all six races are run, the competitor's worst finish shall be discarded. Competitors shall place themselves in either the Championship or Challenger Division.					
Courses	Racing will be run on Olympic courses or variations thereof. Course length and sailing location will be determined based on sailing conditions.					
Scoring	The Low Point Scoring System, Appendix 5A, of IYRR, will be used.					
Prizes	Prizes will be awarded to at least the top seven finishers in the Championship Division and the top five finishers in the Challenger Division.					
Measurement	All sails will be inspected using the official FSSA specifications for sails. Mains and jibs that have a stamp from the 1986 N.A.C. will be waived from measurement. All hulls and equipment shall conform to FSSA specifications but will not be measured. All required and safety equipment shall be carried on board.					
General	A Midwinter Warm-Up Regatta will be held March 21-22 at Ft. Walton Beach, YC, approximately 50 miles west of St. Andrews Bay YC. Docking and mooring facilities at St. Andrews Bay YC will be available beginning Friday, March 28.					
Entries	Entry fee is \$35 if pre-registered by March 20. Add \$5 for regatta site registration. Checks should be made out to Midwinter Regatta Fund. Registrants should include their name, address, sail number and home fleet number.					
Housing	Some on-site tent and RV camping is available on a first come — first served basis. All motels are located within 15 minutes of St. ABYC. They are listed in order of proximity to the club. Bayside Inn , 711 W. Beach Dr., Panama City, FL. 32401. (904) 763-4622. Howard Johnson's , 4601 W. Hwy. 98, Panama City, FL. 32401. (904) 785-0222. Days Inn , 4810 W. Hwy 98, Panama City, FL 32401, (904), 769-4831. Ramada Inn , 3001 W. 10th St., Panama City, FL 32401. (904) 785-0561.					
Sailing Instructions	Sailing Instructions will be available at registration.					
Contact	Mail entry and check (payable to Midwinter Regatta Fund) to Mrs. Betty Smith, P.O. Box 406, Panama City, FL 32402.					

THE FLEET REVIEW:

Fleet 24 Connecticut

Jim Gregory
Tom McKee

Fleet 24 is located at the Candlewood Yacht Club in New Fairfield, Connecticut. Candlewood Lake, a beautiful lake about 15 miles long, is only a mile wide at its widest spot and this is where the Yacht Club is located.

Sunday race days at the Club often see 15 to 20 Scots at the starting line. About half of these sailors are very competitive and spend significant time in practicing and reading up on racing techniques. Other members of the fleet enjoy sailing a good race in a responsive boat, but because of busy schedules or other priorities, do not put in the time required to be a top competitive skipper.

In trying to develop a racing program that would appeal to both of these kinds of sailors, Fleet 24 developed a two-fleet racing program that allows the "hot" skippers to compete against each other while at the same time allowing the "Sunday-only" skippers to compete for their own set of trophies. It was disheartening for the lower-keyed skippers to race against the hot ones and realize that there was little opportunity to be among the first to cross the finish line or ever win a trophy. After a time, these skippers just stopped racing. By establishing two fleets, skippers could compete more closely with others in their skill range and have a chance to be a winner.

On race days, all Scots start together and overall scores are calculated on the Cox handicap method. The boats are then ranked separately within their fleets. A system is utilized to graduate the top skippers in the second fleet to the first fleet so they don't continually "win the gold" in the second fleet. Of course, any skipper in the second fleet can always ask to be reassigned to the first fleet whenever s/he wishes.

While this system is not perfect, it has encouraged a number of sailors back into the racing program, getting more boats out to the starting line each Sunday. This, of course, builds a more active interest in this part of the fleet's activities.

In addition to the two-tier racing, the fleet has also tried Team Racing in the past during its Spring series. In this racing, an experienced racing skipper is paired with non-racing skippers as the crew. The second half of the series allows the less experienced skippers to gain more confidence at the helm with the experienced skipper as crew.

In order to prepare for the season the fleet also sponsors a three week Friday night racing seminar. Designed for the novice, the seminar includes professional video tapes covering every aspect of racing.

That all this planning and work pays off is evidenced not only by the good sized starting fleet each week, but also by the quality of the sailors it produces. For example, in the 1985 season-ending activity, two Scot sailors — Bob Goodell and Jack Orr — placed first and second respectively in the CYC's annual Club Championship. Sailed in Sunfish, the race pits skippers from all fleets racing together. In 1986, Jack demonstrated his expertise in winning 4th place at the very competitive Canadian National Championship.

Planning with consideration for all level of racing skipper has contributed heavily to Fleet 24's success. Why not plan for success this winter in your fleet as well?

THE STARTING LINE

Regatta Organizers: Please take note of other major FSSA events and make the appropriate effort to avoid a scheduling conflict with them.

We would like to help you publicize your event! Please send, or call, your regatta notices to the Editor in a timely manner! We all know there are many more regattas than are listed here. Where are the notices, chairmen?

Michigan-Ontario District

June 13-14. District Championship. Gull Lake, Kalamazoo, Michigan. Come sail this 5 race series on the sparkling waters of Gull Lake. Contact John Kittridge, 3801 Winding Way, Kalamazoo, MI, 49007. (616) 382-4713.

Sept 12-13. 'Hot Scot' Regatta. Portage Lake, Pinckney, Michigan. In 1986 this event attracted 31 Scots from Michigan, Ohio, Indiana, and Wisconsin. A fantastic Hawaiian Luau and Pig Roast will be repeated this year. Contact Pat Barry, 34090 Parkdale, Livonia, MI 48150. (313) 427-0797.

Midwestern District

TBA. District Championship. Lake Michigan, Wilmette, Illinois. Contact Dennis Dugan, 243 Linden, Wilmette, IL 60091. (312) 256-8786.

Sept 26-27. 'Glow in the Dark.' Clinton Lake, Champaign/Urbana, Ill.

New England District

July 24-26. District Championship. Duxbury Yacht Club. Contact District Governor John Clark, Jr.

NY Lakes District

July 18-19. District Championship. 4th Lake, Old Forge, NY. Contact Butch Hartsig, 116 West Ave, Fairport, NY 14450. (716) 377-8331.

1987 MidWinter Championship.

March 23-27, 1987. See Notice of Regatta in this issue.

30th Anniversary Celebration

June 27-28, 1987. See Important News and Gordon Douglass Boat Company ad in this issue. Much more information forthcoming! Contact Sandy Eustis, 3537 Raymar Drive, Cincinnati, OH 45208.

1987 North American Championship

July 20-24. See Notice of Regatta in this issue and the following two issues.

Carolinas District

May 9-10. Great 48 Regatta. Lake Norman, North Carolina. This fine event annually attracts over 30 boats, including top skippers from all over the country. Contact Governor Bob Murdock.

(continued on page 28)

Notice of Regatta

North American Championship

Site The 1987 Flying Scot North American Championship will be held from July 20 through 24, 1987, on the waters of Lake Carlyle. Fleet 83 and the Carlyle Sailing Association of Carlyle, Illinois, is the host club and organizing authority.

Carlyle Sailing Association is located in Hazlet State Park on Lake Carlyle, about 50 miles east of St. Louis, Missouri. Lake Carlyle is in the fairly flat terrain of Southern Illinois. It is 8 miles long by 3 miles wide, making it possible to set a two mile windward leg in any direction and to swing the race course significantly about any mark.

Sailing Conditions

The sailing area is generally in view of the CSA grounds. In late July the prevailing winds are southerly system winds in the range of 5-15 mph. Because the average depth of the lake is only 11 feet, some chop can be expected.

Facilities

CSA has paved boat parking for over 300 boats, with tie-downs, and ample automobile parking as well. There are 3 one-ton cranes, a large paved launching ramp, and 1400 feet of floating docks for launching and between-race mooring.

Site amenities include picnic pavilions, rest rooms with showers, and a club house. There is also a full time harbormaster in residence.

No pets are allowed on CSA grounds — a vigorously enforced CSA rule.

Housing

There are a number of clean, reasonably priced motels in Carlyle and surrounding towns.

There are also excellent campsites available in the State Park, right on the lake, approximately one mile from CSA.

Specific motel and camping information will be published in the March/April issue.

Club Background

The members of Fleet 38 and CSA have extensive experience in hosting major regattas and they have a sailing facility that can comfortably handle over 200 contestants in a single event. The CSA hosted the 1979 FS NAC and recently hosted the 1986 Midwestern District Championship. Since its founding in 1971, CSA has hosted at least one national championship regatta each year. In addition, CSA hosted the 1976 Championship of Champions and the 1977 Yachting Magazine One-of-a-Kind Regatta.

Chairmen

The regatta will be co-chaired by Jim Harris and Governor Bernie Knight. They report that both racing and social events are falling together nicely.

Look for registration, housing, social, and schedule information in the next two issues of Scots n' Water.



CSA Boat Parking (Photo by Tony Minniti)

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.

WANTED TO BUY — Flying Scot. Douglass only. Prefer looking near Washington, D.C. area, but willing to travel for a better boat/buy. Send info re: your boat to: David Miller, 7114 Exfair Road, Bethesda, Maryland 20814, (301) 656-7429.

SAILING SEMINAR — Improve your racing! Have a seminar at your lake! 5-time FS District Champion/NAC Champion crew can run a custom-tailored seminar at your site. From an evening to a full weekend. On shore/on water. Video equipment. Many years experience running seminars for all level sailors. Contact Pat Barry, 34090 Parkdale, Livonia, MI 48150. (313) 427-0797.

FS 0000 — This is it! Original proto-type used to make first mold. Personally hand built by Gordon K. Douglass 1956. Strip planked mahogany hull, mahogany center board and trunk. Completely original. A beautiful museum piece, sailed weekly, see *Scots n' Water* December 84 and *Highlights*. Price \$8,500.00. Contact John Soule, Box 339 RDI, Redwood, NY 13679 or leave message at (315) 287-4861.

FS 478 — Customflex, White deck/white hull with blue stripe. Two suits of sails, spinnaker, boom tent, lifting bridge, Gator tilt trailer, outboard mount, 3hp Johnson, and other misc. Joe Fishburn, 2514 NW 4th Ave., Rochester, MN 55901, (507) 288-2676.

FS 1208 — Douglass. Yellow hull, white deck. 3 suits sails. 4 hp Johnson. No trailer. Good condition. \$2,850.00. Nick Payne (203) 758-1811 Daytime or Jim Tracy (203) 775-3868, 5 Clearview Drive, Brookfield, CT.

FS 2106 — Fleet champion. Douglass. Light blue deck, white hull. Excellent condition. 3 suits of sails and spinnaker. Race equipped. Harken multi block outhaul Cunningham, vang and waco 360 centerboard pennant. Rudder blade adjusters. Mushroom anchor with mooring. Extra equipment. Pamco tilt trailer. \$4,300.00. Contact: Lou Goldman, 563 Links Drive South, Oceanside, NY 11572, (516) 536-3629.

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) 757-2942 nights. Write: John Toth, Box 548, Bluffton, SC 29910/Asking \$4,900.00.

FS 3258 — CUSTOMFLEX, 1978, dry-sailed. Galvanized Pamco trailer with spare tire and bearing buddies. 2 suits main, jib and spinnaker, outboard bracket, Harken hardware, white hull, white deck. \$4,800.00. Original owner Ed Miller, 2720 3rd Ave. So. Birmingham, AL 35233, (205) 879-5984.

FS 3544 — Douglass 1980 red with white deck. Schurr sails incl. spinnaker. Custom vang and outhaul. Tee Nee with spare. Cover, anchor, motor mount, extras. Must sell for medical reasons. \$5,200.00/\$5,500.00 with 4 hp Mercury. Will consider best offer. Contact: Chris Brown, Box 447, Wyoming, RI 02898, (401) 539-2081 after 6:00 PM.

FS 3563 — For Sale. Comes with 2 hp. Johnson, trailer, spinnaker, 2 sets sails, anti-fouling paint, misc. other go fast goodies. Sailed very infrequently. Asking \$5,200.00. Excellent condition. Contact: Steve Axelson, 59 Main Street, New Paltz, NY 12561 or leave message at (914) 658-9101.

FS 3711 — 1982 Douglass built, excellent condition, main jib, spinnaker, cover and extras, Tee Nee trailer. \$5,200.00. Contact Bill Kirkwood, 1216 Pecksniiff Road, Wilmington, DE 19808, (302) 994-7065.

FS 3720 — 1982. Cream hull, orange boot-stripe. Lake sailed in good condition. \$4,500.00 Call Ed at (201) 457-4078 days or (201) 625-5771 nights.

FS 3859 — Douglass 1983. Off white with orange trim, Schurr sails, main, jib, and rain-bow spinnaker. Tee Nee trailer, extras include: OB motor bracket, anchor, mast hinge, spare lines and parts. New 4 hp. Mariner motor available too. Boat has only been dry sailed and is in excellent condition. \$5,990.00. Contact: Cameron Simmons, P.O. Box 1206, Wilmington, NC 28402, (919) 762-0804 days or (919) 799-7306 nights.

Looking for a boat?

Call our Hotline for up to the minute, no cost information on Scots for sale. (803) 252-5646. 9 am - 4:30 pm, Monday-Friday.

All submissions will immediately be placed on our phone Hotline list at no additional cost!

FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
1039	Capitol		Douglas L. Gregory	5090 Lerch Dr.	Shady Side	MD	20764
1898	Capitol		David M. Millier	7114 Exfair Rd.	Bethesda	MD	20814
2814	Capitol	42	Warren Minners	6413 Lybrook Dr.	Bethesda	MD	20817
4259	Capitol	97	Joseph Tierney	111 Old Orchard Rd.	Clarks Green	PA	18911
2330	Carolinas		Bill Ramsey	1412 Club Dr.	Lynchburg	VA	24503
4169	Carolinas		James M. Ross	PO Box 490, 313 E. Main St.	Claremont	NC	28610
4246	Greater N.Y.		Mehmet A. Basatemur M.D.	112 Connolly Drive	Milltown	NJ	08850
4216	Greater N.Y.		Geoffrey Brooks	16 Tuxedo Dr.	Livingston	NJ	07039
4269	Greater N.Y.		Don & Shirley Gear	1716 Willow Place	Clementon	NJ	08021
3892	Greater N.Y.	31	Henry Graham	RD 2 Box 74 Sandhill Rd.	Annapdale	NJ	08801
1705	Greater N.Y.		Tom & Bettina Horton	155 Boston Post Rd.	Madison	CT	06443
4274	Greater N.Y.		Gordon D. Nash	143 Mill Rd.	New Canaan	CT	06840
4199	Greater N.Y.		David Rentoon	15 Leeward Ln	Riverside	CT	06878
4252	Greater N.Y.		Edward Surgan	PO Box 276	Westhampton	NY	11977
0920	Greater N.Y.		Vincent Sweeney	14 Alban Dr.	Sayville	NY	11782
2278	Gulf	133	James Ball	#7 Catina Ct.	Little Rock	AR	72211
3758	Gulf	118	Henry Crais	3249 Colesbury Dr	Birmingham	AL	35226
3914	Gulf		Daniel Jenkins	118 Windward Island	Clearwater	FL	33515
3047	Gulf	9	Charles Kirsch	11221 Old Harbour Rd.	N. Palm Bch.	FL	33408
1125	Gulf		Howard N. Nugent Jr.	P.O. Box 1309	Alexandria	LA	71301
1458	Gulf	153	Bill Phillips	2415 Rhododendron	Baton Rouge	LA	70808
3510	Gulf		Edward & Pamela Soniat	559 Sugarwood Circle	Winter Park	FL	32792
3788	Gulf		Donald A. Thorson	Kensington Pk. Dr. #805	Aitmonte Spg.	FL	32714
3361	Michigan-Ontario		Sam Ansell	10577 East De Ave.	Richland	MI	49008
0758	Michigan-Ontario	15	James L. Connelly	305 Gull Lake Dr. S.	Richland	MI	49083
2198	Michigan-Ontario	41	Phillip Frederickson	7795 Vista Ave.	Grand Ledge	MI	48837
0729	Michigan-Ontario		C. W. Sanders Laitner	607 Lakepointe	Grosse Pointe	MI	48230
2284	Michigan-Ontario		Edward J. O'Brien	21495 H.C.L. Jackson Dr.	Grosse Ile	MI	48138
3853	Michigan-Ontario		Russell Peters	5659 Bluegrass	Salineey	MI	48176
1702	Michigan-Ontario		Jeffrey D. Raugh	PO Box 4565 % Triphammer Mall	Ithaca	NY	14852
4065	Midwestern		D. W. Day	1555 Highland Dr.	Elm Grove	WI	53122
4303	Midwestern	114	John E. Gaggini	4101 W. 91st Pl.	Oaklawn	IL	60453
2976	Midwestern	107	Tim Hawkness	318 Monroe St.	Neenah	WI	54956
4253	Midwestern		Keith J. Houseknecht	3 Oakridge Dr.	Lanesville	IN	47136
2116	Midwestern	44	William F. Klein	1689 Dellwood Court	Grafton	WI	53024
3106	Midwestern		Duane Orn M.D.	4401 Avondale Rd.	Minneapolis	MN	55416
1184	Midwestern		Peter A. Stanford	23 Public Square	Belleville	IL	62220
2988	New England		James F. Moore	23 Barbara Rd.	Walpole	MA	02081
2810	New England		Ralph Rieu	133 Burt St.	Norton	MA	02766
3241	New England		James Wallace	Rt 49 Shaker Heights	Pittsfield	MA	01201
4160	New York Lake	109	Robert Davidson	Box 30-T Rd. 1	Otego	NY	13825
4254	New York Lake		Peter & Anne Seidman	33 Huckleberry Ln.	Ballston Lake	NY	12019
3809	Ohio		Earle M. Brooks	117 N. Second St.	Clearfield	PA	16830
1946	Ohio		Earle E. Mitchell	5651 St. Rt 46 NE	Cortland	OH	44410
4265	Ohio	19	Ralph E. Snelson	3843 E. Market St.	Warren	OH	44484
3207	Texas		Frank Clevenger	618 Riverside	Abilene	TX	79605
0274	Texas		Harlan D. Thatcher	6306 Ellsworth	Dallas	TX	75214
0346	Texas		D. E. Treat	2414 Blue Bonnet Blvd.	Houston	TX	77030
3058	Florida	131	Michael J. O'Brien	12202 High Pine Rd. S	Jacksonville	FL	32225

THE STARTING LINE

(continued from page 25)

Ohio District

May 17-18. Buckeye Regatta. Hoover Reservoir, Columbus, OH. Contact Jack Huling, 677 Winmar Pl. South, Westerville, OH 43081.

June 13-14. Berlin Yacht Club. Berlin Reservoir, Ohio. Contact Rick Baugher, 1584 Mt. Pleasant Road, NW, North Clinton, OH 44720.

June 27-28. District Championship. To be held concurrently with the 30th Anniversary Celebration at Cowan Lake. Contact Governor Chuck Hoffman.

July 11-12. Cleveland Yacht Club. Lake Erie. Contact Paul Nickerson, 12664 Webster Road, Strongsville, OH 44136. (216) 238-9378.

Texas District

May 16-17. District Championship. Site to be determined. Contact Governor Richard Wade.

Sailing Seminars

June 6-7. T-J Sales Company, Portage Lake, Pinckney, Michigan. (Home of Fleet 20.) Sailors from around the country have attended this successful event for many years. All instructors are District or National Champions in Sunfish, Laser, Rebel, Interlake, and Flying Scots. District Champion Pat Barry works closely with the Scot sailors attending. Contact Tom Ehman, 8930 Dexter-Pinckney Road, Pinckney, MI 48169. (313) 426-4155.

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Publication Deadlines

Regatta organizers should take note of the following deadlines, since lead-time for regatta notices and regatta reports is longer than you might anticipate.

March issue	Jan 1
May	March 1
July	May 1
September	July 1
November	Sept 1
January	Nov 1

As always, I will hold notices of regattas for 'The Starting Line' open until the last possible minute. Call, if necessary!

FSSA District Governors

CAPITOL DISTRICT

Dennis Morris
7412 Elgar St.
Springfield, VA 22151
(703) 256-4276

CAROLINAS DISTRICT

Robert H. Murdock, Jr.
1404 Oakland Ave.
Durham, NC 27705
(919) 286-0093

FLORIDA DISTRICT

Clinton L. Smith
1505 Crossbean Circle West
Casselberry, FL 32707
(305) 699-0584

GULF DISTRICT

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412 Frederick
Fairhope, AL 36532
(205) 928-0872

GREATER N.Y. DISTRICT

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(314) 532-9410

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PACIFIC DISTRICT

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Diamond Spring, CA 95619

PRAIRIE DISTRICT

Keith W. Fager
8727 EBY
Overland Park, KA 66212
(913) 341-6358

TEXAS DISTRICT

Richard Wade
8723 Barcardi
Dallas, Texas 75238
(214) 349-7512

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