

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIX, NUMBER 3, MAY/JUNE, 1987



- MIDWINTER'S MINI REPORT
- NAC REGATTA NOTICE
- SCOT WORLD CRUISE

Flying Scot Fleet One and the Gordon Douglass Boat Company
 Invite you to a SPECIAL REGATTA CELEBRATION of
**THE 30th ANNIVERSARY
 OF THE FLYING SCOT CLASS**

at Cowan Lake Sailing Association,
 Wilmington, Ohio, June 27 & 28, 1987

Those of us who attended the 25th Anniversary Regatta remember the good times had by one and all despite the light air. We can guarantee the 30th Anniversary to be an even more festive occasion. It is too early at the time of this writing (January 10) to know how many Scots will be in attendance but with two championships and the regatta title on the line, you can bet it will top the 52 boats that attended the 25th. Host fleet 1 has been working hard to insure a good time both on and off the water. Registration and launching will begin at noon on Friday, June 26. There are a small number of dock spaces available - assigned on a first come first serve basis. Early arrivals can expect to spend Friday afternoon day sailing on Lake Cowan, chatting with Eric and Sandy, and helping the host fleet to get the party atmosphere rolling. Arrangements have been made for a group feed at a local restaurant Friday night.

On Saturday morning, registration and launching will continue with a skippers' meeting at 10:30 and our first race at 11:00 a.m. Lunches will be available at the cost of \$1 per person and we will have free beer and soft drinks throughout the weekend. Free coffee and doughnuts will also be available both mornings. The second race will be at 2:30 p.m. on Saturday followed by a famous Fleet One Pig Roast (two tickets are included in the registration fee - extra tickets are \$9.00 each). There also will be an evening entertainment program. On Sunday morning, we will have our third and final race at 9:30 a.m. with the awards ceremony to follow.

The fleet will be divided into three divisions. The first division will sail for the 30th Anniversary Title, the Ohio District Championship (highest finishing Ohio District members), and the National Husband & Wife Championship (highest finishing boats sailed by a husband and wife team only). The other two divisions will be the 30th Anniversary Challenger Division (trophies go 10 deep) and the Husband & Wife Challenger Division (trophies go 10 deep). Participants will be allowed to choose their division at registration. However, a one race elimination may be held if the split is too lopsided.

Finally, appropriate sacrifices to the weather gods are being made weekly to reduce the chance of rain to 1/10th of 1 percent and increase the chance of wind to at least 50 percent with a guarantee for at least as much as we had at the 25th. So with perfect weather, a large fleet in attendance and an internationally famous Fleet One Pig Roast, there is no reason for you to be anywhere else on June 26 - 28 except at the 30th Anniversary Regatta.

Special Attractions

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Information: Directions, lodging details, etc. may be obtained by writing to Chuck Hoffman, 4493 Bridlewood, Batavia, OH 45103. Home phone 513-752-4024. Some charter boats are available - inquire for details. **Register Early!!**

Name _____ Sail No. _____

Address _____

- Please send complete information about the 30th Anniversary Regatta.
- We'll be there! Enclosed is a check for \$30 early registration fee (\$40 after May 15, 1987) - includes two tickets to the Pig Roast.
- I can't bring my boat but I love the Flying Scot and want to be there for the party. I will have _____ in my party.
- I think there will be a total of _____ people in my party at the Pig Roast.

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Cover:

1986 Sears Cup winner Jeff Irvine and his crew demonstrate the intensity and teamwork needed to win major regattas. Picture provided by Jeff's mom, Sally Irvine.

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Scots n' Water

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Letters To The Editor

Dear Pat,

We returned from a regatta last summer (I won't say where...the name has been deleted to protect the guilty) where "getting the gun" has a new meaning. The start/finish cannon was loaded with #4 buckshot instead of blanks. Fortunately, the gun was aimed high and only three sets of sails were damaged. My son did get grazed by a piece of the shot on his wrist, but it was minor; all it needed was antiseptic and a band-aid. The damage that was done could have been far more serious than it was.

The moral of the story is: before you load the cannon, make sure you are using blanks! How live ammunition got mixed in with the blanks I will never know. We got some explanation about blanks not being loud enough or something. But, to coin an old Country & Western song, they "didn't know the gun was loaded." Of course the sails were 'shot' and the insurance company is buying new ones. If a club wants to keep the number of participants down at a regatta, this is one sure way of doing it. Maybe first place sailors will slow down for fear of 'getting a bullet.'

Jayne Caldwell
Kent, Ohio

Dear Pat,

I was surprised to see the Scot World Cruise narrative I had sent to Graham Hall turn up in *Scots n' Water* (Jan/Feb 1987). In the transmission of information there was one error and I would appreciate it if you could print a correction. Photographs attributed to me were actually taken by Dolly White, the third member of our crew on the cruise.

Our fleet is planning more cruise type adventures in North Carolina next year and we will submit reports on those trips.

We look forward to each issue of *Scots n' Water*. Keep up the good work.

Karl Kleeman
Cary, NC

Dear Karl,

Thanks, again, for the fine story we were able to publish on the first-ever cruise in Flying Scots. Thanks, also, to Dolly for her photographs which helped to tell the story.

I, too, look forward to each issue because it presents a chance to read about how people sail and cruise their Scot. I know many members don't race their boats, having found instead the joys of a pleasant day's sail followed by a quiet anchorage in the evening. Send in your stories! Even the 'racers' like to read them.

The following letters were sent to Measurer, Harry Carpenter. They are reprinted to present the views expressed relative to Harry's article in the Jan/Feb issue of Scots n' Water.

Dear Harry,

I hope all is going well for you and your family. I am surviving quite well in San Diego, as we are making a lot of progress here at Sobstad Sailmakers. Unfortunately we are rather removed from the Flying Scot class. I want to write to you in regard to your article.

I always found it odd that the Flying Scot had allowed 1/2 oz. spinnakers and laminated sail cloth. The line of thinking throughout the rule book was to restrict creative thinking and maintain consistency from boat to boat, allowing sailors of all levels to come together and compete on equal grounds. A sailor who has a strong desire to excel is bound to look for areas that he might be able to push to the allowable limit to gain an edge over his competitors. There will be some who will not work as hard as this one sailor, so chances are that they will be at some sort of disadvantage in their equipment. Both the 1/2 oz. spinnakers and the laminated sail cloth are just the type of areas that this sailor would look at.

(continued on page 6)



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Letters

(continued from page 5)

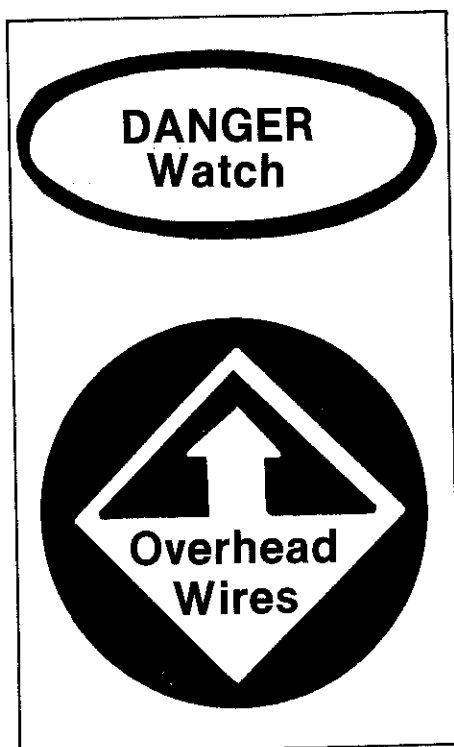
When Greg Fisher and myself took first and second respectively in the 1984 North Americans, we both used new 1/2 oz. sails for the whole series and found them to be real fast. It was at a regatta in the Fall that I put that same sail up again and noted how worn out the sail was. We had always viewed the 1/2 oz. as a specialty sail which should not be used in winds over 12 knots and not reached too hard in winds over 9-10 knots. Obviously, using it in less wind will make it last longer and using it in more will wear it out quicker.

I remember that I used to use just the 3/4 oz. spinnaker because I wanted to show everyone that you could win with that sail and it was going to last longer. By no means is the 3/4 oz. sail going to restrict the Flying Scot from moving along, as the difference between the two is small.

I enjoyed Gabor Karafiath's letter in the beginning of the same issue. His comments on the issue of sailcloth were spot on. Dacron sail cloth is not going to disappear. Its quality becomes inconsistent at times and there have been instances where they have eliminated certain weights. There should be a decent supply of cloth around 4.4-4.55 oz. weights for years to come.

I must say that laminates will probably have a place in our one-design classes sometime in the future. The way the laminates have worked down from Grand Prix ocean racers to today's PHRF sailors gave the club racers the chance to make that decision. Since most one-design classes exclude the use of laminated sail cloth, the Flying Scot class was going to make for a nice little experiment in its application on small boats.

Laminated sails do not need that much more care than would dacron, given that we don't already leave our sails up luffing for prolonged periods of time or leave them lying outside more than need be. Unless the laminate has a tightly woven polyester base, it tends to tear farther once the tear has begun, though initial tear strength is close between dacron and laminates. It does seem feasible that kevlar can be excluded from the lineup of material. It is less reliable than a basic mylar, though a lot stronger. However, with the loads that the Flying Scot sees it seems like kevlar can



be avoided. Kevlar is usually a lot more expensive, too, which seems like something we can all avoid.

The discussion on these topics is bound to be a lively one as forecasting the future is never an easy job. I hope that some of the comments that I have made will be helpful to you and the class.

Craig Leweck
San Diego, California

Dear Harry,

Your article in the recent *Scots n' Water* is superb. That idea must be made part of our rules and regulations.

I fail to see, absolutely, how the barring of these modern materials can in any way at all diminish the great fun racing in this wonderful one-design class. In fact, I believe firmly that it would be a blow to any fleet to have any kind of sails introduced which would compel all others to acquire them to be competitive.

We hear that one-design racing is failing. Obviously not in the Scot class. But let's take care that we don't do things that will spoil what we have.

Here's a strong NO vote.

Ben Lawson
Duxbury, Massachusetts

Dear Harry,

I want to thank you for addressing the subject regarding 'plastic' sails. I too, have been a little concerned by some of the articles I have read. All the members of Fleet 160 were polled: 4 of us outright reject the use of laminates while the fifth member is reserving judgement.

Personally, my reasons for rejection might differ from other comments you receive: I don't like the way they look or feel and I have serious doubts as to their effectiveness.

One might argue that this is a normal transition from dacron to laminate, just as thirty years ago the transition was made away from cotton. But I don't believe the same equation works here. Dacron had obvious benefits over cotton, with little drawback. Laminate sails are just the opposite.

IOR and MORC sailors may want to continue with the laminate experiment — and I guess they can well afford it — but I suspect the overwhelming majority of our class is against their use.

The sails on my last boat were nine years old. I took care of those sails and, right up to the time I sold the boat, had no qualms about using them to race—they were that good! Nine years! Now why would I want something that is only going to last a year or two at the most?

Perhaps a compromise should be considered. Instead of an outright ban on these sails, a moratorium against their use of some number of years (3? 5?) might be employed. This would allow time to see just where the sailmakers are headed with this stuff.

John C. Beery
Captain, Fleet 160

1987
North American
Championship
July 20-24, 1987

From the Editor

Let's Celebrate! Let's Promote!

I received a call yesterday from a man in Arizona. He obtained a copy of *Scots n' Water* from Eric Ammann as he inquired about purchasing a used Scot. He called to find out how, even though he does not own or sail a Scot, he could join the Association. A nice fellow, we talked about the boat and the class for nearly a half-hour. I wish I could have recorded all his comments because he was a walking-talking advertisement for our boat and our Association!

The current owner of a FJ sailboat, he told me he has been looking for a drier, more comfortable, more stable, and simpler boat and how that search

has led him to the Scot. He told me how the more he has looked, the more impressed he is. He mentioned specifically the boat's design, manufacture and construction, and reputation.

Further, this sailor told me how impressed he has been with everyone associated with the boat to whom he has spoken. Finally, he told me how he had never seen a class magazine as good as *Scots n' Water* and how indicative that was of his experience with the quality of the whole Flying Scot 'operation'.

We concluded our conversation with him planning to call Texas Governor Richard Wade in an effort to find a suitable used boat. Another Scot owner will soon be in the fold!

While I was pleased that he was so impressed with my work as editor (we all have egos!), I was much more impressed with how positively he saw our boat, our members, and our Class. Fortunately, stories like this are not uncommon to hear. It should be obvious to us all the high regard in which our boat and Class is held!

So, with this month serving as the traditional kick-off of the sailing season for most sailors in the country (except for those lucky rascals down south!), it is a good time to harness some of our enthusiasm and direct it toward building our Class. Especially since this is our Scot's 30th Anniversary!

As you know, in a period of steady declines in both one-design sales and class membership, the Flying Scot has continued to prosper. Our production run of 125+ boats is sold out every year. In fact, John Clickener of Gordon Douglass Boat Co. tells me that for the first time in years they are entering the season with no boats in stock for immediate delivery. Orders have been that heavy!

Our Class continues its steady growth, as well. We reached our highest membership in Class history last year, capping a period of several years of steady growth.

But much remains to be done! While about 1,800 sailors belong to

(continued on page 8)

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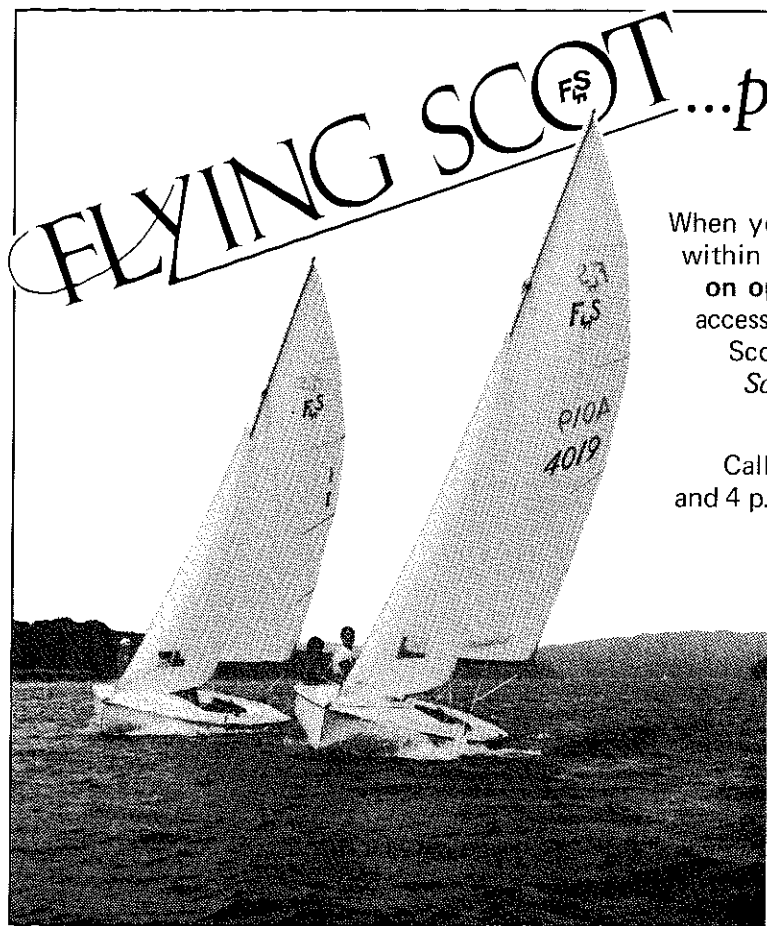
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From the Editor

(continued from page 7)

the Association, 2,500 do not! What can we do? We see the value; even strangers do! Why don't many current owners?

We can start with ourselves and our own fleets. While you belong, how many other Scot-owning members of your own fleet do? I have talked with many, many fleet members who tell me that sometimes half of their fleet does not belong to the FSSA. And these are dedicated, active, racing sailors! Why aren't they aware of the benefits of this class that they are unfairly reaping? It's up to you to tell them!

Elsewhere in this issue you will find a copy of a FSSA application. Why not take it upon yourself to get just *one* non-Association fleet member to join this year! You need not leave your berth and sail far and wide; start with the fellow in the slip next door!

Your builder has always promoted the Scot and has borne a great deal of the cost of promoting the Class as well. For that we have always been thankful. Our limited funds would be soon drained advertising in the major publications.

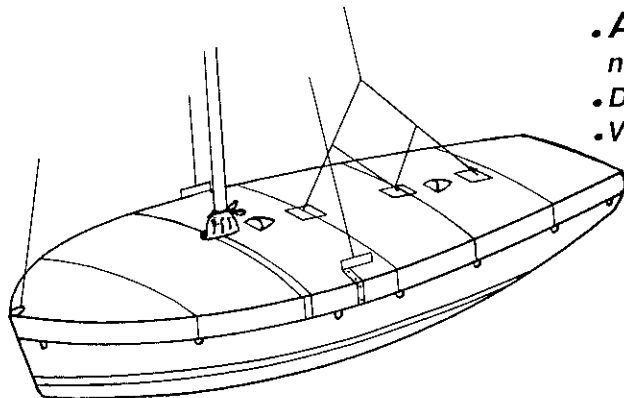


But the fund raiser last year has netted money we can use for publicity. As we sail through the many deserved celebrations of the Scot's 30th anniversary, let's not only enjoy it ourselves, let's share it with others. Celebrate at the 30th Anniversary Regatta, at the North

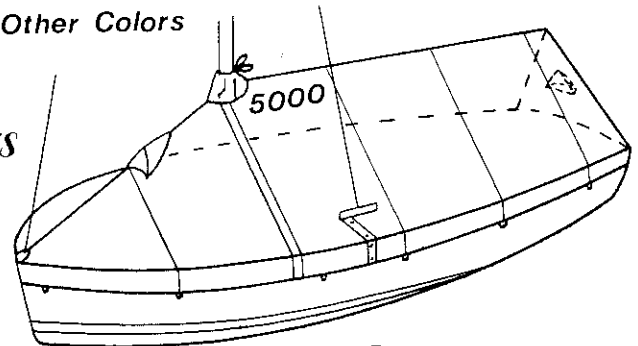
American Championship, and at numerous local, district, and regional regattas. Enjoy your boat and your Class. But why not do it with a new member along side?

Let's celebrate the 30th! Let's promote the boat and the Association!

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The Governor's Report

The Gulf District

Jerry Dees

If you're like many Scot sailors who wonder how Gulf sailors can so often dominate our major Association regattas, perhaps you'll better understand when I explain the way Scots are sailed, *Southern-style*.

Gulf sailors play hard, party hard, and sail hard. Mostly they sail hard, a lot! Due to our locale, we sail literally twelve months a year. While Scot sailing slacks off somewhat during our 'cold' months of November through January, most sailors simply shift to racing cruising boats during that time. We draw fully upon the climate we have.

The Gulf District comprises 17 fleets (see inset) throughout the deep South. While there are several inland lake fleets in the district, the majority are located on bays of the Gulf itself. And most of these fleets belong to the Gulf Yachting Association. For most Scot sailors, then, the Gulf District and the GYA are somewhat the same thing. To understand the District one needs to understand the GYA.

There are 27 member clubs in the GYA stretching as far north as Little Rock, Arkansas (who joined us last year) to southern Florida. The Scot was adopted as the official GYA boat after a rigorous examination of numerous boats to replace our local Fish Class catboat. The Scot fit the bill then and still does because it is easy to trailer, simple to rig, easy to maintain, and can be used by a wide variety of sailors of all ages and skill level. Each GYA club must have at least one Scot; most have four to six. The largest, Southern Yacht Club, has at least fifteen. Since the competition to use boats is often keen, many clubs also have private-owner Scots, as well.

Because we can sail all year the racing program is extensive. There is club racing or GYA racing every weekend of the year. If you want to sail, you can! And you usually don't

have to travel far from home to do it as neighboring clubs are often just down the bay.

Inter-club rivalry is the fiercest you will find anywhere in the country. This is because it has been going on since the YA has had its roots firmly planted since 1901. The GYA runs the Capdeville Series of fourteen regattas. Each club must send a three-person team (or a minimum crew weight of 425 pounds) to at least seven of these regattas in order to qualify. Each team must have a different skipper for each race. This promotes skipper development and insures that many people get 'tiller time'. This year-round, inter-club competition has been going on since 1941.

Even longer, the famed Lipton Cup has been contested since 1920. This event is the premier inter-club competition in the United States due to its history and unique format. Each Labor Day weekend the 27 clubs send their team to the club that won it the previous year, earning the right to host it the next. This 'home court' advantage is not insignificant! The Cup is contested amid spectator fleets that can number upwards of a hundred boats! Team flags, colors, and shirts all add to the intense competition that makes this a true 'event' in the sailing world.

The Lipton Cup uses a unique formula wherein each club must send a team of 16 sailors because no person may skipper more than once and no person may crew more than twice (and a skipper may not crew) during the four race series. The strategy of selecting the skipper/crew combinations is not unlike that of a World Series manager's last minute decisions based upon who is pitching for the rival team. While this is only one of the many, many yearly GYA events, it is usually seen as the high point of the season and the winning club maintains bragging rights for the next year.

Not only is quantity of races a contributor to the success of Gulf sailors, but so also is the quality of the racing. Juniors might start in small boats, often the Sunfish, but they soon progress to the Scot. Thus these kids literally grow up in a Scot. Add the incredible number of races run a year (Bay Waveland can run 300 in one summer!) and you can see why the GYA and the Gulf District has produced so many outstanding Scot sailors. Notables such as Larry Taggart, Randy SantaCruz, Dennis Stiefel, and Benz Faget push NAC winners Bubby Eagan, Marc Eagan, and Danny Killeen hard each time they meet. They all become the best

(continued on page 10)

Gulf District Fleets

Fleet 28	Fort Walton Beach, FL
38	Mobile, AL
75	Panama City, FL
79	Gulfport, MS
85	Montgomery, AL
87	Pensacola, FL
92	Pascagoula, MS
96	New Orleans, LA
98	Bay Waveland, MS
99	New Orleans, LA
102	Fairhope, AL
111	Atlanta, GA
118	Birmingham, AL
121	Tuscaloosa, AL
151	Eufala, AL
153	Lafayette, AL
154	Mandeville, LA

Governor's
(continued from page 9)

because they sail against the best, all year 'round.

The most active clubs in the District and GYA are Bay Waveland (the Eagans, Stieffel, SantaCruz) and Southern (Taggart, Killeen). Other clubs that have strong programs consistently include Fairhope (the Dees family), Pass Christian, Gulfport, and Pensacola (Alfred Schurr).

Although I am not as familiar with the racing activity on the inland lakes further north, we do try to run the District Championship there at least every few years. The driving time and pleasant sailing conditions on their lakes often limit the lake sailors' participation in Gulf activities. Many of those fleets, however, are involved with very active inter-club racing among different local YRAs.

Given the number of active programs, the year-round racing, the extensive number of races, and the increasingly large pool of talent, it should be no surprise that Gulf sailors fare so well at Midwinters and the NAC. Perhaps you now better understand why Scot sailing,

Southern-style, is so successful.
This report was based upon inter-

views with Jerry over the last few years.

2nd ANNUAL SCOT WORLD CRUISE

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August 9-15, 1987

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All Flying Scots are invited to Rendezvous Sunday, 9 August in Burlington, Vermont on Lake Champlain. Cruise lake and canals to Montreal, Canada. Camp out or sleep on your Scot or get a motel each night. A great week of sailing, adventuring, partying and family fun. Send name and address to Graham Hall for full information package. 87 2nd Avenue, Gloversville, N.Y. 12078. (518) 725-8534



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The 'Fleet Beat'

News From Association Fleets Around the Country

Fleet 20, Portage Lake, Michigan, got its very active 1987 sailing season off to a good start with its second consecutive Rigging Day activities on May 2-3. Fleet members rigged boats, discussed tuning, and shared stories accumulated over the winter while sharing a pot-luck lunch. Dave and Jane Winston were able to share the excitement of watching the America's Cup races between Stars and Stripes and Kiwi Magic, 'up close and personal'. The fleet has planned its own Fleet Championship within the current yacht club championship series with an eye to increasing participation and social activity at least one weekend a month. Finally, the fleet is looking forward to a repeat of the success of last year's Hot Scot regatta and luau on September 19, 20. Several 'big name' sailors have committed to attend and they anticipate a 35-40 boat turnout. They warmly invite your participation and will aid you in whatever way necessary to make your stay a pleasant and rewarding one.



'Fleet Beat' is designed to keep members of other fleets abreast of our local activities, share ideas, and generally promote Scot sailing. You can have your fleet's news presented by simply sending your fleet newsletter or notes of interest along to your editor.

Fleet 118, sailing on Lake Logan Morgan, near Birmingham, Alabama, sent its newsletter, Scotscripts, along recently (thanks!). In it I found that Dave Whitehart won the 'Frozen Derriere' regatta sailed February 14. He was closely followed by Jim Johnson, Marsh Hartley, and Henry Crais. In fleet business, Jim Turkington was honored with a service award for his many years as scorekeeper for the Scot fleet and other fleets at BSC. The fleet plans a two-division format for its racing this year. There will be two awards for winners in separate divisions. Placement in each division will be based on a skipper's level of racing skills. Placement will be voluntary and all will sail together. Awards will be made at season end. (This 2-tier system works! It promotes interest and increases the learning opportunities for all sailors. Ed.)

Fleet 137, Newport News, Virginia, held its annual Spring Meeting on March 29. Plans for this season were laid. In addition to the normal social and racing activities, the fleet plans more, organized fleet daysails. Further, some 'fun' racing is planned this season as well. Fleet member Richard Dickoff and the local Lion's Club are planning a June 14 event for local blind athletes to allow them the opportunity to enjoy the sport of sailing. This is a fine way to share your enjoyment of a Scot with someone who would really appreciate it. Anyone interested in helping can contact fleet Captain Andy Gillis.

Fleet 148's Garry Braund reports that Canadian growth is small, but steady. Garry tells us that Judy and Michael Keefe have recently purchased FS 437. Though the Braunds, Nancy and Ron Clark, and the Keefes currently are registered with the Stony Lake fleet, they actually sail on Muskoka Lake, which is about 100 miles north of Toronto. They soon plan to file for their own fleet status. Garry is interested in ways to promote the Scot in Canada and will be talking with Gordon Douglass Boat Co. about ways to get Scots there in a less expensive manner.

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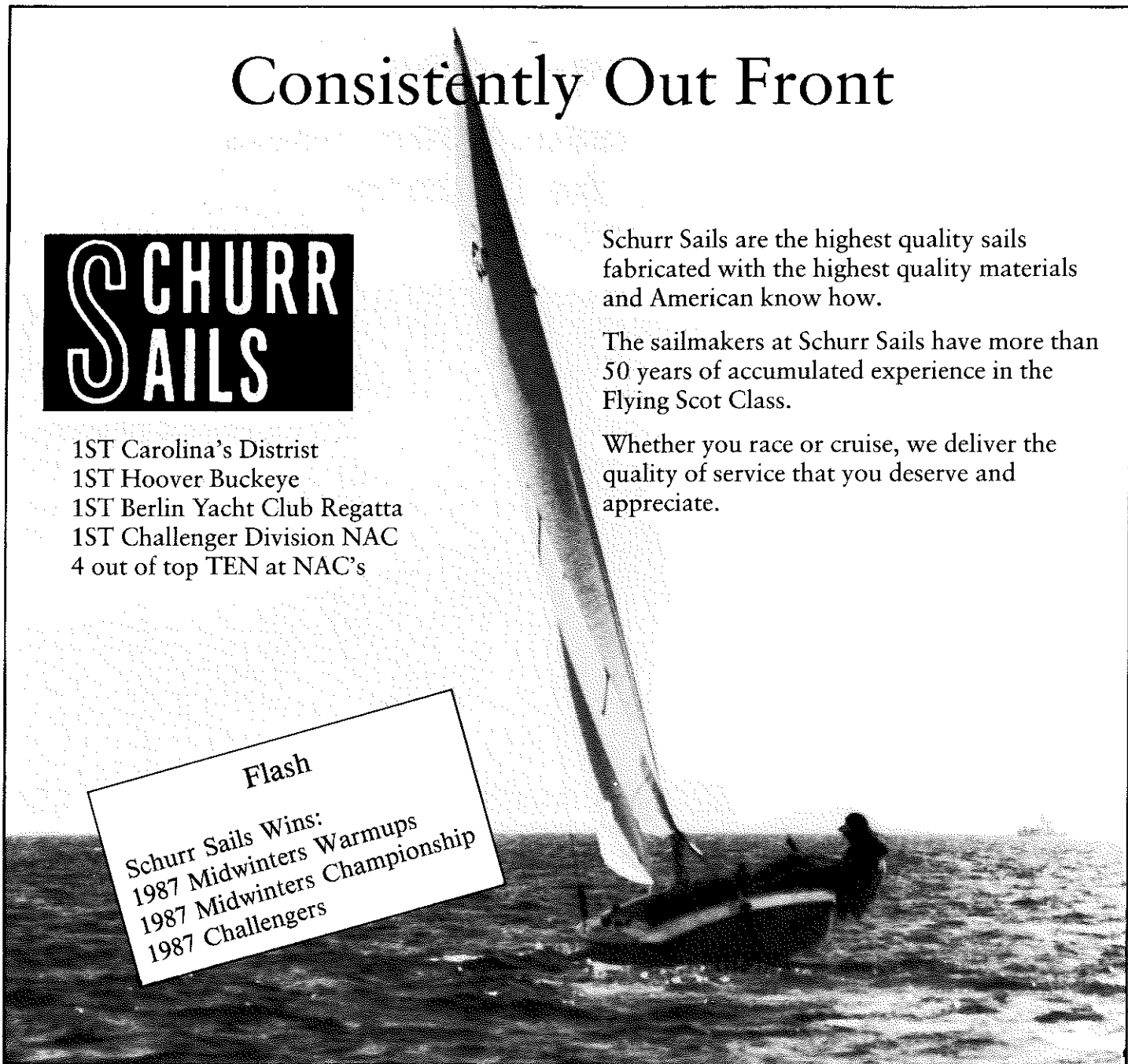
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Fleet Building

Run a Mini-Regatta!

Pat Barry

Perhaps nothing does more to draw members together, promote racing, encourage socializing, and build inter-fleet friendships than hosting a regatta. But many fleets are reluctant to host a regatta for a number of reasons. The solution? A mini-regatta!

Perhaps a better term would be a 'one-day' regatta, for that's all a 'mini' actually is. But why would a mini/one-day be so good?

First, it is easy to organize. Since most clubs run two races on a given race day, a three race regatta could be easily run by merely adding a third race. The marks will already be set for normal club racing. You already have the race committee and protest committee on hand anyway; buy them some beer and they'll stick around!

Second, while time-consuming formal race notices would certainly be acceptable, some phone calls to neighboring fleets would probably be sufficient; perhaps even more desirable. You would establish the friendly, low-key tone of the regatta and provide that all-important personal, human contact often necessary to get people to travel off their lake.

Third, food is simple: bring your own lunch. Eat before the races together to get to know each other and have some beer and munchies afterwards while people de-rig and

head for home. The small cost of the libations could certainly be financed by host-club members. By not having a whole week-end regatta, the feared "Who'll handle the food?" question will never really be asked.

Fourth, fees can be low and awards can be simple. What's to pay for, really? The committees are there already, the boats are fueled, and food need not be purchased. Awards can be quite simple and inexpensive. Most trophy places have ribbons already printed at ridiculously low prices (How about less than a buck each?). Many trophy suppliers can obtain sailing medallions on lanyards, ala the Olympics, at a cost — including simple engraving — of less than \$6 each. You may find the costs of running the 'regatta' to be so low that you can absorb them in your fleet treasury. Who could resist such a low-cost affair?

Fifth, people will come! People are increasingly having a hard time devoting an entire weekend to one activity. If they could leave their club in the morning, sail three races, have a good time, and be home that evening, I'll bet you'd see more people travel again. And further encouragement will be added because the cost will be low and probably limited only to gas and a nominal fee. Extensive planning — and cost! — of necessary clothing, food, housing, and babysitting for a week-end long activity are now

eliminated.

I'm told that these 'one-dayers' are becoming popular in some parts of the country, notably in Texas. Last year my crew, Harold Gendelman, and I created a mini regatta at a neighboring lake when we called them and invited ourselves to race with them! We enticed fellow members Tom and Donna Terhune to come along, as well. How did the racing go? It didn't! It was drifted out. How did the fun go? Great! We had a chance to meet some really nice people who were thrilled to have outsiders want to come to their lake, had a great brunch (a treat of the fleet members), and an enjoyable afternoon touring their beautiful lake (Gull Lake, Kalamazoo, Michigan) and enjoying the scenery via pontoon boat. All this alone would have been enough to deem the day-trip a success. But there's more! That trip also provided the contact that encouraged many of their fleet members to leave their beautiful lake for the first time ever and travel to our lake for our fall 'Hot Scot' regatta where we were able to reciprocate the pleasure. Further, they were also encouraged enough by our visit that they agreed to host the District Championship in 1987!

Day-trip, Mini-regatta. One-dayer. Call it what you want. But it's an idea whose time has come. And... it's not too late to schedule one for this season!



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Fundamentally Speaking

Sail Telltales Will Fine-Tune Your Sails and Increase Your Speed

Pat Barry

So... The UPS man arrives with a box full of your most anticipated and precious cargo: a new suit of sails. Clearing room on the living room floor, you open the box, take out the sails and lay them on the floor. The stiffness and crinkly sound delight. The "oohs" and "aahs" are followed by "I'll bet we'll be fast this year" and "Boy, it sure was time to get new sails!" But then, what's this? What are these little pieces of yarn on the jib and main for? "We didn't have these on the old sails!"

Whether you have new sails or old, the application and use of telltales on the jib and main can help to increase your boat's speed and performance. This article will discuss how to use them and, if necessary, how to apply telltales to your current sails.

What they do

Telltales simply measure air flow over the sail. They are particularly useful at the leading edge of the jib and the trailing edge of the mainsail.

The leading edge of the jib is critical because it is where the wind first strikes the powerplant of the boat. Trimmed too tight or too loose, the jib cannot develop its speed or pointing ability. Attached to the leading edge, these telltales receive a constant flow of undisturbed air and are very helpful in assessing sail trim.

Why not, then, attach them to the leading edge of the main? While some people do, the problem is that the 'exhaust' from the jib hits the leading edge of the main and there is a certain amount of disturbance. This 'backwind' from the jib often affects the first one to three feet of the main. Attaching telltales there would not be very effective as there is so much disturbed air from the jib that an accurate picture of the airflow would be difficult to obtain.

Instead, telltales are often attached to the trailing edge of the mainsail. Doing this, you are able to judge how cleanly the air is flowing off the main. A 'clean flow is a happy flow' and, thus, fast in most conditions.

Just as attaching telltales to the leading edge of the main puts them in disturbed air, so also does the application of tales to the trailing edge of the jib. They just don't seem to work well there.

Using the Telltales

The Jib

While the theory may be somewhat complicated, the use of jib telltales is not. Simply, in most conditions it is fast to have both the windward and leeward telltales streaming straight aft.

The procedure is fairly simple. On a beat (upwind) pull the jib in until the foot starts to curl. To be sure you are pretty close, sit down to leeward and look at the leech of the jib. If the sail is pulled in tight and the top jib batten is pointing pretty much straight aft,

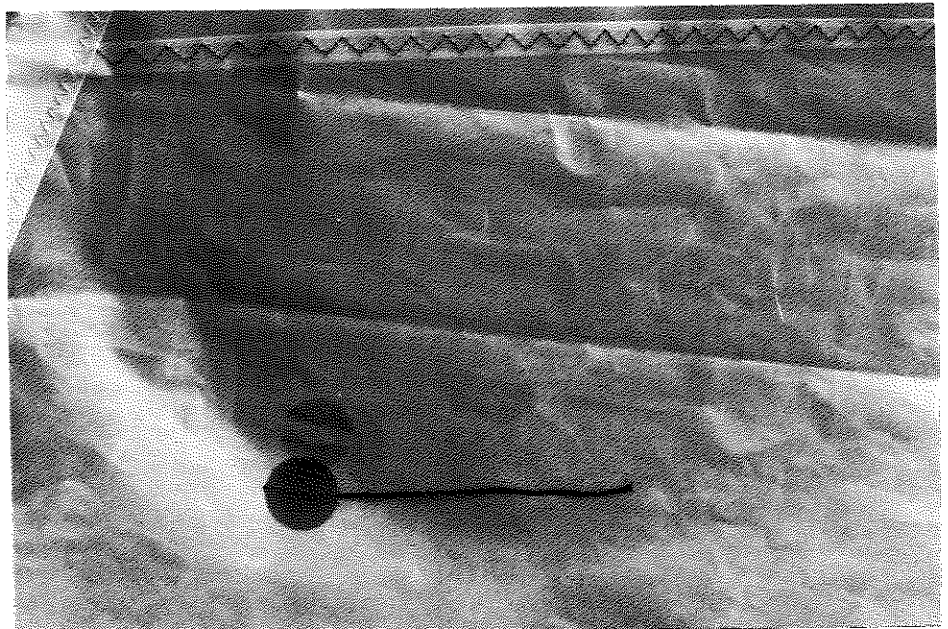
then you are close. Now just steer the boat so that your two telltales flow back together.

What if they don't? If the leeward telltale is sagging down, then it means the sail is over-trimmed. Either ease the sail until the leeward telltale flows aft or head the boat up to the wind, thus improving the air-flow across the sail.

If the windward telltale is jumping around, not flowing back, it means you are sailing too close to the wind ('pinching'). Simply bear away from the wind a few degrees until the windward telltale flows straight aft.

In most conditions, the 'straight steam aft' guideline works well. But like all rules, there are exceptions. The first is that in very light winds there may not be enough wind to hold the telltales up. If they sag down in those conditions, you will have to use the leading edge of the jib itself to indicate the proper trim. (Occasionally ease the jib or head up closer to the wind and watch for the jib luff to start to flutter or 'break'.)

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"Jib telltales should be far enough behind the luff and from any seam that they don't get caught."

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The other exception is when the wind is very heavy. Because you now have too much wind, you need to start de-powering. Allowing the jib to become somewhat less efficient with the windward telltale jumping (or even up to a foot or so of the luff actually luffing) will de-power the sail, keep you on your feet, and actually help you point up closer to the wind a little.

The same ideas apply to using the telltales on a reach. Windward telltale hopping? Trim tighter or bear off. Leeward sagging? Ease out or head up. The jib telltales will work on any point of sail except a dead run where the wind is really pushing against the sail, not flowing over it.

The Main

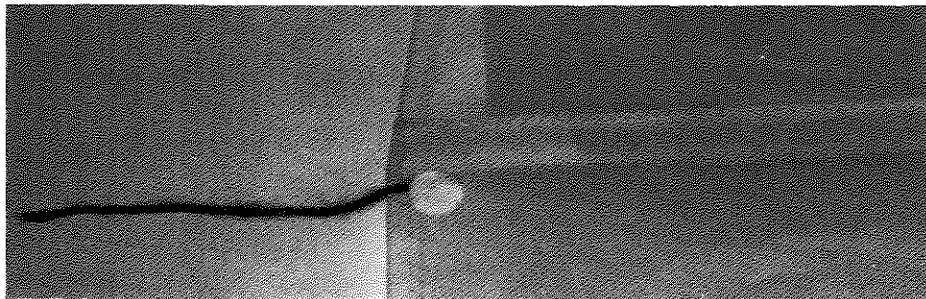
As I said earlier, the purpose of the mainsail telltale is to measure the windflow off the back of the sail. The cleaner the wind flows off, the faster you will go.

When the mainsail telltales, usually attached to the top two batten pockets, flow straight back, you know the airflow is good. This is valuable in light air and heavy air.

In medium air, when the sail has developed its maximum power and speed, you then need to concentrate on that delicate mix between speed and pointing ability. As you sheet in the mainsail, you will notice that the main telltales may start to wrap behind the sail; you may lose sight of them. If they wrap around so that you seldom see them, you are probably sheeted in very tight. You will point high, but go slow. The trick, then, is to trim the main enough in those conditions so that the telltale flows aft about half the time and ducks behind the sail about half the time. Admittedly, it is a delicate balance.

A Caution

Like any new 'toy', there is a tendency toward overuse. If you are constantly watching the telltales, you are watching what is going on in the boat too much. You can't see what's happening around you; you miss puffs of wind, nearby sailors' tactics, and maybe even people in the water. Look at the telltales occasionally as a reference, but, 'keep your head out of the boat' as much as possible.



"Place the main telltales securely near the top two batten pockets. Then trim so that it flows straight aft in most conditions."

Attaching Telltales

If your sail does not have telltales, you can correct the situation quickly and cheaply. First you need some very sticky tape. Duct tape will work, though it's not aesthetically pleasing. You can buy a roll of 'Rip-Stop' sail repair material which holds well and looks good. (Everyone should have a roll anyhow; it can mean the difference between a nice or a ruined weekend or vacation.) Second, you need some telltale material. What type? I prefer a dark color yarn. Some prefer small strips of orange nylon spinnaker cloth. Both have their advantages. You can also take the easy

way out and buy a package of these little devils, complete with pre-cut telltales and adhesive dots.

Having assembled the materials, lay the sail out on a flat surface and do the following for the jib:

1. Cut the telltale material into 8" lengths.
2. Cut the sticky tape into a circle or oval shape, about 1" diameter.
3. Go up about halfway into the second panel of material on the jib (about 50-56" from the foot). Don't put too close to a

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Fundamentally

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seam; it will tend to get hung-up.

4. Measure about 8-10" aft of the very leading edge of the jib.
5. Lay the telltale material parallel to the seam (not perpendicular to the luff) and adhere with a sticky tape to the leading inch of the telltale.
6. Flip the sail over and do the same on the other side, but place that telltale about 2" above or below the other. (It helps you to see it when you look through the opaque sailcloth.)

Some people do two additional things. Some put another telltale up at the top of the sail, about 4' down from the head. If you want one there, follow the same directions as for the bottom one. This position, however, is very hard to see in a normal sailing position and may not be all that necessary. The other thing some people do is have their sailmaker install a clear mylar telltale 'window' to the

sail. This permits the telltales to be easily seen, but cost from \$10-15 per window. I personally have never seen the need for this.

Attaching the telltale to the main-sail is easier still:

1. Using a piece of sticky tape, attach a 6-8" length to one side of the top two batten pockets.
2. Be sure to press it down well since it takes a lot of abuse when the leech of the main is flapping in heavy weather.

In Conclusion

Telltale alone won't make your boat go faster or point higher. But these easily-added, easily-adjusted rascals will help in this quest. Besides, they give you one more thing to concentrate on, thus reinforcing sailing as 'the thinking person's sport'!

Pat has sailed and raced Scots for over 20 years. He served as a consultant to Boston Sails when they won four national titles in the early '80's.

Sailing

(continued from page 17)

delicious steaks and the infamous whiskey sours, courtesy of Jim Starr. Many notable Scot sailors have attended this increasingly-popular end-of-season event.

I believe that Fleet 80's strongest asset is the spirit of its members, their warmth and friendship. I'll never forget my first experiences with the fleet. Although I was a novice crew in 1980 in my first-ever race, everyone made me feel like part of the 'family.' The following spring, shortly after buying my own Scot, I dropped the mast while rigging the boat, about three miles from the nearest help, I drove over to the racing area and asked one fleet member to give me a hand after the day's races. To my amazement, the entire fleet showed up to offer their assistance! I knew right then that I had discovered the true essence of this fleet.

Fleet 80 extends an open invitation to all Scot sailors to sail or socialize with us anytime you're in the Pittsburgh area, with or without your boat!

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TWO VIEWS FROM THE COCKPIT

Two 'Pond Sailors' show different ways to enjoy the Scot

Sailing Lake Arthur Dan Goldberg

An active racing program, a strong social program, and a warm feeling of camaraderie all help make Fleet 80 one of the strongest fleets in the Ohio District, if not the nation. It's no accident that Fleet 80 finished a close third in the 1986 'Fleet of the Year' competition.

Founded in 1971, Fleet 80 sails on 3200 acre Lake Arthur, located in beautiful Moraine State Park, about 30 miles north of Pittsburgh, Pennsylvania. Its 42 members come from all over western Pennsylvania and eastern Ohio.

The racing program, held in conjunction with the Moraine Sailing Club, runs from early May through early October. The winds of July and August are traditionally light compared to the spring and fall. However, the last two years have confounded the local experts: heavy summer winds but light fall breezes!

Racing participation has steadily grown through the 1980's with 20 boats registered for racing and an average of 10-12 boats on the starting line. There's plenty of racing for the diehards; 36 races are scheduled each year. They are split into separate Spring, Summer, and Fall series.

The competition for the top spots is keen as former champs from the Sunfish, Laser, and Thistle fleets all 'saw the light' and purchased Scots. The depth of the fleet is evidenced by its first place finish in the 1986 Ohio District Fleet Championship. Fleet 80's top three boats in the 1986 regatta had a better combined score than any other fleet. Nationally, fleet members Jim and Carol Starr and myself with crew Kathy Kennedy and Monica Berton have both placed as high as fourth in the NAC Challenger Division and in the top ten in last year's first Canadian National Championship.

All the competition is not at the top of the fleet, however. To provide interesting racing for the entire fleet, a 'B' Division is established each year for the less experienced or less competitive racers. In addition, a 'Most Improved' trophy is awarded each year. Thus, racing is fun for the entire fleet, regardless of ability.

All the action isn't on the water, however, as a strong social program complements the racing. A picnic lunch is held every racing day, providing plenty of time for socializing. A dinner cookout is held once a month as well. And to help us get through the cold winter months, a mid-winter fleet pot-luck is held each year.

Fleet 80 also participates in the many activities of the Moraine Sailing Club. These include an annual summer Corn Roast, a fall Awards Ban-



quet, winter sailing seminars (this year featuring a Graham Hall video spectacular), and on-the-water Learn to Sail and Learn to Race days.

The biggest event of the year is the annual Whiskey Sour Regatta and Steak Fry. Held the third weekend each September, the 'Sour' has become a major event in the Ohio District circuit. In 1986 an all-time record 25 Scots raced, with one boat all the way from Connecticut. The highlight of the weekend is the Saturday night Steak Fry, featuring

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Day Cruising Wayne Bell

Herb Payson, world famous sailor and author, said in an article in the July, 1985 issue of *Sail*, "...tiny Lake Arthur...many users, many uses." I know exactly what he means. Our Flying Scot, #3505, which we affectionately call "For Whom the Bell's Toil," is moored there at the Davis Hollow Marina. It is a pretty lake. It is only twenty minutes from our home in Slippery Rock, Pennsylvania. But it is small, and with over 800 boats docked on the lake, it can often be crowded.

For us, I don't know if it is the large crowd or the small lake, but earlier and earlier each season we find ourselves dreaming of new waters to explore under sail. Debbie and I kept talking about taking FWTBT somewhere, but each year the trailer in the backyard while 3505 pulled at her Lake Arthur mooring lines.

Finally last summer we decided to quit talking and start doing. Our good friends and neighbors, Gene and Joanne Wilhelm, invited us to vacation with them on Chincoteague Island, Virginia, off the Delmarva Peninsula. After listening to them and consulting Rand McNally, we had visions of fifty miles of beautiful, sheltered salt water to sail. Our mind's eye saw the famous ponies of Chincoteague and Assateague roaming the beaches and we conjured up images of quiet coves and fresh caught clams at low tide. We were finally ready to act on all those feelings of restlessness.

On the first night in Chincoteague we rushed out and purchased a chart of the Bay to plan the next day's outing. Upon opening that chart we found out one thing very quickly: we weren't going to be sailing in Chincoteague Bay. Its water had everything we thought it would; sandy beaches, pretty coves, plenty of

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clams and crabs and one other thing --about four feet of water! No wonder we didn't see any masts in the marina we passed as we arrived! It looked as if the only way "For Whom the Bell's Toil" was going to get wet was if it rained. She sure wasn't going to sail the salty waters of the Bay, at least not with the centerboard down and the rudder attached!

We are avid readers and that night's dinner conversation turned to books. Joanne mentioned that James Michener had lived just a short distance away in Crisfield, Maryland, when he was doing his research for the novel *Chesapeake*. After our initial surprise, hurried plans were made and by 9:00 a.m. the following morning Debbie and I were backing FWTBT down the Jersey Island ramp into Somer's cove at Crisfield.

Oyster and crab houses, marine stores and gas docks line the banks of the harbor. At its head, the Somer's Cove Marina was filled with every type of sailing vessel. As we rigged, the early morning breeze was filled with the smell of saltwater, fish, and onions and chives. "Mrs. Paul" was making her famous fishsticks just across the road. Everywhere we looked, the sights and sounds of boats and sails were evident. For the sailor, it was definitely Crisfield-1, Chincoteague-0.

Rigged and afloat, we kicked our four horsepower outboard into gear and started from Somer's Cove out into the Little Annemssix River, not knowing where we would quite end up. With the wind outside of the protected cove beginning to build, we weren't sure how far to venture out. It was a good two or three miles until we would be out of the channel and into open sailing water and the wind, straight on the nose, seemed to be increasing. I kept wondering if we had made a mistake. For me, sailing is heeling at a comfortable seventeen degrees, a beautiful day of sun and water, and a peaceful sunset. As you



Docking at Tangiers (Wayne Bell Photo)

can tell, I don't race often. Debbie, on the other hand, loves our Scot to be heeling at least 25-30 degrees, with the wind and spray howling through the rigging. As we talked about continuing or turning back, we reached daymarker '8' and heading more westerly the wind came more to our quarter. Turning into the wind, we raised the sails and were able to beat past the southern end of James Island and its State Park.

Ahead of us, to the west, lay water as far as the eye could see. We followed the chart, picking up one marker after another as we neared Tangier Sound. The wind dropped a bit, settling to a more comfortable 15-20 knots. As we planed out into the Sound on a broad reach, the swells were longer in the deeper water and it seemed to us that FWTBT was moving faster than she ever had before. Our wake trailed behind us endlessly. At the same time a marker in mid-channel came into view. We had sailed to Smith Island.

As the crow flies, Smith Island lays about twelve miles offshore from Crisfield. First charted in 1608 by Captain John Smith, he wrote of his discovery in his log, "Heaven and earth seemed never to have agreed better for man's commodious and

delightful habitation."

As we continued west toward the island, images began to seemingly rise out of the Bay. The first object that appeared was a steeple, white and glowing against the cloudless blue sky. The tops of trees began to appear and finally we could distinguish individual buildings.

We had watched islands seemingly rise up out of the island before: Virgin Gorda in the British Virgins as we beat up Sir Francis Drake Channel and tiny Beckwith Island in the cold waters of Georgian Bay. Each time we made a landfall we had felt a calming sense of pride. But when we turned into the bay of this little village called Tylerton, the joy of sailing our own Scot over the Chesapeake Bay was beyond any feelings I had experienced before. Sailing on a run, Debbie and I stood to see the crab farms, some new and freshly painted, others abandoned and slowly collapsing into the soft mud. The village lay just ahead.

We had taken such a long look at the view that we were suddenly beyond the point when some plans about where to land, when to drop sail, etc., etc., etc., should have been made. We were at the head of the bay surrounded by crab farms and docks, with a fishing boat behind us and our sails were still filled with a fresh breeze! With the comic antics of a sailor realizing too late that they are in trouble, I quickly tried to bring FWTBT into the wind while Debbie jumped for the crank to lower the sails. The centerboard chattered out a long laugh, or so it seemed, as it bounced on the soft bottom, and we came to a sudden stop. Both sails were dropped, the outboard was started, and with the aid of the oar we backed off the shoal. I was thankful for having a centerboarder. Grounding in a Scot may be embarrassing, but at least it is not a life sentence to pulling and kedging.

We tied off at an open dock next to several small wooden boats, some of them resting on the bottom in inches of water. Lunch was hurriedly eaten. The crew of the fishing boat that had followed us into Tylerton was unloading its catch of blue crabs just across from us. We asked her captain, "Is it all right to leave our boat tied up there for a few hours?" "Sure," came



"Crab farms dot the Bay" (Wayne Bell Photo)

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his reply. Then, "That sure is a nice boat you have there!" Once again we felt the pride of doing something that so many Scot owners never experience.

We walked along a sand lane toward the settlement. The track was filled with ruts but we only saw three vehicles. One of them was a badly rusted tank that emitted strong diesel smells. Another was a Somerset County Bookmobile which looked, from the weeds around its tires, as if it was not going anywhere soon. We surmised it served as the town library.

Main Street was about five feet wide. Built not for cars, but for feet, it was wide enough. The houses that lined it were all well-kept white framed eastern shore homes. Tylerton is not a stop for the Smith Island tourist ferry. Rather, we found just a village, one filled with homes and bicycles instead of condos and cars. A delightful place to walk. On one front porch, several children played a board game. On another, four women were involved in a Bible Study. At the end of the street we found a small general store, the kind that sells everything from aspirin to zippers, serves lunch, and also 'catches you up' on the neighborhood news. A very kind, cheerful lady directed us to the only public restroom on the island - in the basement of the unlocked Methodist Church.

The afternoon was passing quickly, so we returned to FWTBT and began to navigate the four mile channel under power. By this time many of the fishing boats were returning to port, as was the tourist ferry. I put the motor on neutral and went to what I thought was the extreme side of the channel, planning to let everyone else sort it out, figuring I would go through when the coast was clear. The crossing wakes of the other boats had a different idea, however. In a matter of seconds we were on our second shoal of the day - this time with the board up! Why do things like this happen when people are around?

Again the oar and motor backed us off and we were underway. The wind had backed off more to the west and a gentle Bay breeze slowly took us back east to Crisfield.

That evening the story of our journey to Smith Island captivated our children and our friends back on Chincoteague.

Two days later, our friends, children, and ourselves were up at dawn packing a picnic lunch and heading back to Chesapeake Bay. This time we drove south, to Schooner Bay on the Pocomoc River, about three miles north of Onancock.

We rigged the Scot and backed her down the cement ramp, pushing sea nettles out of the way. The radio had earlier announced that the nettles, or jellyfish, were the worst they had been in fifteen years. Two days on the Bay and we did not even get our feet wet. But sail - that we did!

On a broad reach the seven of us left the ramp, the outboard secured below the aft deck, the wind a steady ten knots in the protected river. As we followed the green and red markers out toward Tangier Sound, the early morning Northwest wind began to pick up a little to fifteen knots. As we



Basking in the summer sun is a pleasant reward from the day's sail"

(Wayne Bell Photo)

passed a marker, we saw 'momma' osprey with two young aboard. I was thankful that we did have seven in the crew; the ballast held us down as again the wind increased over the open water. In the distance we could see a light on a steel superstructure and, that being as high as we could point, we set the course for it. From the chart we determined that it was probably the light that guards the shoal at the southern end of Tangier Island, even though the island itself was not visible. As we sailed west the island began to magically rise out of the water just like Smith Island had done two days earlier. Our friends and shipmates had visited Tangier Island via the mailboat in 1968. As the island continued to come into view over the horizon, we decided to make Tangiers our lunch stop.

Even though the sky was cloudless, every once in a while we thought we heard thunder. The 'thunder' turned out to be military aircraft producing sonic booms as they made practice bombing runs on World War Two Liberty Ships that were set on the eastern side of the island. As we got closer we were treated to an aerial show as two jet trainers engaged in a dogfight, doing loops and rolls just feet over the surface of the Bay.

When we were still about three miles off Tangier, the marker to the channel that leads to the village came into view. Realizing that we were still a good six or seven miles away and that our objective lay straight to windward, we dropped sails rather than spend the rest of the day taking our way in.

The chilling wind and the wet spray led me almost to do a very stupid thing. When we were directly off the settlement, but still about three miles south of the marked channel, I thought about turning straight toward the village. I could see all the way into town, no land or marsh blocked the view. The chart showed about five feet of water almost to the shore. All we would have to do, I thought, was keep the board up and weave through the crab pots. The queasy ones in our crew gave a somewhat muffled "amen" when I raised my thought out loud. But as soon as I said it, I regretted it and continued to motor northwest. I tried to placate our guests with the promise of a beautiful run back to Schooner Bay. It was only later I discovered that the path I thought about taking was criss-crossed with low powerlines and that several years ago a local dentist had been electrocuted when the mast of his daysailer touched the overhead lines. Once again I was reminded - "when in doubt stick to the channel."

As we continued north we noticed another sailboat round the southern end of the island, the first we had seen all day. Within a few minutes it had also dropped its sails and was steaming in our wake.

Finally, after what seemed an eternity, we entered the channel. We had motored six miles in 90 minutes, sailed fourteen miles before that in a little over two hours. Twenty miles in three and a half hours! Pretty good, I

(continued on page 22)

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!

30th Anniversary Celebration

June 27-28. See information in this issue.

1987 North American Championship

July 20-24. See Notice of Regatta in this issue.

July 20-24. Masters Championship (See Notice of Regatta in this issue).

1987 'Husband-Wife' Nationals

This first-ever event in the Scot class (maybe all classes?) will be run at the 30th Anniversary Regatta, June 27-28, Cowan lake, Ohio. See the 30th Anniversary notice or contact Sandy Eustis at (513) 871-7207 for more details.

1987 Scots World Cruise

August 9-15 (See Notice in this issue)

USYRU Events

October Champion of Champions. Southern Yacht Club. The Class that started this event celebrates its 30th Anniversary by being the boat of choice at this year's event. Contact VP Larry Taggart for more information.

Sailing Seminars

May 29-31 T-J Sales Company, Portage Lake, Pinckney, MI. (Home to 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.

Invitational Regattas Traid Sailing Clubs

May 30 & 31. High Rock Invitational, High Rock Yacht Club, Southmont N.C., Contact: Bill Starr, 1628 Wiley Lewis Rd., Greensboro, NC (919) 273-3239

June 13 & 14. Oak Hollow Invitational, Oak Hollow Yacht Club, Oak Hollow Lake High Point, N.C., Contact: James Stitt, 1509 McGuinn Ave., High Point, NC 27262 (919) 886-4272.

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.

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!

Texas District

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

June 6-7 Fort Worth Boat Club Annual Regatta. Contact Richard Wade.

July 4-5 Austin YC Governor's Cup. Contact Richard Wade.

Sept 19-20 'Open House' Regatta, Dallas. Contact Richard Wade.

Oct 31-Nov 1 'Wurstfest' Regatta. Contact Richard Wade.

Midwestern District

May 16 Fleet 114 Regatta. Lake Del-egan, WI. Contact Tony Minniti, (312) 832-5458.

June 6-7 Egyptian Cup. Carbondale, IL. 5 races. Scots only! Contact Russ Tate, 639 N. 9th Street, Murphysboro, IL 62966, (618) 687-2989.

July 4-5 Michelob Cup. Clinton Lake, IL. Contact Jerry Hartman, (217) 586-3575.

July 31-Aug 2 S.S.Y.C. Race Weekend. Wilmette, IL. Contact Bob Schneider, (312) 251-3460.

Aug 1-2 Ephraim Annual Regatta. Ephraim, WI. Contact Jack McCoy, (414) 962-3076.

Aug 8-9 District Championship. Lake Michigan, Wilmette, IL. Contact Dennis Dugan, 243 Linden, Wilmette, IL 60091, (312) 256-8786.

Sept 12-13 Whale of a Sail. Lake Carlyle, IL. Contact Lynn Cook, (618) 451-6256.

Sept TBA Fleet 68 Regatta. Madison, WI. Contact Bob Doyle, (608) 222-3291.

Sept 26-28 'Glow in the Dark'. Clinton Lake, Champaign, Urbana, IL. Contact Jerry Hartman, (217) 586-3575.

(continued on page 21)

(continued from page 20)

Greater NY District

July 18-19. Sparkle Island Regatta Weekend Norwalk, Ct. A5 Race Series off the picturesque Norwalk Islands. Come join us. Contact Mark Brown 127 Indian Hill Rd. Wilton, Ct. 06897

Aug 15-16 District Championship. Long Island Sound, Riverside YC, Riverside, CT. Host to numerous FS events, Fleet 7 invites all FSSA members to participate in this 5 race series. Planned social events will make this a memorable weekend. Contact Mario Bonaparte, 81 Mary Lane, Riverside, CT 06878, (203) 637-0655.

Ohio District

May 16-17 Buckeye Regatta. Hoover Reservoir, Columbus, OH. 3 races. Over 40 boats raced last year! Contact Jay Huling, 877 Prince William Lane, Westerville, OH 43081, (614) 882-4591.

June 6-7 Berlin Invitational. Berlin Lake, North Benton, OH. Over 30 boats sailed last year. Free camping on the site. Meals at club are reasonably priced. Contact Bob Skillman, 8501 Black Oak Dr., Warren, OH 44484, (216) 856-4541. Note corrected date from Jan/Feb issue!

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

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

Sept 12-13 Harvest Moon Regatta. Atwood Lake, OH.

Sept 19-20 Pig Roast Regatta. Cowan Lake, OH.

Sept 26-27 Whiskey Sour Regatta. Moraine State Park, Pittsburgh, PA. Fleet 80 hosts 5 race series. Saturday night steak fry and whiskey sours. Contact Dan Goldberg, 1100 Penn Center Blvd., #515, Pittsburgh, PA 15234, (412) 823-8579.

Carolinas District

May 2-3 14th Annual Great 48 Regatta. Lake Norman YC, Lake Norman, NC. This fine event attracts over 30 of the top sailors in the country each year. Contact Hal Walker, Box 847, Davidson, NC 28036, (704) 892-1276.



Gulf District

Sept 12-13 District Championship. Fairhope Yacht Club, Alabama. Contact Governor Jerry Dees.

Oct 3-4 Cajun Country Championship. FSSA Southern Regional Championship. Vermilion Bay, Cypremort YC, Southern Louisiana. Contact Al Rees, 111 Ronald Blvd. Lafayette, LA 70503, (318) 234-6878.

Capitol District

The following is the tentative schedule for CBYRA events in the District. Contact District Governor Dennis Morris for additional information.

May 16-17 Azalea Cup. West River, Maryland.

May 23-24 Spring Regatta. Potomac River.

July 4 Firecracker Regatta. Potomac River.

July 18-19 Warwick Annual. Newport News.

July 25 Pleasure Cove Yacht Club

Aug 9-10 Fishing Bay Annual. Delta-ville.

Sept 5-6 Labor Day Regatta. West River, Maryland.

Sept 7 CBYRA Championship. Location TBA.

Sept 12 VSA Yorktown Day. Yorktown.

Sept 12-13 Collier Cup. Potomac River.

Sept 19-20 President's Cup. Potomac River.

Sept 24-25 Pumpkin Patch. West River.

Michigan-Ontario District

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

Aug 15-16 25th Anniversary Regatta. Crystal Lake SC, Crystal Lake, MI (Just north of Lansing.) Come celebrate 25 years of great inland lake sailing! Contact Doug Christensen, 9215 McGregor Road, Pinckney, MI 48169, (313) 426-3510.

Sept 19-20 'Hot Scot' Regatta. Portage Lake, Pinckney, MI. In 1986 this event attracted 31 Scots from Michigan, Ohio, Indiana, and Wisconsin. A fantastic Hawaiian Luau and Pig Roast will be repeated. Contact Pat Barry, 34090 Parkdale, Livonia, MI 48150, (313) 427-0797.

Cruising

(continued from page 19)

felt, for a nineteen foot boat with a crew of seven!

The bay that leads to the settlement on Tangier Island, like its neighbor Smith a few miles to the north, is dotted with crab farms. The farms are small frame buildings erected on stilts, surrounded by wooden trays that serve as holding pens for the crabs. Like its relative the shrimp and the lobster, the blue crab of the Bay has its skeleton on the outside (the exoskeleton) and its muscles on the inside. This not only creates a problem when we try to eat the crab, but also creates a problem for the crab itself, for in order to grow, it must periodically shed its skeleton or shell and grow a new and larger one. During this molting period it is called a soft-shell crab. Soft shells bring a higher price on the market. The watermen of both Smith and Tangier Islands put those crabs that appear ready to molt into holding pens, selling them when they have lost their shells for a higher price.

Just as we finished tying 3505 to the public dock, the sailboat we had seen out in the Bay came alongside. As they slowly moved to the dock, the boat began to heel and again I was reminded that groundings and other such blunders never happen when you are alone, but always in the plain view of others. The sailing gods are either sadistic or have a wonderful sense of humor.

As we stepped toward the Main Street of Tangier, Debbie and I were immediately struck by how different it was from Tylerton on Smith Island. Even though there were not a lot of people on the street, the look of busyness was everywhere. Unmanned lemonade stands were waiting in several yards. Chain link replaced the white pickets of Smith. Tee shirt and post card racks were everywhere. It was only later, after the ferry boat had arrived, that we saw the people flocking from the houses, trying to sell everything from post cards to polished stones. Our hope of another quiet day in a 'real' island village was quickly shattered.

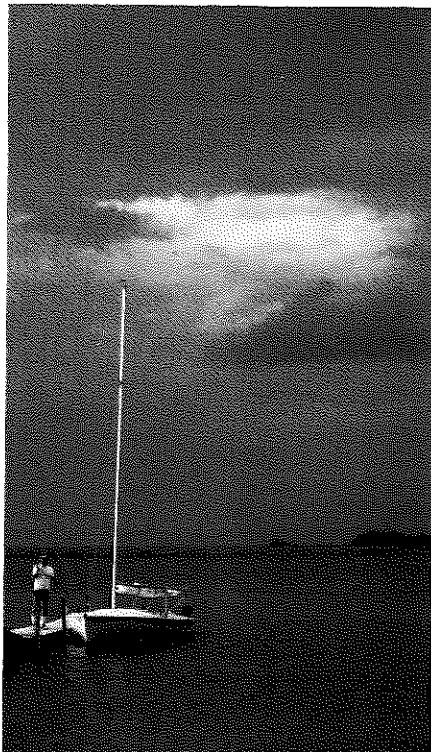
Captain John Smith also discovered Tangier Island in 1608, that is if you forget the fact that the American Indians had been going there for over a thousand years to fish and hunt during the winter months. The captain probably named the

island after the city in Morocco where he was once held captive. The first permanent settlers were John Crockett and his eight sons and their families, who moved to the island in 1686. By the early 1800's the population of the island was nearly one hundred, almost half of them Crocketts. Davey Crockett, of the Alamo (and Walt Disney fame), traced his heritage back to these islanders.

In April of 1814 the British Navy landed 14,000 men on the island, cutting down trees to build a fort. These troops were fresh from the burning of Washington, D.C. and they were preparing for an assault on Fort McHenry in Baltimore. With them was a young American they had captured earlier, Francis Scott Key. Soon afterwards he wrote our National Anthem during the bombardment on the fort.

Following their defeat in Baltimore, the English Navy returned to Tangier to bury their dead and repair their ships. Within a few months they weighed anchor and returned to Europe. Due to the continual erosion of Tangier, today the fort and the cemetery is a half mile offshore in ten feet of water.

The picnic we had packed was quickly returned to the boat as we smelled the aroma coming from the Chesapeake house, a family-style restaurant and inn that was founded



"Threatening skies can portend on day on-shore investigating the areas"

by the Crocketts. The dining room was empty, except for the staff and mountains of food. It was noon and the ferry from the mainland was not due for another hour. As we were seated, the two couples from the other sailboat joined us. Our sailing conversation was interrupted only by mouthfuls of country ham, crab cakes, clam fritters and mountains of everything else imaginable. As we ate and ate, I began to worry that 3505 might sink on the way back to Schooner Bay from its additional 'cargo.'

Our lunch companions were somewhat surprised when we told them where we had sailed from that morning. One said, "Well, if I was going to come out here in a daysailer, I'd do it in a Scot." Again, Debbie and I were filled with the feeling of achievement and pride. We were thankful that we had finally "taken the Scot somewhere."

With full tummies, we slowly walked through the community and then back to FWTBT. Shore leave, we jokingly said, was over for us. The ferry passengers were flocking down the street to the restaurant and somehow I felt sorry for them. They had come to 'see the island' but on a package tour. Golf-cart taxis with loud-speakers gave a quick history of the island while the tourists were ferried to every tee-shirt and post card emporium available. We had done it differently. We had sailed our own boat. We didn't need a shirt or trinket to remind us of our day. The wind and the waves, the sun and the osprey, the jet trainers dogfighting near us, and the feel of the boat taking us where we wanted to go were all the souvenirs we needed from those two days on the Bay.

As I promised, we had a peaceful run back across Tangier Sound to the Pocomoc River and up to Schooner Bay. Our lunch companions followed us most of the way. When we turned to go up Onancock Creek, they blew their horn as a farewell.

Once again I was glad we had "taken the Scot somewhere."

Wayne Bell is a Presbyterian minister preaching in the Slippery Rock area. Debbie Bell is an elementary school teacher in the area. The Bells purchased "For Whom the Bells Toil" in 1981 from Harry Carpenter who used to successfully campaign her around the country.

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, Sandra Babson, 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 478 — Customflex, White deck/white hull with blue stripe. Two suits of sails, spinnaker, boom tent, lifting bridle, Gator tilt trailer, anchor, outboard mount, 3 hp Johnson and other msc. Joe Fishburn,

2514 NW 4th Avenue, Rochester, MN 55901, (507) 288-2676.

FS 632 — Douglass, White deck/light blue hull. Sails with spinnaker. Superior tilt trailer, outboard mount. \$2,500. Burton McRoy, Macatawa, MI. Days (616) 527-0080, Evenings (616) 527-1317.

FS 1310 — Douglass, Blue hull, white deck. Tom Ehman race equipped 1985. Waco 360, single halyard, pole lift, spi sheet assemblies. Three suits sails, two Spinnakers. Dry sailed, inside storage. Motor mount, Sterling tilt trailer. \$3000. Clayton Rugg, 32 Winchester Road, Lakewood, NY 14750. Evenings (716) 763-8032, Days (716) 483-1831.

FS 1320 — White deck, blue hull, fully rigged for racing with harken blocks and cleats, Wayco for C.B. Pennant. New trailer, cockpit cover, motor mount, sails including spinnaker, dry sailed, covered storage, \$3,200. Jim Harris, (314) 966-8404 or write 775 Haw Thicket, St. Louis, MO 63131.

FS2213 — Douglass 1972, blue hull/white deck, race equipped, dry sailed; 2 suits sails M/J/chute, 2 hp motor, 3 under-deck storage bins, 2 paddles, vang, boom tent, whisker pole; 1973 Little Dude Tilt Trailer. \$3,395. L.D. "Tip" Mills, 532 Graham Street, Hutchinson, MN 55350, (612) 587-9114.

FS 2308 — Douglass. Aqua hull with white deck, excellent condition, 2 suits sails,

plus spinnaker and all gear. Dry sailed only. Motor mount and 5 hp motor, trailer. \$4,150. Atlanta. Contact John Henderson, (W) (404) 774-6074 or (H) (404) 266-3857.

FS 2396 — Customflex, white hull, blue trim, Pamco trailer, motor bracket, main, jib, & spinnaker sails, hoisting bridle, cockpit cover. Good condition, sails are slightly used. Price \$3,500. CONTACT: Oren Stiens, 15 N.W. 11th St., Richmond, IN 47374, Call: (317) 962-1091.

FS 2512 — White. Dry Sailed. Indoor Winter Storage. Two suits sails plus spinnaker. Trailer. Very good condition. \$3,000. Contact Jim/Alice Hoelzer (312) 665-1629.

FS 3918 — Douglass 1984, always dry sailed in fresh water—ivory with red stripe, 1985 Schurr sails w/windows, spinnaker, tent cover, anchor & line, motor mount, lifting bridle, mast hinge, Waco 360, Compass, 4 life jackets, full length seat cushions, TeeNee Tilt trailer—perfect condition, asking \$6,900. Location is N. New Jersey. Contact Sandy Bagdan at (201) 267-7717 evenings.

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.

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1987 FS Midwinter Championship

The 1987 Flying Scot Midwinter Regatta was held March 23-27 in Panama City Florida at the St. Andrews Bay Yacht Club. In spite of high winds and rain, the regatta was able to complete four races of the six. A field of 38 boats made the starting line, with 17 boats competing in the Championship Division and 21 boats in the Challenger Division. The top five finalists were:

CHAMPIONSHIP DIVISION

1. Steve Bellows — Gulf Breeze, FL. 15.75
Dunkin McLane, Millie Brooks

2. John Clark Sr. — Boxborough, MA. 16.75
Taylor Smith
3. Benz Faget — Matairie, LA. 19.75
Luther Carpenter, Tom Baker
4. Larry Taggart — New Orleans, LA. 21.00
Charlotte Fisher
5. Alex Cooke — Destin, FL. 26.78
Chris Brown

CHALLENGER DIVISION

1. Jane Allen — Panama City, FL. 12.75
Ellen McBride, Bob Bilatnikoff
2. Mike Hartman — Urbana, IL. 14.75
Steve Spoeth
3. Ryan Malmgran — Chicago, IL. 16.00
Stafan Knust, Jeff Johnson

A full Mid/Winter report and story will appear in the July/August issue of Scots n' Water.

FSSA NEW ACTIVE MEMBERS

District	Fleet	Boat#	Name	Address	City	State	Zip
Capitol		3878	Dr. J. Thomas Duke	9433 Tobin Circle	Potomac	MD	20854
Capitol		4281	Donald A. Abt, VMD	24 Beech Ave.	Aldan	PA	19018
Capitol		3734	Philip A. Barilla	380 Nature Trail Lane	Murrysville	PA	15668
Capitol		3700	Alexander Janis	102 Checkerberry Rd.	Baden	PA	15005
Capitol		2892	John M. Lewis	877 Alexander Spring Rd.	Caristle	PA	17013
Capitol		3612	Jane Lisherness	145 Lingay Lane	Glenshaw	PA	15116
Capitol		2094	George M. Burgess	216 Little Falls Street	Falls Church	VA	22046
Capitol		4325	Richard R. James	206 Millpoint Dr.	Hampton	VA	23669
Capitol		4285	Thomas R. Shepherd	540 Ivy Farm Drive	Charlottesville	VA	22901
Capitol	155	2901	Tom Torrence	12811 Framar Dr.	Midlothian	VA	23113
Capitol		3082	Roger Van De Meulebroecke	13115 Twin Lakes Dr.	Clifton	VA	22024
Carolinas	86	0874	Robert G. Burton	177 Woodhaven Cir.	Athens	GA	30606
Carolinas		4055	John Hoekstra	1019 Riverside Blvd.	Lumberton	NC	28358
Carolinas	27	2777	Griffith L. McKlveen	4524 Drexel Rd.	Raleigh	NC	27609
Carolinas	27	3859	Neil E. Watson	5 Eden Drive	Smithfield	NC	27577
Carolinas		2525	Illiam G. Graves, II	6 D Salt Marsh Cove	Litchfield Bch.	SC	29585
Carolinas		2450	Don Hayward	Box 117	Ware Neck	VA	23178
Greater N.Y.		3876	Michael H. Taradash	35 Cathlow Drive	Riverside	CT	21550
Greater N.Y.	31	4330	Craig Anderson	142 Kings Highway	Middleton	NJ	07748
Greater N.Y.		3480	William J. Neil Jr.	449 Patton Place	Wyckoff	NJ	07481
Greater N.Y.	46	1856	Sheldon Bryman	590 Waterview Rd.	Oceanside	NY	11572
Greater N.Y.		0737	William C. Fruin	212 Emory Drive	Jamestown	NY	14701
Greater N.Y.	46	0143	Saul Rosen	11 Lehigh Court	Rockville Cnt	NY	11570
Greater N.Y.	142	3433	Larry Turner	Greenwich Rd.	Bedford	NY	10506
Gulf	118	3258	Lawrence Mays	102 Glen View Rd.	Birmingham	AL	35222
Gulf		2015	David Vold	32 Heritage Hills	Tuscaloosa	AL	35406
Gulf	133	2277	Fred Church	30 Old Forge Ct.	Little Rock	AR	72207
Gulf		2213	Lowell D. Mills	2345 Clipper Way	Naples	FL	33942
Gulf		1478	Attn: F.D. Vaillant, Sec.	P.O. Box 989	Pensacola	FL	32507
Gulf	153	1085	Michael E. Linck	2917 1/2 Common	Lake Charles	LA	70601
Gulf	153	3665	Gary M. Painton	Rt. 3 Box 500 #155	Scott	LA	70583
Gulf	45	2037	John C. Batte Jr.	2368 Twin Lake	Jackson	MS	39211
Michigan-Ontario		0437	Judy & Michael Keefe	25 Glen Stewart Cresnet	Toronto	CN	M4E 1P4
Michigan-Ontario		1691	Conrad F. Bernys	6025 Campus Dr.	Dearborn Hts.	MI	48127
Michigan-Ontario	15	3343	Mary Ruth Robinson	Box 3	Richland	MI	49083
Michigan-Ontario		2232	David J. Schwartz	2630 Raymond	Dearborn	MI	48124
Michigan-Ontario		0980	Merrell Sherburn	142 Cowley	E. Lansing	MI	48823
Michigan-Ontario	41	3203	Duane P. Smith	1911 Birchwood Dr.	Okemos	MI	48864
Michigan-Ontario		2547	Pieter Thomassen	2115 Wallingford	Ann Arbor	MI	48104
Midwestern	114	4264	Dean & Cindy Williams	1097 Judy Dr.	Elk Grove Vil.	IL	60007
Midwestern		3306	William (Bud) Berg	1304 26th Ave. NE.	Minneapolis	MN	55418
New England		1294	David M. Crawley, Jr.	208 1/2 Sandwich Dr.	Plymouth	MA	02360
New York Lake		2181	C. Peter Minich	2460 West Blood Rd.	East Aurora	NY	14052
New York Lake		0481	A.B. Wellborn	1520 Dean Street	Schenectady	NY	12309
Ohio	37	0996	Hugh F. Folk	711 Caroway Blvd.	Gahanna	OH	43230
Ohio		0742	Matt Gregory	330 W. Springs St.	Columbus	OH	43215
Ohio	37	1642	Thomas D. Harnish	36 Spirea Dr.	Dayton	OH	45419
Ohio		4301	Ernest A. Mayer	3150 Overdale Dr.	Richfield	OH	44286
Ohio	37	4272	Gerald M. Rosenberg	2460 Berwick Boulevard	Columbus	OH	43209
Ohio	37	2980	Richard A. Staat	1360 Durness Ct.	Worthington	OH	43085
Ohio	37	0953	Craig K. Wall	613 Yaronia Dr.	Columbus	OH	43214
Ohio	37	2541	Joseph Robert Weil	7793 Windy Hill Ct.	Centerville	OH	45459
Prairie		0806	Mike Ives	1530 S. Yorktown Place	Tulsa	OK	74104

It's the 30th Anniversary of the Flying Scot.

Join us! Help keep the Scot the boat she is.

The Flying Scot Sailing Association is one of the strongest one-design class associations in the world! A strong statement from a strong class!

What does this mean to you as a potential Scot owner? It means that your investment in the Flying Scot is protected, if you ever should decide to sell, by the very strong market for used Scots all over the country.

It means that, because of our strict adherence to the one-design concept, the Flying Scot built this year won't be obsolete next year. All boats which race in FSSA sanctioned regattas must meet strict design and rigging standards. Optional equipment which might tend to "juice-up" a Scot must be approved for use by the FSSA Measurement Committee. This is not to say that the equipment not approved cannot be used by you for your own enjoyment, but it does assure that boat No. 100 is competitive with boat No. 3000 in sanctioned regattas. You won't find yourself out of date next year!

It means that you will be welcome to visit the more than 135 Flying Scot fleets across the country where, as a Scot owner, you will find many new friends.

It means that as a member of the FSSA you will receive:

SCOTS N' WATER, our official publication, which is published eight times each year.

It means that you will receive a copy of the official HANDBOOK as well as the roster of all Flying Scots and their owners.

It means you can attend and compete in the North American Championships, the annual Mid-Winter Regatta, the Sandy Douglass Regatta and many other official Flying Scot events, such as District and Local regattas.

It means that if you just want to enjoy your boat as a family cruiser, you're still an important member of FSSA - in fact, your whole family can be through our family membership.

So, whether you're a racer, a cruiser, a day-sailor, an old salt or a landlubber, the Flying Scot and the Flying Scot Sailing Association are

for you and your family.

You'll notice that we haven't said a lot about the quality of construction and rigging and other great features of the Scot. We don't have to! The fact that thousands of owners are delighted with her, and the fact that

we are one of the strongest class associations, says it for us. And you can become a part of this after you purchase your Scot.

We hope you'll be returning the attached membership application soon.

Happy sailing!

FLYING SCOT® SAILING ASSOCIATION

MEMBERSHIP APPLICATION

Name _____

Mailing Address _____

City _____ State _____ Zip _____

Boat # _____ Fleet # _____ Renewal () New ()

Please make check payable to "FSSA" and mail to:

FSSA
3008 Millwood Avenue
Columbia, S.C. 29205

Check enclosed for \$_____ to cover the following items:

- ACTIVE MEMBER \$25.00
(F/S owner, part owner, or designated club member of YC owning a F/S)
- ASSOCIATE MEMBER \$15.00
(Non-owner who has been for at least 3 months part of the regular crew of a specific F/S whose owner is an ACTIVE MEMBER; part-owner if another part-owner is an ACTIVE MEMBER; wife, husband or child of an ACTIVE MEMBER; or designated YC members of YC have ACTIVE MEMBERSHIPS on all Flying Scots owned.)
- FAMILY MEMBER \$40.00
(Combination of one ACTIVE MEMBER and unlimited ASSOCIATE MEMBERS who are all members of the ACTIVE MEMBER's immediate family and are all residing at the same address. There is one vote per FAMILY MEMBERSHIP and only one member of the family may hold office. The ACTIVE MEMBER is the only member to get FSSA mailings with this classification.)

Please list first _____

names of family: _____

- SUSTAINING MEMBER \$15.00
(All other non-owners of F/S)
- SPONSORING MEMBER \$40.00
(Company or individual who provides products and/or services to the membership or who has an unusual interest in FSSA)

NOTE: *Scots N' Water* subscription price of \$8.00 is automatically included in all above membership dues.

- TRANSFER OF OWNER \$ 2.00
(Transfer of records and reissuance of Registration Certificate for purchasers of used Flying Scot® sloops)

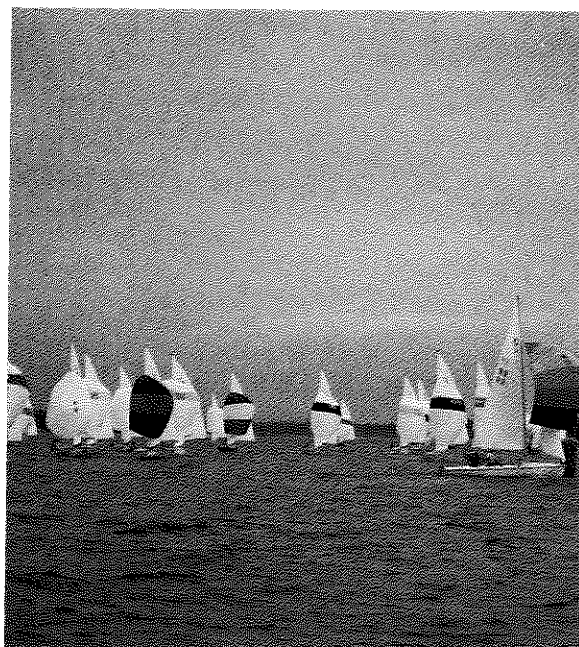
Notice of Regatta

FS North American Championship

July 17-24, 1987

Site	Lake Carlyle, Carlyle, Illinois, July 17-24, 1987. Carlyle Sailing Association is the host organization.
Eligibility	Competition is open to all FSSA registered sailors. Competitors must meet ownership, class membership, and yacht ownership requirements, and must have paid all required event fees.
Rules	Regatta will be governed by the International Yacht Racing Rules, the prescriptions of USYRU, the Class rules of FSSA, and the Sailing Instructions.
Junior NAC	<p>Junior NAC is open to family of FSSA Active Members or to Active or Associate members in their own right who meet the age requirements of Sears Cup competition (13-17, must not have 18th birthday in calendar year 1987.)</p> <p>Junior NAC will occur if at least five (5) botas are registered by July 1, preregistration deadline.</p>
Master	<p>There will be a Master Division in the 1987 NAC for those who declare so. The age requirements are that the combined ages of skipper and one crew member must equal or exceed 100, and the skipper must be age 50 or over.</p> <p>Master Competitors should declare their intention at registration. They will sail in the challenger Division, and not need to sail qualification races. The best 3 finishes in the challenger series will be scored for the Senior Trophy.</p>
Racing	The Championship will consist of as many as three races in the Qualifying Series and five races in the Championship Series. The top 55% of the finishers in the Qualifying Series will sail in the Championship Division; the remainder to sail in the Challenger Division.
Courses	Racing will be sailed on Olympic courses or variations thereof. Course length and sailing location will be based on sailing conditions.
Scoring	The Low Point Scoring System, Appendix 5A of IYRR will be used.
Trophies	As prescribed in the FSSA Class Rules for NAC. Top three finishers for Juniors.
Measurement	All hulls, spars, sails, and necessary equipment will be inspected in accordance with the FSSA Class Rules. Members with Measurement Certificates may present them at Measurement.
Charters	Limited availability. Contact Lynn Cook; 2515 Delmar; Granite City, IL 62040; (618) 451-6256.
Sailing Instructions	Available at Registration.
Housing	<p>Best Western — Greenville — 20 minutes — (618) 664-3030 — Rates \$32.86 single — \$39.22 double.</p> <p>Bel Air Motel — Greenville — 20 Minutes — (618) 554-1950 — Rates \$26.00 single — \$29.00 double. Some kitchenettes. Block of rooms held until July 1. Please mention FSSA affiliation when calling.</p> <p>Hi-De-Ho Motel — Carlyle — 15 Minutes — (618) 594-2474;</p> <p>Holiday Inn — Salem — 30 Minutes — (618) 548-4212</p> <p>Camping is available in the Hazlet State Park, adj. to CSA.</p>
Additional Information	<p>Contact either Jim Harris; 775 Hawthicket; Des Peres, MO 63131; (314) 966-8404 or Bernie Knight; 15999 Quiet Oak Road; Chesterfield, MO 63017; (314) 532-9410 Co-chairmen.</p> <p>Finally, please indicate on the entry form your anticipated participation in various social events, for planning purposes only.</p>

NAC SCHEDULE



July 17	1300-1700	Junior NAC Registration & Measuring
July 18	0800-1000	Junior NAC Registration & Measuring
	1000	Junior NAC Competitors' Meeting
	0800-1700	NAC Registration & Measuring
	1100	Junior NAC Races 1 and 2
July 19	0930	Junior NAC Race 3
	0800-1700	NAC Registration & Measuring **
		No Boats will be measured or weighed after 1700 hours on July 19.
	1700	Junior NAC Trophies
	1730	Welcome Party
July 20	0900	NAC Competitors' Meeting
	1000	NAC Qualification Races 1 & 2
	1830	Western Cookout — Tickets Required
July 21	1000	NAC Qualification Race 3
July 22	0900	Competitors Meeting — Optional
	1000	NAC Championship & Challenger Races 1 & 2
	1830	Annual Meeting and Dinner
July 23	1000	NAC Championship & Challenger Races 3 & 4
	1730	Cocktail Party
July 24	1000	NAC Championship & Challenger Race 5
	1830	Awards Banquet

Junior NAC

Name _____ Date of Birth _____

Address _____ City _____ ST _____ Zip _____

Sail Number _____ Crew 1. _____ Crew 2. _____

Fleet _____ Location _____

Amount Paid \$ _____ Registration is \$25 if postmarked before July 1, otherwise \$40. Make checks payable to "Fleet 83." Send to: Curt Elmer; 20 Cliff-Side Drive; Glendale, MO 63122.

FS North American Championship



Name _____

Address _____ City _____ ST _____ Zip _____

Sail Number _____ Crew 1. _____ Crew 2. _____

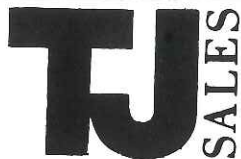
Fleet _____ Location _____

Masters Division Yes No

Anticipated Headcount: Sunday Welcome Party _____ Monday Cookout _____

Annual Meeting & Dinner _____ Thursday Party _____ Awards Banquet _____

Amount Paid \$ _____ Registration is \$75 if postmarked before July 1, otherwise \$90. Make checks payable to "1987 Flying Scot NAC." Send to: Curt Elmer; 20 Cliff-Side Drive; Glendale, MO 63122.



Flying Scot & Windsurfing Specialists

8930 Dexter Pinckney Road Office: (313) 426-4155
Pinckney, MI 48169

In Stock: NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew", race equipped SCOT. TJS rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat and not the crew or sails).

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

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

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

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

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

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

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

FSSA District Governors

OHIO DISTRICT
Chuck Hoffman
4483 Bridlewood Lane
Batavia, OH 45103
(513) 752-4024

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

GULF DISTRICT
Jerry Dees
412 Frederick
Fairhope, AL 36532
(205) 928-0872

MID-WESTERN DISTRICT
Dennis Dugan
243 Linden Ave.
Wilmette, IL 60091
(312) 256-8786

PACIFIC DISTRICT
Tim C. McCarthy
Box 414
Diamond Spring, CA 95619

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

GREATER N.Y. DISTRICT
Lawrence McCarthy
67 Great Hill Road
Ridgefield, CT 06877
(203) 438-5008

N.E. DISTRICT
John Clark, Jr.
539 Burroughs Road
Boxborough, MA 01719
(617) 263-2095

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

FLORIDA DISTRICT
Charles D. Smith
2325 Canter Club Trail
Apopka, FL 32703
(305) 880-1476

MICHIGAN-ONTARIO DISTRICT
Doug Christensen
9215 McGregor Road
Pinckney, MI 48169
(313) 426-3510

N.Y. LAKES DISTRICT
Graham Hall
87 2nd Ave.
Gloversville, NY 12078
(518) 725-8534

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

MY ADDRESS LABEL IS NOT CORRECT

Name _____

Street _____

City _____

State, Zip _____

Change: Temporary Permanent

Please send change of address to:

FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Second Class Postage Paid
at Columbia, SC 29201

