

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIX, NUMBER 4, JULY / AUGUST 1987





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50th Anniversary 1987



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AUGUST 1 AND 2, 1987

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On Saturday morning, registration and launching will continue with a skippers meeting at 9:45 and our first race at 11:00 a.m. A Continental Breakfast is included in the registration fee. Lunches will be available each day at a nominal cost. The second race will be at 2:30 p.m. followed by an outstanding "OLD FASHIONED MARYLAND FOOD FEST". (Two tickets are included in the registration fee - extra tickets are \$9.50 each and children \$6.50.) On Sunday morning, we will have the third and final race at 10:30 a.m. with an awards ceremony to follow.

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Jack Stewart*
88 Overlook Drive
Alliance, OH 44601
(216) 823-7885

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E. Paul Moore*
317 Country Club Drive
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(314) 227-6700

SECOND VICE-PRESIDENT

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TREASURER

Charles L. Dees
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MEASURER

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COMMODORE

Dr. Hallam Walker*
P.O. Box 2185
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(704) 892-1276

IMMEDIATE PAST COMMODORE

Allen M. Douglass
P.O. Box 752
Panama City, FL 32401
(904) 785-7500

DESIGNER

Gordon Douglas
P.O. Box 28
Oakland, MD 21550
(301) 334-4841

EXECUTIVE SECRETARY

Ed Eubanks
3008 Millwood Avenue
Columbia, SC 29205

*Denotes Executive Committee Members

Scots n' Water

Paul Nickerson
12664 Webster Road
Strongsville, OH 44136
H: (216) 238-9378

LAYOUT DESIGN: NANCY H. COOPER

Cover:

Starting Line Jam-Up!
Scene from Race 1, 1986 Midwinters

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Scots n' Water

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Letters To The Editor

Dear Pat:

Lest it appear that I merely accepted the insurance premium mentioned in my letter (*Scots n' Water* — March-April 1987) without protest or further search for a "better deal," I would like to share what I learned with you and your readers.

It appears that you have never tried to insure an "old" boat and certainly not one being sailed within the metropolitan New York area. You said that you paid \$75 last year to insure a new boat in the Detroit area. This is considerably different from insuring a 25-year-old Flying Scot in the New York area. It would be interesting to see what kind of deal your insurance company would offer me in my present situation. As a boat ages, the insurance seems to get more costly and while my particular carrier may not appear to be "the best game in town," I have found, through a great deal of searching, that it might well be "the **only** game in town"! I have also been told that the northeastern part of the United States ranks highest in marine insurance premiums and the Atlantic Coast area is the most costly within this area.

I made a number of inquiries in my search for an alternative company, and a "better deal", and found that boats over 10 years old become progressively more expensive to insure, and over 20 years old, almost impossible. Some companies require a marine survey before even giving an

estimate — while one would give me a price of \$273 per year (if my boat passed the survey), not much below my present premium. Another said they did not insure "antique boats" and suggested I try Lloyds of London, while still another said my premium would be based on my driving records as checked through the New York State Department of Motor Vehicles! Many insurers are strictly regional and insure, for instance, only Connecticut residents.

While my present agent agreed that the policy price is out of line compared to what is being insured, he suggested that I tack it onto my homeowners policy, which evidently is what a lot of owners of smaller "class boats" do, but the company with which my home is insured would not cover the boat.

The problem seems to be two-fold — age and size. It is generally acknowledged that it is not worth the trouble to write a policy for a small boat (the cut-off point seems to be 26') and charge in proportion to the size. One agent even told me that "larger boats are given a better break because their owners are more likely to take good care of them." Some companies will not even insure anything under 26 feet.

I would gladly become self-insured and put aside the amount of money each year towards any loss, but I feel uncomfortable sailing without **any** liability coverage, though I know of

several people who do. They say that it is just not worth the price to insure an old boat. Also, I carry an umbrella liability policy which requires prime insurance on the boat.

Finally, I investigated the USYRU which you suggested as having a good and reasonable insurance program. Evidently, it was **too** reasonable as the program has been terminated! Also, in my conversation with the insurance company they said they did not like to insure boats over 20 years old anyway.

I am looking forward to what (if any) reaction my original letter raises among owners of older Flying Scots. There must be an economical answer to the problem, but I have yet to find it.

Sincerely yours,
Richard C. Lewis
Brooklyn, N.Y.

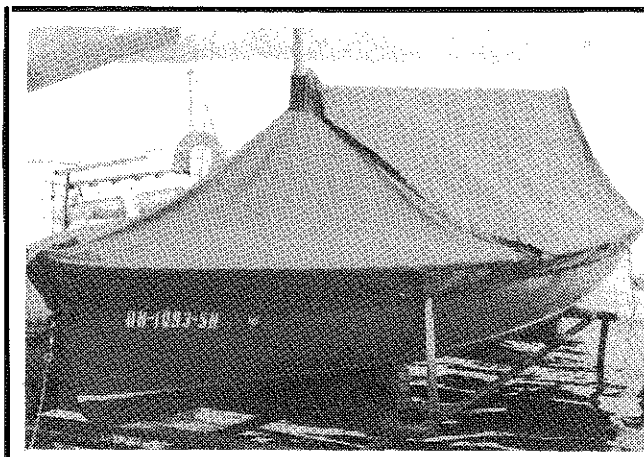
Dear Richard,

You are absolutely correct: I have not had to try to insure an older Scot. I did not realize the extent of the problem, particularly in your part of the country.

In my original response, I offered all the alternatives I could muster. I am sorry to hear that you hit dead-ends on all of them. I must admit that I have nothing else to offer. Sorry!

Perhaps other Scot owners in Richard's situation will be so kind as to write the Editor with their solutions. We could publish this information for, I trust, other owners now face this problem or will sometime in the future since Scots tend to be 'lifetime' boats.

How about it, members? Any advice?



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From the Editor

Can it *really* be four years? It doesn't seem possible!

This is my last 'regular' issue as your Editor of *Scots n' Water*. My final issue will be a very special one; it will be a commemorative issue celebrating the 30th Anniversary of the Flying Scot. Since that issue will be a 'keep-sake', it will contain none of the regular features of *Scots n' Water*. Thus, I say my goodbyes to you now.

My predecessor, Paul Newton, began the process of broadening the scope of this publication. I simply continued it. In so doing, I think we now unquestionably have the finest regularly-issued one-design newsletter in the country. Like the Scot itself, the Class attracts a broad variety of sailors, each with his or her own special use for the Scot. I believe the publication now fully reflects that. In every issue there is usually something for the daysailor/cruiser and racer. Further, there is vital Class communication in each issue. I am very proud and pleased to leave the magazine in such good condition.

Obviously this was accomplished with the help of many, many people. Thanking each person individually would be futile and risk offending some by an unintended omission. All those that gave me article ideas, sent regatta notices, and regatta reports are thanked. Even more so are those few willing and brave souls who wrote articles and sent them in. Many of the officers, both at the District and National level, were very helpful.

Specifically, though, I must mention a few people. Were it not for Tom Ehman, Jr., I would never have started writing professionally at all and would not have been in the position to be noticed when this opportunity occurred. Thanks, Tom!

I must recognize our Executive Secretary Ed Eubanks' participation. Ed has been a strong supporter of me, my work, and the Class during my tenure. It would be impossible to enumerate all the little and big things he has done to help, usually without adequate credit or fanfare. He does more than you know to support this Class!

Ed's greatest support to me was in his provision of two very talented and

And now . . . Goodbye.



Hope to see you sometime out on the water when I'm sailing 'Moonbeam'

dynamic ladies without whom this magazine would only be a dream, never a reality. Donna Welle has been great at working with our advertisers to obtain the funding necessary to help defray the rising costs associated with a growing magazine. And Nancy Cooper...Well, I can't possibly tell you all that she's done for you in the way she puts this magazine together when I send her the pieces. You see the finished product, of course. But Nancy's labor is what produces it. She's the best! I'm fortunate to have worked with her and to have known her personally. As Dorothy said to the Tinman at the end of the 'Wizard of Oz', "I think I'll miss you most of all!"

A big thank you to my wife is definitely in order. Cheryl does not sail. I knew that when I married her 17 years ago. I haven't changed her mind about it since. But she has given me the 'space' and encouragement to become the sailor, writer, and editor that I am today. Most of you will never meet her. That is truly your misfortune. Thanks, Cheryl!

And finally, I both began my time as Editor and end it with mention of my Dad's role. Without him I never would have begun sailing; never would have sailed a Scot. I owe him much. Like the first issue, this one, too, is for you, Dad.

But enough of the tears in my eyes! I'm very pleased to know that I am turning over this magazine to a very capable, enthusiastic, talented person. The Nominating Committee, with my recommendation, has asked Paul Nickerson to assume the duties of Editor. If he is elected at the Annual Meeting in July, Paul's first issue will be the November/December, 1987, publication.

Paul has been sailing Scots for several years out of Cleveland Yacht Club. Like all of us, he has had his share of good and bad luck on the race course. He is fortunate to be married to a woman who shares his love of sailing, traveling, racing and being with fellow Scot sailors. Chris

(continued on page 8)

Gadgets and Gilhickies

Simple Solutions

John Beery

It may well be that the ideas I'm offering here have been done by someone else before, but being somewhat new to the class, I am not aware of it. I offer these two simple solutions to two nagging problems.

For years I've been plagued with boat storage and trailering covers being torn by protruding objects on the boat. The unique tie-down rig that Gordon Douglass Boat Company provides with its trailering package offers two additional sharp points: the long bolts. My wife has been after me to replace this rig with a nylon strap, but I see advantages to the board and chain arrangement. What to do? Take two old tennis balls, poke a hole in them, and force them down on the bolts. Extending the idea, two more tennis balls with rectangular cuts ($\frac{1}{2}$ " \times $\frac{1}{2}$ ") fit nicely over the chain plate/guy hooks. At least in these areas, you'll never tear a cover again!

The second nagging problem: what to do with the tie-down rig after launching? It doesn't fit in the trunk of a normal car. You wouldn't want to just leave it lying around. After spending some time looking for a convenient stowage spot on the trailer — and coming awfully close to drilling some new holes in the galvanized frame — the obvious solution came to light. Simply hang it underneath the trailer, using the same hooks that normally attach to the chain. Retighten the wingnuts on the bolts, wrap the chain once around the board, and thread the chain through eye bolt before hanging. This effectively takes up most of the excess chain. If you hang the rig high enough, you can even launch and haul with it attached.

Nagging problems sometimes do have simple solutions!



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The President's Report

In my last report to you as your President, I would like to tell you about some things of note in the FSSA in recent months. As your 'chief officer' many of my activities overlap between business and pleasure. I'd like to try to divide them in a way that makes them clearer.

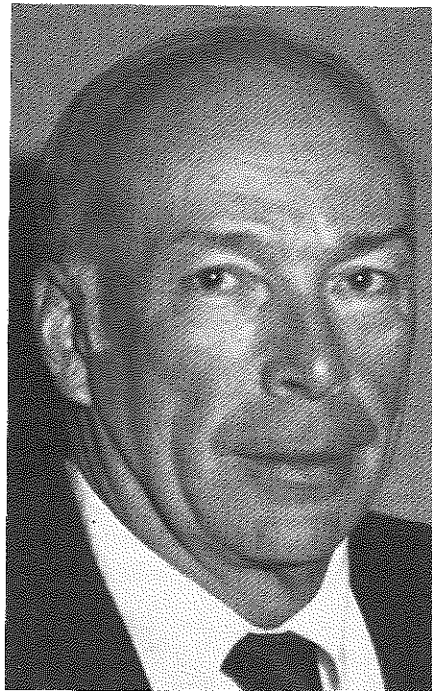
Pleasure

That's what sailing is all about, isn't it? During 1986 we added many new places and regattas to our schedule. We started with 'The Great 48' at Lake Norman, North Carolina. Later, the hospitality, scenery, and everything else was just outstanding at the first Canadian Nationals last August at Stoney Lake, Ontario, Canada. Then there was the increasingly-popular 'Glow in the Dark' regatta in late September at Clinton, Illinois. Jerry, Mike, and Steve Hartman go all out to make this a truly fun weekend. There are fantastic trophies, incredible food and refreshments, and great racing. John Clark and Jim Cavanaugh flew in from Boston for 'the Glow' and brought with them a huge box of live lobsters for all to enjoy! Lynn Foltz summed it all up nicely when she said, "The Scot just gives all of us an excuse to run around the country meeting some wonderful people." We ended our 1986 season in November at The Rudder Club in Jacksonville, Florida, at the traditional 'Sandy Douglas' Regatta.

This year's Midwinters at Panama City was the one Martha Lee and I have been waiting ten years for! It was a pond sailors delight to have light air, warm sunshine (at least early in the week), and shifty winds. After sailing the two warm-ups at Ft. Walton Beach the weekend before however, it became apparent that Martha Lee was not back to full strength after our ice-boating accident in February, so I talked Hal Walker into joining us as a third for the Midwinter series.

While we didn't get the usual heavy winds and high seas we have come to expect at P.C., having a second skip-

per on board made all the difference in the world. Hal concentrated on starts and tactics, Martha Lee focused on sail trim and all I had to do was steer the boat. We missed the silver by only one place, but we came away feeling very good about our eighth place in the Championship division. Maybe we would have done better if Hal had brought along a 'Hot Pin' shirt to wear...



Jack Stewart

Business

While the traveling is pleasurable, there is business to conduct. Some of the following may be interesting and important to you.

The Board of Governors sanctioned our first Husband-Wife National Championship. It was held at Cowan Lake, Ohio, in conjunction with the 30th Anniversary celebration. More details on the results will follow in the near future. We hope that this event will become an annual one. So many people sail '2-up' this way that it should be a natural!

This year's NAC will also feature a first: a 'Masters Division'! We've given the Fleet 20 Masters Champion Award for the last two years, but this is now to be an actual division, itself. To qualify for this division, the skipper must be at least 50 years young, and the combined ages of skipper and one of the crew must be 100 or more. This august group will sail in the Challenger Division of the series.

Lake Norman Yacht Club has graciously offered to host the 1988 NAC - our 30th! We have happily accepted. Lake Norman YC has hosted numerous invitational, District, and NAC events in the past. The lake is long, with over 500 miles of shoreline, and features hundreds of beautiful bays and inlets for pleasure sailing and cruising. The facilities are excellent, there is great on-site camping, and the race management is very professional and experienced. Plan on sailing!

Those who missed the Scot World Cruise last year will have another opportunity this year! A Northeast cruise is scheduled for August 9-15. With ScotWorld backing and support, 'Captain, Navigator, and Activities Director' Graham Hall will once again take the lead in this event of interest to all Scot sailors. The cruise will begin in Burlington, Vermont and conclude in Montreal, Canada.

Your Class continues to receive national recognition with the USYRU selection of the Flying Scot and the Southern Yacht Club for this year's "Championship of Champions." You will recall, perhaps, that this event was created by the Flying Scot class and was first sailed at the Pensacola Yacht Club in Scots in 1976. It has since grown to be one of the premier national events in one-design sailing.

Scots n' Water, through the efforts of Editor Pat Barry and FSSA staff Nancy Cooper and Donna Welle continues to be recognized by USYRU as one of the best publications of its kind in the country. By focusing on the positive aspects of the Scot these past four years, Pat has turned *Scots n' Water* into a publication that commands the interest of all Scot sailors, whether we be racers, cruisers, or daysailors.

More good news! Class memberships this March were running 148 ahead of last year's all-time high of 1755 members! New boat sales by our builders continue to be strong with

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President's Report

(continued from page 7)

over 130 boats produced each year for the past three years. Our Class continues to buck the decline in one-design sailing through the efforts of The Gordon Douglass Boat Co., *Scots n' Water*, the Board of Directors, and all of us individuals who know and continue to enlighten others: the Flying Scot is the best, all-around One-Design boat ever built.

And now, at last, goodbye. I feel very privileged to have had the opportunity to serve this Association as President for the past two years. I feel especially fortunate to have had such a capable and outstanding Board with whom to work. Most of all, I want to thank my wife and crew, Martha Lee, who still puts up with 2-3 regattas every month, seven months of the year, spends 20 hours on the road some weekends, and does it all in a way that we have all come to love. Thank you, Martha Lee, and thanks to all of you, fellow Scot sailors.



From the Editor

(continued from page 5)

is a fine crew and fun person to be with. Paul and Chris have two children who often sail with them; they have been known to go '4 up' in regattas. Paul has been a steady supporter of me, the magazine, and its direction, for the past several years. He was the most communicative District Governor I have ever worked with. Many of the fine pictures you have seen in *S n' W* for the past several years have come from Paul; he is a good photographer and that will serve him well in his new job. Like me, he is younger than the 'class average age' and he has great energy, enthusiasm, and vision for the future of the boat, the magazine, and the Class.

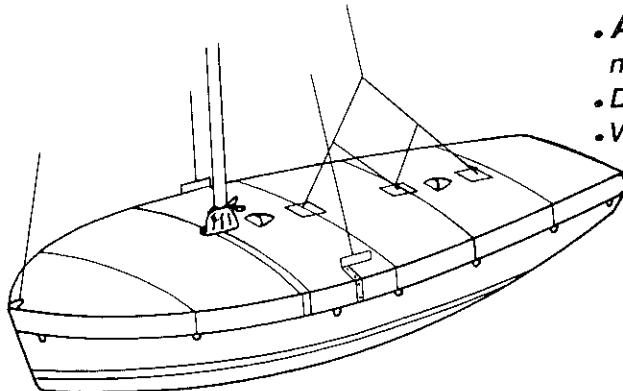
Paul will be a fine editor. Let him know what you want and need to read. Most importantly, support him! It's a far harder job than most can imagine and he will appreciate your help. Good luck, my friend. You'll do a fine job. While I'll miss it a great deal, I feel very comfortable turning my 'baby' over to you!

As Editor, I say goodbye. As a writer, I plan to stay active. As an officer, I hope to help govern and develop the Class. And as a sailor, I'll see you on the water. Good Sailing!

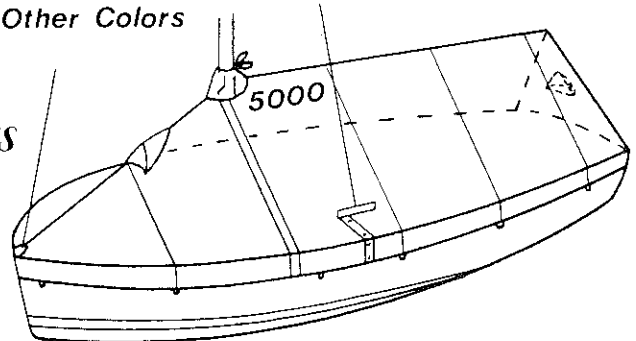
Pat Barry
Editor
1984-1987



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Whale Watching On The St. Lawrence

A Young Scot Sailor Recounts A Trip North In Her Scot

Morgan Hall

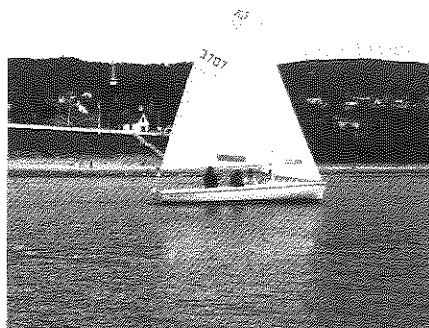
I always feel sorry for a boat out of water. It's like a whale that is beached on the shore. It's away from its home and it can't get back without help. In the winter our Scot, The Adventure Galley, sits on its trailer under the snow cover like a hibernating bear: sleeping and waiting for summer to come. Sometimes I try to cheer it up by singing it a song or telling it that summer is coming and it will soon be in the water again.

Each summer my dad, Graham, my sister, Whitney, and our dog, Cujo, take the Adventure Galley on a sailing expedition. In 1982 we went down the Erie Canal from Rome to Albany, New York for a week. In 1983 we traveled to different locations to sail with other Flying Scot owners in regattas. The trip in 1984 was, though, the most memorable of all. We went whale watching on the St. Lawrence.

Our original plan that summer was to head west to Mark Twain's Hannibal, Missouri and journey down the Mississippi River, much like Huck Finn had done. Two days before we were supposed to leave Gloversville, in up-state New York, the weather reports from St. Louis indicated temperatures of 100 degrees. The thought of sleeping onboard the Scot, as we usually did, in that heat made us think of cooler regions. That brought us to Canada.

We headed north to Gananoque, Ontario in the 1000 Islands region. The Trident Yacht Club was hosting its annual Flying Scot Regatta so we stopped, launched, and entered the competition. Sandy Douglass was there and needed a crew so Whitney and I took turns sailing with him. People said that he was 80, but he sailed like 30. We all did well as dad and the Adventure Galley won the race with us taking third.

After the regatta we took a little detour and stopped by the house of John Soule, the current owner of Fly-



ing Scot 00. After some picture taking and dinner, we headed off toward Newfoundland. We found out that whales are seen in the area of Tadoussac, Quebec, where the Saguenay River comes out into the St. Lawrence River. We got excited about seeing some whales and drove in the direction of the small town of Tadoussac.

We rig canvass and plastic pipe berths from the ceiling of the van when we travel. While dad drives, my sister and I can sleep or read or sightsee out the windows from our bunks. Going down the road I can lie on my stomach and look out the back window at the Galley, following so closely behind. The creamy-white hull glows red in the light of the van's tallights. It must be lonely back there without anyone to talk or listen to. I tell her we're almost there and when we arrive we are going to put her in nice, clean, brisk water. It always works. I can tell because the boat makes me smile. And when I'm smiling, I know she's smiling with me.

Dad drove through the night and I woke up at the tourist information center close by Tadoussac. The ferry took us across the Saguenay River and into town. We explored and decided to camp high on a hill overlooking the little harbor.

In the morning we took the boat

down to the Little Yacht Club and marina. As we launched the Adventure Galley into the freezing cold water I am sure I heard her say, "Ahhhhh." Whitney and I paddled to the floating piers where we tied up.

Everyone there spoke French. All the signs were in French. It was hard for us to understand anything. Tourists departed each day from the Yacht Club on big power boats to see the whales. We wanted to see the majestic beauties, too! We were going to sail out on our own boat, but we didn't know where to head to find the whales.

Tied up next to us was a small stinkpot, the Beluga. On board were Diedra Byshpan and Ned Lynus. They were from Toronto and they actually spoke English! They were marine biologists and were there to study the whales. They invited us to go out on the water with them for our introduction to whale watching.

Not far out of the marina, maybe two miles, we saw the small Beluga whales. Diedra and Ned worked for the Ocean Research Information Society and explained that these were about 14 to 18 feet long and pure white, except for the young which were gray. We saw many pairs of white and gray ones but didn't get too close because Ned didn't want to frighten the new calves. Diedra and Ned would keep a count of how many whales they saw each day and what kind they were. The Belugas live year-round in this area and feed just off the Red Island, or Isle de Rouge as it said on the chart.

We continued down the St. Lawrence for several more miles. We began to see high, narrow spurts of water and mist. These were the spouts of bigger whales. We turned toward a spout and I climbed on the cabin top. It was very exciting! I had my camera ready. We first identified

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Whale

(continued from page 9)

the black, Minke whale. They have dark backs and creamy white bellies. The Minkes weigh some 10 tons and are about 30 feet long. They are generally on their own and do not travel in pods. They are only in this area in the summer and then journey south to the Caribbean to have their young.

We closed on a pod of seven spouts. They would stay on the surface blowing for a while and then they would dive. We timed them and they stayed down about seven minutes. It was very quiet on our little vessel as we approached the area where the pod had been. I was sitting on the cabin top looking off to starboard where they had gone down.

Suddenly I heard a very loud "whoosh" and air flew from behind me on the port side. We all turned around and there, right along side, two huge finback whales surfaced and then slowly swam away from us. I took as many pictures as I possibly could but many were blurry since I was so excited that my hands were shaking! The tail of this 65 foot whale was very big. Its 50 ton body was gray-black and shiny smooth. It had to be the biggest living thing that I have ever seen!

The pair swam side-by-side and when one would turn, the other would follow exactly like synchronized swimmers. It seemed like they knew we were there and they had planned to surface right behind us and scare us.

Later we saw some other spouts that were even taller than the finback's. They were far out in the river and Diedra thought they might be from the Blue whale - the largest whale of all. But it was getting late and we had a long motor home against the current so we could not investigate further.

After we got into the marina, we set up the stove and cooked dinner. I tried fishing off the pier, but all I caught was seaweed. We slept on the boat that night. With pipe berths constructed up beneath the front deck, it's very comfortable. You can hear the water swooshing slowly against the hull. I read another chapter from "Wind in the Willows" with my flashlight. I felt just like the Water Rat in the story because he, too, was exploring down his river just as we were

exploring ours.

The next day we decided to go whale watching in our boat. We shoved off around 0800 to clear skies and moderate breezes. Then some clouds moved in and the wind really picked up. We went faster and faster and were sometimes planing. Dad luffed up and we dropped the main and reefed it. We still were heeling a lot. Some of the short, steep waves broke over the bow. We gave up trying to find any whales as a fog moved in with a drizzling rain and we could hardly see even the shore. We started beating back toward where we last saw the shore. It was really scary and I wanted to go back very bad.

We had life jackets and foul weather gear on, but the spray and wind were very cold. I didn't feel sick, but Cujo apparently hadn't gotten his sea-legs yet. I felt sorry for the poor little thing. But dad was mad because he had left his duffel bag open in the stern and Cujo got sick right in it!

Finally we picked up the shoreline as we beat our way home. It was all rocks and cliffs and trees. We just missed a large rock and dad tacked out to deeper water to a large beach. But something was wrong with the beach! It was vertical. A steep mountain of sand. It angled upwards about 300 feet from the river at a 45 degree angle. There were some students from Montreal skiing down the sand it

was so steep.

After a while the wind calmed down and the sun came out. We headed out once again and were amazed to see the difference in the river. It was flat and calm. We had a nice sail but had to follow the shoreline closely to make any progress against the strong tidal current. Several times we scraped across rocky shoals with our centerboard. It was totalled - at least for racing!

We all went to sleep early when we arrived back at the mouth of the Saguenay.

Fortunately we didn't have any more scary sailing adventures. But Cujo had a scary adventure of his own. He got into a dog fight and lost his eye. We had to take him to the vet to get him sewed up. Now Cujo is fine. He's a one-eyed sailor dog. Dad says we should call him "Long John Silver."

The boat sure lived up to her name. She's named after Captain William Kidd's pirate ship. The Flying Scot is great for adventuring. There's lots of room on board and up under the foredeck for bunks and bags and even the dog's stuff. And the Flying Scot is very stable. I don't like it a lot when it heels too much, like it did in the storm. But after we put the reef in it wasn't too bad.

The Adventure Galley sits silently
(continued on page 11)



"Downhill skiing, sand-style." Hall photo

Whale

(continued from page 10)

under her snow blanket out back as I write this. When I look out of the window I tell her that summer is not far away. We will be getting out our maps and our charts and planning for our next trip very soon.

Morgan is the youngest member of the Hall family. When she wrote this fine story she was only 13 years old! I believe this makes Morgan the youngest Scots n' Water author ever! She has apparently learned well from her prolific father, Graham. The Hall's are truly representative of the wide cross-section of fine people that sail the Scot.

The Hall's continued their travels in 1985 and in 1986 led the first-ever Scot Cruise into the 1000 Island region in early August. The Scot Cruise will be repeated this summer, but to a new locale. See details in both this issue and the May issue.



"Whitney and Morgan and a friend join Sandy Douglass." Hall photo

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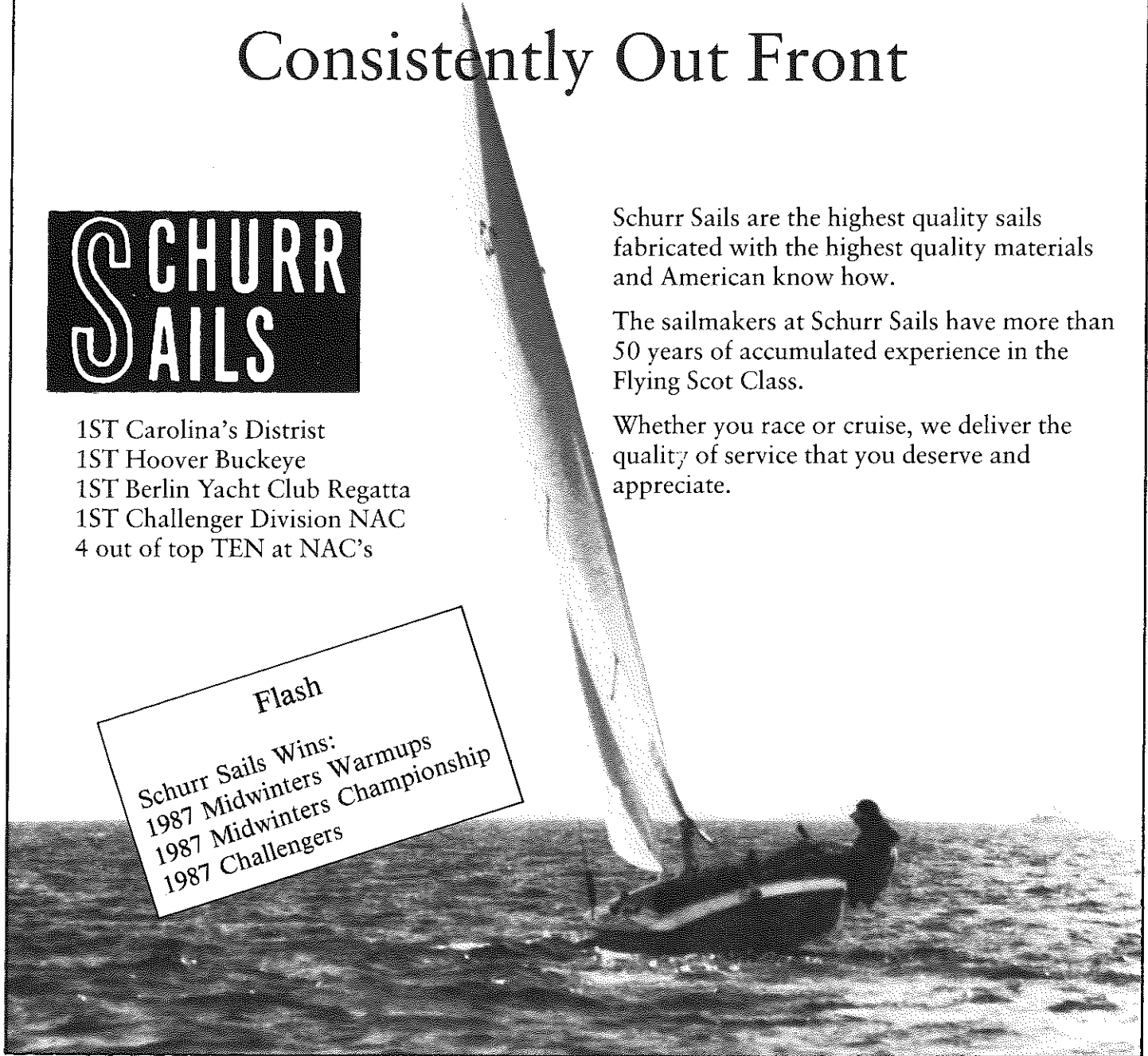
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1987 Midwinter Championship

A Pond Sailor's Dream

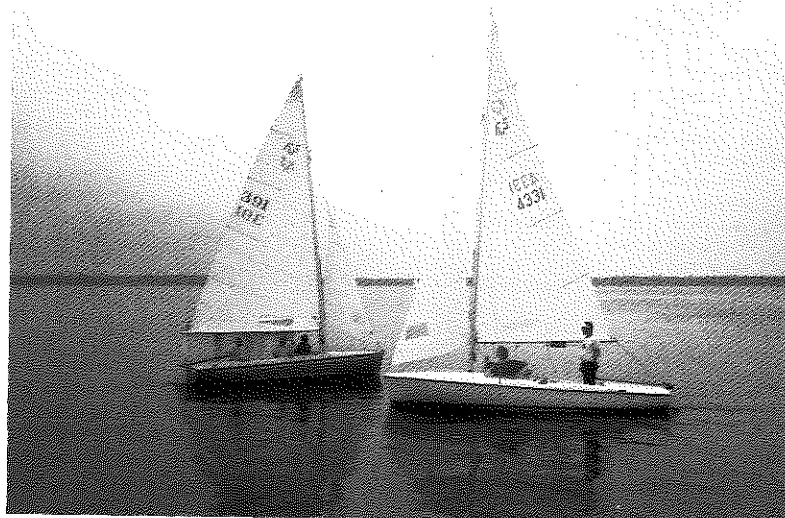
This report was written by Pat Barry from information supplied by Jack Stewart, Harry Carpenter, Bernie Knight, Graham Hall, and local sports writer Scott Gremillion. Thanks to you all!

Following a trend begun with the early races of the 1986 Midwinters, this year's Midwinter Championship featured a highly uncharacteristic light air series that President Jack Stewart aptly-titled a "Pond Sailor's Dream." And though he seldom sails on 'ponds', gulf coast sailor Steve Bellows showed that he could master these tricky conditions to win the championship in a 38 boat field.

With defending champion Greg Fisher watching the series from his powerlaunch — and helping sailors with tuning, tactic, and speed tips — and numerous other high finishers from the past few years not in attendance, the field was wide open for this year's fleet. Though attendance was down somewhat from last year, those present represented a broad cross-section of the Association and hailed from all parts of the country.

Long known for its windy conditions and steep chop, the regatta usually attracts 'heavy' crews. This year was no exception as the majority of the boats went '3 up'. The series' light and shifty winds, however, were a pleasant and welcome surprise for those boats that sailed with two. Interestingly, the results showed that boats with three did at least as well as those that were lighter showing once again that the Scot is versatile and can tolerate a wide range of weight in being competitive.

The week began sunny and warm with light winds. It ended wet and warm with light winds. And in between, it was...light winds. Added to the lightness was the shiftiness and the current; two factors that seldom must be considered in the normal windier conditions. Lead changes were frequent and distances changed dramatically as winds often oscillated upwards of sixty degrees. Being in the 'right place' was difficult, but fortunate.



Light air prevailed (N. Cooper photo)

Overcoming both a self-diagnosed "horrendous start" and a self-admitted "light air phobia," John Clark, Jr. won the first race, sailed on Wednesday. (Tuesday's first race was cancelled for lack of wind.) He attributed the win to being lighter than last year and having new sails that seemed pretty fast. He also tips, "I'm sailing faster, heading off a little more to get more power." Strategically, John said he "probably sailed a more conservative race than the top six boats. We concentrated on the middle and stayed there." Making it sound simpler than it was, he said, "Sticking to the middle was the whole story. It was pretty simple." He also credited his crew, Taylor Smith: "He was a good in spotting wind shifts. Basically, we tried not to sail headers."

In the Challenger Division, John Caldwell overcame local favorite Jane Allen to win the race by 20 yards. John came back from third most of the race to win on the final leg of the course.

Wednesday's scheduled afternoon race was cancelled as the wind died, not to return. It was pattern repeated all week.

The light wind continued on Thursday as two races were once again scheduled. By shortening the Championship Division races to 5 legs (instead of the normal 6) and the

Challenger races to just 3 legs, both races were actually completed. Steve Bellows won the morning race by about 30 yards over class Measurer Harry Carpenter. Bellows explained, "we caught a good shift and just held on from there. There was a good, steady breeze with a shift to the right. There was a breeze; it wasn't a crapshoot." Not to be overtaken at the finish this time, Jane Allen held on to win the race in the Challenger division.

(continued on page 16)



Being towed in became expected, but repetitious by week's end. (N. Cooper photo)

1987 Midwinter Scores

PLACE	NAME	HOMETOWN	Race 1	2	3	4	TOTAL
1.	Steve Bellows Dunkin McClane	Gulf Breeze, FL	4	1	5	6	15.75
2.	Millie Brooks John Clark, Jr. Taylor Smith	Boxboro, MA	1	4	3	9	16.75
3.	Benz Faget Luther Carpenter Tom Baker	Metairie, LA	8	3	1	8	19.75
4.	Larry Taggart Charlotte Fisher	New Orleans, LA	3	9	6	3	21
5.	Alex Cooke Chris Brown	Destin, FL	2	13	11	1	26.75
6.	Graham Hall S. Vanderhorst Joni Reiss	Gloversville, NY	7	15	2	5	29
7.	Richard Wade Pat Manicchia	Dallas, TX	5	6	8	10	29
8.	Jack Stewart Martha Lee Stewart Hal Walker	Alliance, OH	10	10	7	4	31
9.	Jerry Hartman Lynne Foltz	Mahomet, IL	15	14	4	2	35
10.	Jimmy Ruthven, Jr. Harry Carpenter Dot Ward	Oakland, MD	6	2	12	17	37
11.	Paul Newton Billy Mason Larry Ruthven Debbie Mason	Panama City, FL	11	8	13	7	39
12.	Jack Orr David Jacobsen Matthew Orr	Danbury, CT	9	11	9	14	43
13.	Ira Cohen Dan Sabbah Steven Leicht	W. Hempstead, NY	12	12	10	12	46
14.	Jerry Dees Juanita Dees Joe East	Fairhope, AL	16	7	14	13	50
15.	Jimmy Ruthven, Sr. Steve Nolte Carter Middlemas	Panama City, FL	14	5	16	16	51
16.	Peter Salmon-Cox June Schneider Monica Berton	Pittsburgh, PA	13	16	15	11	55
17.	Larry Kalata Brenda Henderson Arthur Sencil	Lynn Haven, FL	17	17	17	15	66

Championship Division



Championship winner Steve Bellows with crew, Dunkin McLane and Millie Brooks.



Group Picture Championship Division

1987 Midwinter Scores

Challenger Division



Challenger winner Jane Allen with crew, Bob Bilatnikoff and Ellen McBride.

PLACE	NAME	HOMETOWN	Race 1	2	3	4	TOTAL
1.	Jane Allen Ellen McBride Bob Bilatnikoff	Panama City, FL	2	1	4	6	12.75
2.	Mike Hartman Steve Spoeth	Urbana, IL	3	2	1	4	14.75
3.	Ryan Malmgren Stefan Knust Jeff Johnson	Chicago, IL	4	3	6	3	16
4.	Bernie Knight Suzie Knight Erik Nolte	Chesterfield, MO	7	13	2	1	22.75
5.	John Caldwell Sara Caldwell Chad Caldwell	Kent, OH	1	4	12	7	23.75
6.	Bob Schneider Steve Wilson Russ Peters	Wilmette, IL	3	5	7	10	25
7.	Bob Mackenzie Dan Pell Paul Pennywaite, Jr.	Muncie, IN	6	7	16	2	31
8.	Dennis Dugan John Washburn Ralph Rieu	Wilmette, IL	11	6	3	21	41
9.	Paul Moore, Jr. Paul Moore, III	Ballwin, MO	12	8	18	5	43
10.	Jim Cavanagh Jay McNee John Forde	Sharon, MA	5	15	5	21	41
11.	John Pridmore Trevor Davey Kitty Davey	Mamaroneck, NY	13	10	17	9	49
12.	Bud Morhouse Mike Kiely	Mansfield, MA	9	14	8	21	52
13.	Ted Gramines Greg Edwards John Stipkovich	Brooklyn, OH	16	16	10	11	53
14.	Doug Buffalo Fred Kittler Nolen Buffalo	Little Rock, AR	15	9	11	21	56
15.	Steve Hartman Bill Broedel	Champaign, IL	21	17	9	13	60
16.	Leonard Pearl Gary Salamond Tony Davenport	Hewlett, NY	14	11	14	21	60
17.	William Russell Evelyn Russell Morgan Doolittle	Evanston, IL	20	18	15	8	61
18.	Chris Swensen Bob Tipton Elisa Sinclair	Westbury, NY	19	12	20	12	63
19.	David Osler Marryanne Lombardi Ken Haggerty	Old Greenwich, CT	18	20	13	14	65
20.	Douglass Gregory Richard Gregory Meredith Allen	Cary, NC	10	WD	WD	DNS	75
21.	John Beery Katie Beery Yvonne Beery	Locust Grove, VA	17	19	19	22	77



Group Picture Challenger Division

Midwinters

(continued from page 13)

Sailing well what series leader John Clark called a "weird" race, the second race on Thursday was won by Benz Faget. Benz got off to a fast start and never trailed. After rounding the jibe mark slightly ahead of Graham Hall, the wind died making what would normally have been a one hour race into a two hour marathon. Even with a shortened course. "We had a big advantage," said Faget. "We got a big shift at the beginning and we led at every mark and ran away with the breeze. We got the breeze first. We knew it was to our advantage. We were really lucky." It appears that Benz was also skillful as he avoided a major problem at the starting line. It seems that the race began with the wake of a passing boat and a major windshift at the same time which left most of the boats at the line gasping for air.

At the end of the day, with a total of three races sailed, John Clark still led the series by 2 points over Bellows and 4 points over Faget. All had won a race. In the Challenger division, Jane Allen still led by 4 points over second-place Mike Hartman.

With hopes of completing at least two races on the final day, Friday, the sailors drifted out to the little bay in front of the club in the heaviest rain anyone there could remember for years. Graham Hall related that he saw no point in flying the spinnaker because it just hung there limply, soaked in the rain. In fact, Graham said, he realized that it was futile to try to fly the chute "when I looked at the clews and saw little pockets of water held in place by the seams of the corner patches. I had never seen that before! It was raining that hard!" With some sailors hoping for three races the final day so that they might throw out their worst race in the shifty series, the race committee did the best they could but could muster only one.

But one was enough for champion Steve Bellows who managed to place sixth in the race, three points ahead of John Clark. With a one point margin he snatched the prize that John had led for all week. The race was won by Alex Cooke who pulled away from second place Jerry Hartman on the final leg of the once-again abbreviated course.

Of his overall victory, Steve declared, "It feels real sweet. It's the

second time I've been on the winning boat at Midwinters. I crewed for Chuck Barnes when he won in 1984."

Though some members questioned whether the race should have been run at all in the conditions, second place finisher John Clark, who had the most to gain by ending the series Thursday, said, "I'm really glad the committee tried to have the race. I thought about it last night and I didn't want to win and not race. I didn't feel we would have won it." Bellows echoed Clark's sentiment on the race committee decision, saying, "the committee did what it could. Give them credit where it is deserved."

Sixth place in the final race appears to have been the charmer for Jane Allen, also sixth, won the series with a two point lead over Mike Hartman. As earlier in the week, the Challenger division race was shortened to just one triangle.

As luck would have it, of course, the rain stopped and the sun began to

shine about 30 minutes after the series was cancelled! Pity the poor race committee!

While the rain and shifty winds dampened spirits late in the week, the fine weather earlier in the week and the always-excellent social events highlighted a week of fun and excitement.

Russ Peters, of Michigan, is a recent 'convert' to the Scot from another popular Midwest class. He went down on his own because he thought it would be fun. At the regatta he hitched a ride as crew. And back home at Fleet 20's Portage Lake he declared that "it was a great time. I had a lot of fun. And the Scot people were just great. I've not met a friendlier, more helpful group of people. I definitely plan to go back again!"

We agree with you, Russ. And we hope that you and many others will come back next year!



Steve Bellows and crew sailed the 'pond' to perfection.

The Measurer's Memo

TO: All FSSA Members
FROM: Harry Carpenter
Measurer
RE: Recent Chief
Measurer's Rulings

At the 1987 Midwinter Meeting in Panama City, the Board of Governors approved two Chief Measurer's Rulings.

They are as follows:

#69 — Except for compasses and timers, electronic devices which are used as an aid to the boat's performance shall not be carried on board.

#70 — Control lines (lines used as part of the running rigging) shall not be lead through the sides or top of the centerboard trunk. (see Article S-III 5. Running rigging for a list of permitted systems)

Please add these to the list currently in your Handbook.

Further, there has been concern about non-Dacron sails and 1/2 ounce spinnaker material. These may be ad-

dressed at the 1987 NAC if a fleet comes forward with an amendment, as is anticipated. More on that in a future issue if such an amendment is proposed and approved.

After a recent expressed concern about the boom construction of the Flying Scot I realized that perhaps we should have the dimensions entered into the Official Plan. The Measurement Committee is currently studying the issue. I will report to you on that, should something be recommended.

Finally, the Class would like to thank Greg Fisher from Shore Sails Midwest, Inc. for the construction of mylar sail templates for sail measurement. They were used successfully at the recent Midwinters and should be very helpful in the future.

The Treasurer's Note

TO: All FSSA Members
FROM: Charles Dees
Treasurer
RE: Dues Increase

Your Flying Scot Sailing Association is recognized nationwide as one of the strongest one design associations in the country and it has gained this notoriety mainly because of its dedicated membership, progressive leadership, good management, a nationally recognized class magazine and extremely strong support from Gordon Douglas Boat Company.

Our association, as with any organization, must not only keep the good things it has going for it in place, but continue to grow and plan for the future to remain strong. The Executive Committee, in planning the association's future, notes that while we are presently financially sound, some adjustments must be made in our financial structure to meet our long range projected needs.

Income has exceeded expenses over the past five years by \$7,864 which, on the surface, indicates we are progressing well in building a financial reserve. A little analysis below the surface tells us we received in the 1985-86 fiscal year \$7,970 from the raffle of a new "Scot" donated by our builder and \$3,550 in

Special Membership dues. Windfall income of this nature cannot be expected every year and simple mathematics make it clear that had it not been for this unusual income, we would have been in a negative growth situation.

The District Governors, at their meeting in March, recommended a dues increase of \$5.00 per year beginning with the fiscal year 1987-1988 and we solicit from the membership your support for this modest adjustment. Dues were last increased in 1981 and with a 21% increase in the Consumer Price Index over the past five years, this increase will only be in keeping with the growth rate of other goods and services.

Historically, a slight increase in dues brings with it over the short term a small decline in membership and we are depending on our current membership to not only support the recommendation of their Governors, but to reverse this trend. Introduce a friend to the Flying Scot Sailing Association - It's one of the best investments on the market today!

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The Fleet Review:

Fleet 97 Galesville, Maryland

John Barnes

Flying Scot Fleet 97 is headquartered at the West River Sailing Club in Galesville, MD. The Fleet currently has about 30 member boats. Membership in FSSA is required for participation in Club series. Some intrepid souls will start daysailing in late March, but the water is still too cold for safety in competition. The real racing calendar begins in mid May and runs until late October. An active racer will sail in something like 30 starts at WRSC during the course of the season. There are usually 10 to 14 Scots on the starting line. Larger regattas will draw up to 30.

Fleet 97 began with a few souls who took the Scots belonging to the National Institutes of Health (NIH) Sailing Association out for day charters. Many NIHSA members still participate in our activities. In the early days the racing action was on the Potomac River near National Airport. As more Scots came into private hands on the Bay, Fleet 97 set up shop at Podickory Yacht Club. When that facility began its final transformation into a commercial marina the active racers moved to WRSC.

Our biggest sailing weekend of the year is Labor Day weekend, when we have a long-distance (12 mile) race from Annapolis to Galesville and then the Club hosts 9 other classes in a regatta that draws nearly 100 boats. There are three other regattas to which we invite outsiders during the season and these will usually be 5 race series. Sunday (sometimes Saturday) races for Club series standings are pretty low key.

The WRSC facilities are very attractive, if modest. Boat parking, however is in short supply. There is a nice Clubhouse with pleasant grounds, and two electric hoists are available for launching boats from trailers. All small boat storage is on the land. Race courses for the Scots are set in the mouth of the West River or further



out in the Chesapeake Bay. The Chesapeake is big water, and a demanding place to sail. The wind and weather conditions are a curious mix of inland and coastal waters, although complete washouts of regattas are rare. Tidal current plays an important role in strategy on many days, and the trip out to the race course demands a certain hardiness and self-sufficiency.

Fleet 97 members provide much of the muscle at a large selection of events at other locations ranging from Norfolk to Washington, DC under the sanctioning authority of the Chesapeake Bay Yacht Racing Association. This accounts for another 20 to 30 starts a year.

The institutional setting at WRSC provides unique opportunities for Scot sailors, and Fleet 97 is perhaps the strongest fleet in the Bay area. Given that the Bay encompasses a shoreline of several hundred miles and a boat population of over 100,000 it is not too surprising that Scots are scattered all over, while the competitive crowd remains small.

WRSC is second only to Severn Sailing Association in its sponsor-

ship of small boat racing on the Bay, and Fleet 97 puts in a lot of race committee days for the Star, 5.0.5, 470, and Jet 14 fleets with which we share the club. Some of these events count for Olympic qualification, so the standards for race committee work are high.

In addition to serious racing, the fleet enjoys events like our Commonwealth Challenge Cup, in which sailors from British Commonwealth embassies try to beat our local hotshots. The distaff side of the Fleet competes for the Joan Burnside Memorial Trophy in our annual LIPS (Ladies in Pursuit of Silver) regatta. Scot sailors strongly support WRSC's Junior Fleet, and David Neff, Tom Mooney, and Steve Beach represented us in the 1986 Sears Cup finals. Dave's dad, "Horizon Bob" Neff, has been frustrating the erstwhile Capitol District mavens ever since the family moved to the area. The series standings, however, are always hotly contested.

Guests from other fleets are always welcome, so plan to drop by the next time you are in Washington.

The 'Fleet Beat'

Fleet 37, sailing on Hoover Lake, in Westerville, Ohio, has really been doing a lot to actively communicate with their members this past year. Their best vehicle has been a monthly newsletter that often runs to four or five pages. It reports fleet events, social news, and future activities. One interesting activity the fleet did last fall was take a group weekend together on Lake Erie, many miles from home. In addition to the winter awards dinners that we all often have, the fleet had an 'Islands Party' in February. Taking peoples' minds off the winter blahs for an evening, people spirited themselves away to tropical climes with the appropriate food, drink, music, and attire. In March the fleet had a 'Picture Party' with members bringing favorite fleet, club, and sailing pictures to share with the group. The spring activities will center around a New Members Reception at the Hoover Yacht Club in April. This gives the members a chance to mix the old with the new. A good idea.

Fleet News Editor Nancy Hauck is sad to report, however, on the death of member **Joan Huling**. Nancy wrote to members: "Joan's good humor, friendship and tireless support of HYC and Fleet 37 will be treasured and remembered by her many friends and sailing companions. In addition to crewing with Jack in the regular races, Joan loved sailing alone in her Sunfish. She also had many non-sailing interests." Joan is survived by her husband, Jack, who has been the driving force for Scots in the fleet for many years. He is also the Scot dealer for the area. Joan also leaves behind her son, Jay, who is this year's Fleet Captain. The FSSA extends their sympathy to the Huling family on their loss.

The **Carolinas' District** clubs at Lake Townsend, Oak Hollow, Belews Creek, and High Rock have organized the Triad Sailing Championship Series. Using the invitational races these clubs already run, participants will accrue points in the series based on their standings in all four regattas.

The intent here is to increase inter-fleet participation and support Scot sailing activities among all four clubs. While intended for Scot sailors in those clubs, the regattas are also open to all FSSA members and your participation is encouraged and welcomed. See the Starting Line for specific dates of remaining events.

Our newest **FSSA Fleet** is **161**. Fleet members sail on Saratoga Lake, Sacandaga Lake, and Lake George. These beautiful lakes are in up-state New York putting the fleet into the New York District. The fleet is hitting the water with spinnakers flying as they have already planned an inaugural invitational regatta for August 1-2, rigging parties, tuning sessions, and group daysails. They invite your participating at their first regatta and hope FSSA members will sail with them if the opportunity arises. If you would need to communicate with our newest fleet, contact Fleet Secretary Peter Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019. Welcome aboard, Fleet 161!



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The Fleet's In

Spring Fling

Beautiful spring weather and moderate to heavy winds greeted sailors for this year's Spring Fling Regatta sponsored by the Belews Creek Sailing Club in Madison, North Carolina. The April 11-12 regatta attracted many of the Carolinas District's good sailors for this early-bird event.

The three-race series began in moderate air but continued to build throughout and featured several cap-sizes during Saturday's blustery winds.

Dick Schultz

1. Dick Schultz and Regina Cohn
Lake Townsend YC 3.5 points
2. Sam Eich and Michael Cohn
Lake Townsend YC 8 points
3. Bill Bryd and Starling Gunn
Lake Townsend YC 10 points
4. Larry Lewis and Starr Lewis
Corinthian SC 12 points
5. Jim Horney
Oak Hollow YC 15 points
6. Bob Moates
High Rock YC 17 points
7. Fields Gunsett and Carol Gunsett
Lake Townsend YC 19 points

Lake of the Woods

The theme of Fleet 160's April 25th regatta at Lake of the Woods, Virginia, was 'We'll take what we can get!' The week-long forecast for a pleasant day turned sour just in time for the regatta. The weather turned nasty with torrential rains, flash flood warnings, small craft warnings, and cold temperatures. Nonetheless, all Scots registered showed up and raced! Perhaps proving only that golfers aren't the only ones that aren't 'wrapped tight'.

The racing was superb: clean starts, no protests, and a course that held true in the surprisingly steady 12-15 knot winds. While the sailing may have been good from the back of the boat, in the front things were different. Skippers faced crews with mutiny on their minds as they soon tired of raw faces, blue hands, and numbing fingers. The only ones that had it harder, perhaps, were Race Committee members Yvonne Beery,

Gail Post, and Coleen Smith who were stuck on the powerboats all afternoon without the benefit of all the sailing action to keep them somewhat warm. Our thanks to them!

The traditional barbeque chicken awards dinner was moved indoors where everyone had a chance to participate in a unique trophy presentation. Throughout the day roving photographer Robbie Post surreptitiously took pictures of the participating boats. Rushed to town immediately after the races, the pictures were developed and plaques engraved for mounting in frames. Not only did the winners receive a color shot of their boat that day, but so did

all the participants as each entrant received a certificate of participation with a picture attached.

Fleet 160 has already checked the long range forecast for next. The weatherman says "It's in the bag!" Hope we'll see you then.

John Beery

- | | |
|-------------------|--------------|
| 1. Bob Post | 3.5 points |
| 2. John Clickener | 10.75 points |
| 3. John Beery | 11 points |
| 4. Bill Naylor | 12 points |
| 5. Mike Weeks | 13 points |
| 6. Dick Smith | 14 points |
| 7. Jack Miller | 20 points |

Fleet Building Taking It To The Fleets Tom Ehman, Jr.

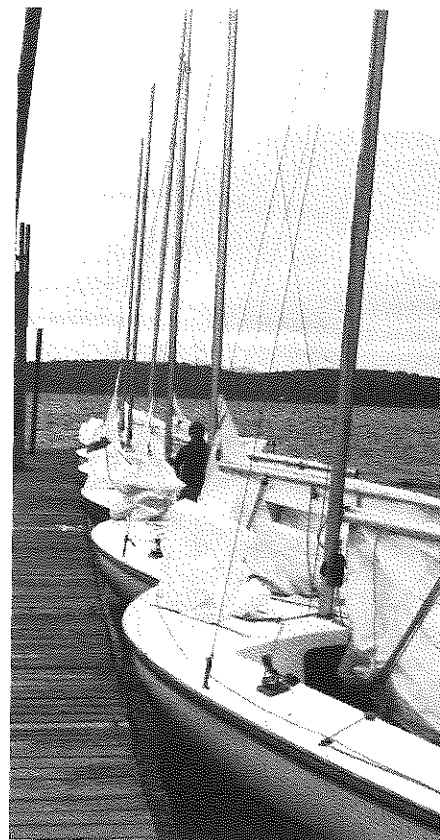
A long-time Scot sailor, FSSA officer, and NAC Champion, Tom prepared the following suggestion list for the October, 1986 USYRU One-Design Class Council. Its message is as timely now as it was then.

One-design sailing is better than ever! Hard to believe after all that's been said and written? Well, let's look a little more closely.

There's nothing wrong with one-design, it's just changing. There are more people sailing more types of one-design boats than ever before. Boards, cats, dinghies, keelboats, 12s, level-rated off-shore boats—it is all one-design racing. Dinghy racing may have fallen off but that's because people are one-design sailing other kinds of boats. Let's stop talking about one-design sailing being a problem and it will cease to be one.

Why has dinghy sailing lost some of its vigor? Family life has changed it. There are fewer families, and most are smaller. Look at all the couples (my wife and I are an example) who don't have kids, or have only one or

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Fleet Building

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two. My folks had five by the time they were our age. Also, most wives now have jobs. Families are working twice as hard to maintain the standard of living their one-earner (family) parents had.

Young couples (traditional source of dinghy sailors) are working long, hard hours. Many who can afford boats don't have the time or energy after both working 60-hour weeks to spend all weekend sailing, or working on their boats. (No big deal, just a fact of economic life in the '80's.) Many others can't afford to own and race expensive dinghies so they sail OPB's (other people's boats) or co-own a boat. This cuts down on the number of participants.

What else has changed? There are too many classes. The free market is great but, as always, there are cycles. We have just come out of a decade or so of incredible growth in sailing—and a proliferation in the number of classes. Gone are the days when most everyone sailed a Lightning, a Snipe, a Star, a Sunfish, a Thistle or one of the handful of regional classes that existed in the mid-sixties. Now there are J-24s, Flying Scots, Lasers, Hobie Cats, Laser IIs, Sonars, Laser 28s, J-22s, Etchells, Fireballs, the Olympic classes (in which more, not fewer are sailing), Windsurfers, Mistral and more — not to mention the explosion in PHRF and MORC racing.

The J-24 class alone gobbles up people simply because the boat is raced not by two or three people but by four or five. Multiply that by a few thousand boats around the country and stop singing "Where Have All The Dinghies Gone?"

The One-Design Class Council's idea to recognize the major classes (recognition of "national classes" was proposed — and rejected — at the March 1986 ODCC meeting — Eds) is still a good idea. It will allow the free market to operate, but will help consumers choose one of the established classes. The sooner USYRU and the ODCC get around to it, the sooner we will have stronger, albeit fewer, classes.

Most important for those interested in improving one-design sailing is to remember that most people race to socialize as well as compete. They want to have fun — party, party, party.

Where sailing is social and fun, fleets are alive and healthy. (Or is the converse true? I think not.) Here is a string of ideas to make racing more social and fun:

1. Have a potluck dinner after the race. Move it around from one fleet member's house to another. BYO drinks and protein. Hosts (or co-hosts) provide salad and dessert. This concept was singularly responsible for rejuvenating the J-24 fleet in Newport (R.I.) a few years back. The party is fun for those who win (they can savor their victory in public), and a salve for those who don't.

2. Every now and then have a fleet "theme party": Hawaiian luau, M*A*S*H party, toga party...all the standard stuff. Invite non-sailors (prospects) and those from other "fringe" fleets.

3. Do a regular fleet newsletter announcing results of recent races and regattas—and announcing who won the parties. Keep it simple and light, and don't be afraid to poke gentle fun at anyone you can. People love the recognition.

4. Have lots of short races. The more races you have, the more likely it is that the regulars will beat the rock stars. Forget about Olympic courses with three-mile weather legs run nine miles offshore. That's not fun. Starting on a reach off the yacht club dock, and finishing back there 25 minutes later IS FUN. Then do it again. Someone else is bound to win. No, don't run the Districts or Nationals that way; but for club racing it's great.

5. Give out crew awards equal to those given to skippers. The prize-giving should not be "In first place, Ken Read and crew." Every member of the crew should be recognized by name and awarded a trophy the same as the skipper: "And finally, in first place, Bill Lynn, Sr., Gay Lynn, and skipper Bill Lynn, Jr." Recognize crews as well as skippers and everyone will have more fun; and it will make it easier for skippers to get crews.

6. Get rid of Rule 33.2. It's a stupid rule. If someone hits someone

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Fleet Building

(continued from page 22)

else and doesn't want to protest, they shouldn't have to for fear of a third-party protest in which they are both thrown out.

All of us can remember times when we couldn't protest someone who hit us because we had to rush home after the race, or when we wanted to party rather than sit around all night waiting for the protest committee. And how many times have we seen a newcomer, not sure of himself, decide not to protest someone and then find out a day later that a third party protested them both and both were disqualified. That's enough to sour anyone on any sport regardless of how great it is.

Rule 33.2 is like hanging the victim of a crime because he declines to press charges. No wonder some people would rather play tennis.

7. Use the USYRU Rules-In-Brief card instead of the rule book. It's simple, easy to understand, and makes it easier for a novice to have fun. Have oral protests. No forms, no formalities. Require a protest flag be flown, the other party be notified of the incident and the rule. Then have the hearing immediately, and get it over with like we do at most college regattas. Then people can get back to socializing.

8. Don't let people cheat (on kinetics, class rules, etc.). If they do, protest them. If they persist, invite them to leave the fleet.

9. Invite novices (skippers and crews) to sail with the experts in the fleet. It is still the best way to help newcomers learn to become good sailors quickly.

10. Keep it light on the water: Circulate Dave Dellenbaugh's article on sportsmanship ("J-24 Class Magazine," April 1986) and get people to abide by it. Make it the "fleet bible." Hail "good job" when someone gets you on the race course; make a big deal about a novice doing well on a leg, or in a race, by giving them a big cheer on the water. Encourage the race committee to be helpful. This requirement that race committees remain "aloof" — not talking to competitors who ask questions — is extremely bad for club racing.

11. DON'T race when the weather is cold, rainy or extremely rough and windy. Have a seminar and party on shore instead.

12. DO race when there isn't much wind. This is when the novices are most likely to do well, and have fun. So what if it's a crapshoot? As long as it's an even shorter than usual course, and as long as it isn't broiling hot, it's fun.

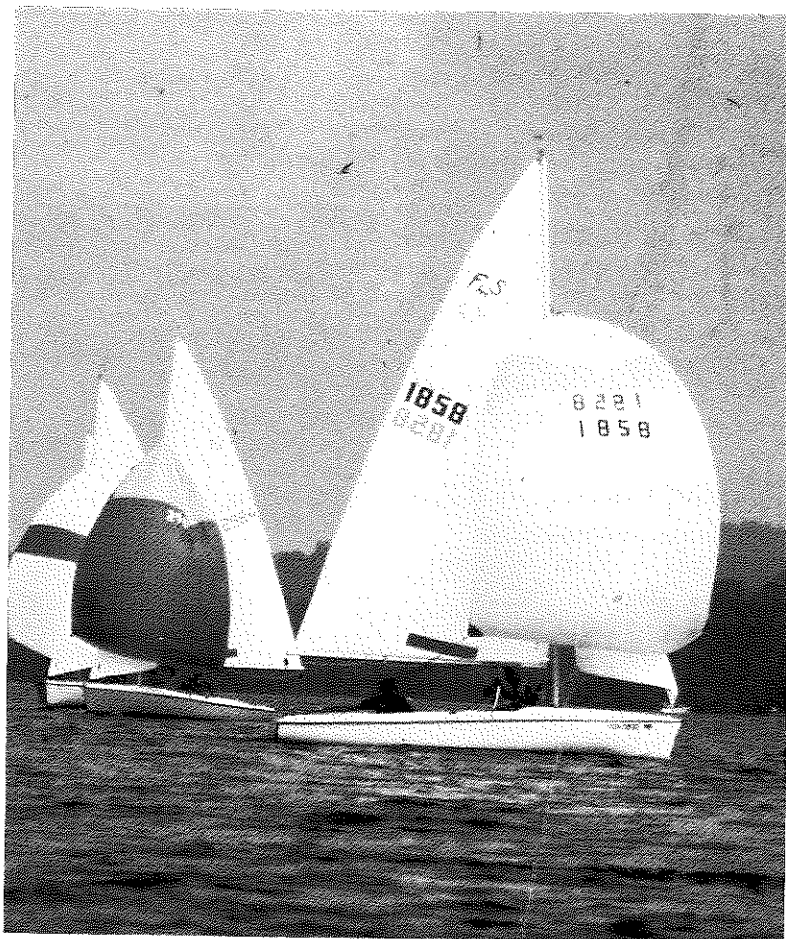
13. Keep a good fleet captain on. Don't change fleet captains every year or two just because "you should pass it around." Most good fleet captains are good because they like to do it. Most bad ones are bad because they don't want to do it. If you have a good one that's willing to stay — keep'em! Only change when someone wants out, or isn't very good.

14. Find something to do for spouses and kids who don't like to race. Lots of spouses love to do race committee work, but don't like to sail. Then you'll be including the whole family.

15. Get some publicity. Make the necessary arrangements with the local paper for the results to be published, if only as a box score, after each race. Recognition turns everybody on and brings in new fleet members.

16. Do a charity regatta or cruise. It's amazing how this brings the fleet together! Everyone rallies around a cause. Collect the entry fees and give them to the local heart fund, cancer drive or whatever. Gets good ink for the fleet and club, too. Or have a public sailing day where members of the fleet take anyone who comes down to the docks out sailing, in return for a small donation to a local charity. That'll get great ink as a dual public service, and it is a good way to interest newcomers. But most important, it is social — and fun. That's what makes one-design sailing fun, and it's what will make any fleet grow.

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THE STARTING LINE

Capitol District

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

July 18-19. Warwick Annual. Hampton, VA. Fleet 137.

July 25. Pleasure Cove Yacht Club. Arnold, MD. Fleet 97.

August 8-9. Fishing Bay Annual. Deltaville, VA. Fleet 137.

Sept. 4. Annapolis to Galesville Race. West River Sailing Club. Galesville, MD. Fleet 97. (Not CBYRA sanctioned.)

Sept. 5-6. Labor Day Regatta. West River SC. Galesville, MD. Fleet 97.

Sept. 12. Yorktown Day. Virginia Sailing Assn., Yorktown, VA. Fleet 137.

Sept. 12-13. Walter Collier Cup. National YC. Washington Sailing Marina. Fleet 42.

Sept 19-20. President's Cup. Potomac River SA. Washington Sailing Marina. Fleet 42.

October 3-4. Capitol District Championship. West River SC. Galesville, MD. Fleet 97.

October 24-25. Pumpkin Patch Regatta. West River SC. Galesville, MD. Fleet 97.

New England District

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

Sept. 12-13. Massapoag Annual Regatta. Lake Massapoag, Sharon, MA. Contact Randy Rubinstein, 22C Country Club Lane, Milford, MA 10757. (617) 478-6372.

Sept. 12-13. Massabessic Annual Regatta. Lake Massabessic YC, New Hampshire. Contact Wes Wallace, 46 Raymond St., Nashua, NH 03060. (603) 883-6370.

Regatta Organizers: We would like to help you publicize your event! Please send, or call, your regatta reports to the Editor!

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.

August 1-2. First Invitational Regatta. FSSA's newest fleet will hold its first regatta at Saratoga Lake Sailing Club, Saratoga, NY. For information contact Peter Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019. (518) 877-8731.

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.

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

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

Greater NY District

August 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.

Carolinas District

July 11-12. Oriental Sailing Social. Neuse Rive, east of New Bern, NC. Contact District Governor Mike Duncan, 827 Ashmeade Rd., Charlotte, NC 28211. (704) 364-7842.

August 8-9. District Championship. Columbia Sailing Club. Lake Murray, Columbia, SC. Come sail near our FSSA office! Contact Governor Mike Duncan.

August 15-16. SAYRA Championships. Charleston YC, Charleston, SC. A lovely location, this event needs more Scot participation. Contact Mike Duncan.

Sept. 5-6. Labor Day Open. Lake Norman YC, Mooresville, NC. Expect 20-25 Scots. Contact Mike Duncan.

Sept. 12-13. Mayor's Cup Regatta. Lake Townsend YC, Lake Townsend, Greensboro, NC. Contact Fields C. Gunsett, 1103 Monticello St., Greensboro, NC 27410. (919) 299-2341.

October 3-4. VISA Open. Smith Mountain Lake, near Roanoke, VA. 20+ Scots. Contact Mike Duncan.

October 10-11. SC State Championship. Hilton Head Island, SC. Sail in Calibogue Sound with tide, porpoises, and pelicans. Dock at Harbortown for the weekend. Contact Mike Duncan.

October 10-11. Piotroski Cup. Belews Creek Sailing Club, Belews Creek, NC. Contact Arlley K. Mitchell, 5116 Randleman Rd, Greensboro, NC 27406. (919) 674-0860.

Ohio District

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, Dellroy, OH. Fleet
65. Contact Don Harzell, 1500
Farber St., East Sparta, OH 44646.
(216) 866-9726.

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.

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 (504) 482-7358.

Gulf District

August 8-9. Knast GYA Ladies Cham-
pionship. Pass Christian YC. This
is one of the longest running
ladies' regattas in the US. Contact
Dreery Dragon Schneider, c/o Pass
Christian YC, P.O. Box 341, Pass
Christian, MS 39571. (601) 452-2571
or at home (601) 452-2312.

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

October 3-4. Cajun Country Cham-
pionship. FSSA Southern Regional
Championship. Vermilion Bay,
Cyremort YC, Southern Loui-
siana. Contact Al Rees, 111 Ronald
Blvd., Lafayette, LA 70503. (318)
234-6878.

October 17-18. Great Scot Regatta.
Hosted by Fleet 118 at the Birm-
ingham Sailing Club, Lake Logan
Martin, Alabama. Trophies through
five places. Contact Ernie McCon-
nell, 6576 Quail Run Dr., Helena,
AL 35080. (205) 987-4071.

Michigan-Ontario District

August 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,
or Chris Soniel, 415 Vernon, Flint,
MI 48503.

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.

Texas District

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

October 31-Nov. 1. 'Wurstfest' Regat-
ta. Contact Richard Wade.

Midwestern District

July 31-Aug. 2. S.S.Y.C. Race
Weekend. Wilmette, IL. Contact
Bob Schneider, 1015 Central Ave.,
Wilmette, IL 60091. (312) 251-3460.
Note: Those attending the District
Championship the following
weekend are welcome to store
boats here.

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

August 8-9. District Championship.
Lake Michigan, Wilmette, IL. Con-
tact 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.

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Caveat Emptor

Looking for a boat? Call our hotline for up to the minute, no cost information on Scots for sale. (1-800-445-8629 — 9 a.m. - 4:30 p.m.) "Caveat Emptor" will not appear in the September/October 1987 issue of Scots N' Water. Contact Donna Welle, 3008 Millwood Ave., Columbia, S.C. to be placed on the hotline now, or for "Caveat Emptor" submissions in the November/December issue of Scots N' Water.

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.

WANTED TO BUY — Used sails and any parts for Flying Scots. Write J. Percell Jones, Camp Morehead, Morehead City, NC 28557 or call (919) 726-3960.

TRAILER, STERLING TILT — 1971. Needs work but is usable, \$75.00. Frank F. Harding, P.O. Box 274, Brookside, NJ 07926. Days (201) 884-2627.

FS 120 — Douglas, white deck/blue hull. Two suits of sails, spinnaker, tilt trailer, outboard mount. Sailed only on fresh water, excellent condition. Asking \$3,000. Call Tom McKee, office 212-689-8920, home 203-438-3671, Ridgefield, CT.

FS 279 — Good condition, 2 jibs, 1 main, 1 spinnaker, incl. rigging, trailer, Seagull, kept in Edgartown, MA \$2,200. Call 718-464-3548 or write P. Trostorff, 94-06 221 St., Queens Village, N.Y. 11428.

FS 937 — Douglass, white Tee-Nee Trailer, 2 suits sails, 2 spinnakers and pole. New: C.B. cap, rudder head and (Harken) swivel block and cleat for mainsheet. Waco-360 for C.B. All lines. Race-equipped. Harken blocks. Fast \$3,000.00. S. Hackell, Long Beach, NY (W) 516-764-3150 (H) 516-432-2314.

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 2213 — Douglass 1972, blue hull/white deck, race equipped, dry sailed; 2 suits 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 St., Hutchinson, MN 55350, (612) 587-9114.

FS 2824 — Customflex, Excellent condition, white deck & hull, one owner. Always dry sailed. Good Murphy Nye main & jib, Harken equipped, three covers: full, tent, trailering. Good instrumentation: compass, inclinometer, Track-n-tack. Pamco trailer. Asking \$4395. Contact: David Field, Cedar Rapids, Iowa. (319) 365-2756 evenings.

FS 3568 — White, blue bottom, red strips, 2 hp. Johnson w/extended shaft. Tee-Nee trailer. Boom tent. Fresh bottom paint in '85. Dry sailed, little used. \$4750. Contact: Tony Taylor, Charleston, W. Va. (Evenings) 304-345-8149, (Days) 304-346-0601.

FS-3676 — Douglass 1982, Ivory w/green stripe. Dry sailed, race equipped. 2 sets of sails plus 2 spinnakers, tilt trailer, full cover, lifting bridle, mast hinge & anchor. Sailed infrequently. Asking \$5500. Contact: Bruce Mylrea, 1842 Wind Drift Road, Orlando, Florida 32809 or call (305) 859-1074.

FS 3711 — Douglass - cream deck/orange hull. Schurr sails, spinnaker, cover, motor mount, Tee Nee trailer, extras. Very good condition. \$4,500. Bill Kirkwood, 1216 Pecksniff Rd., Wilmington, DE 19808 (302) 994-7065.

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) 267-8818 evenings.

FS 4060 — 1985 Douglass. White hull/deck. Excellent race record including '85 & '86 District Championships. Custom-rigged for the most efficient, simplest, daysailing/racing layout imaginable. Shore Sails. Measurement certificate. Dry sailed, fresh water only. Outstanding condition. Extensive equipment; contact for particulars. \$6,500. Pat Barry, 34090 Parkdale, Livonia, MI 48150. (313) 427-0797.

FS 4141 — '85 Douglass, White hull/deck, sailed one season, Shurr Sails, Full Boat Cover, galvanized Tee Nee Trailer, race equipped, almost new condition, \$7,200. Negotiable. Contact: Jeff Stamper, 6210 Abilene Street, Springfield, VA 22150 (703) 971-7354 or (703) 971-3566.

FS 4232 — '86 Douglass, White hull/deck. Schurr Sails, out of water all year, lifting bridle, perfect condition, galvanized trailer, 4 hp. Johnson, Location: Remsenburg Long Island, N.Y. Asking \$8,500., contact: Nessim, 40 Meadow Road, Scarsdale, N.Y. 10583. Phone (914) 725-0851.

FS 4274 — Douglass '86 - Delivered October, sailed once. Trailer, 2 hp. Mercury, Main, jib, spinnaker tackle, anti-fouling, compass, mast hinge. Overseas transfer forces sale. \$7,500. Nash (203) 966-9312. Located New Canaan, CT.

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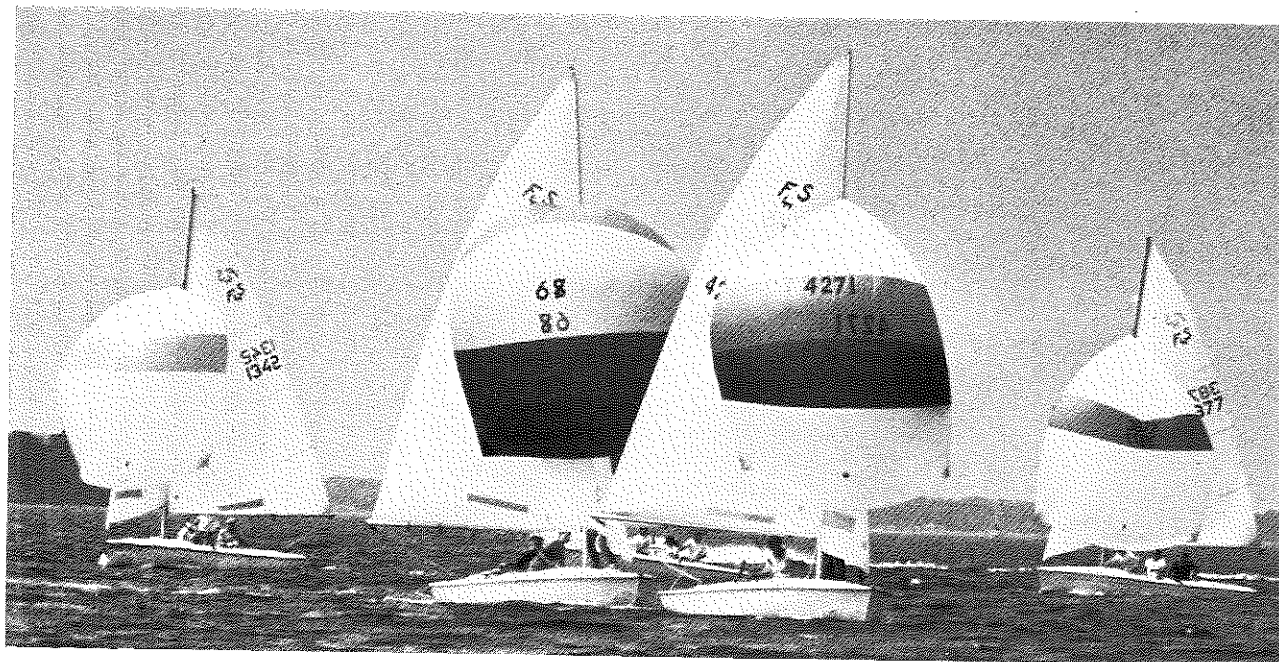
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Capitol	3796	Joseph P. Dowling	1641 Dyre St.	Philadelphia	PA	19124
Capitol	3210	Jack Fay	1733 Bradford Terrace	Portsmouth	VA	23704
Capitol	0270	Harry M. Filemyr	1608 Pittsburgh Ave.	Mt. Lake Park	MD	21550
Capitol	4284	Herbert S. Lindsay	4925 Wissahickon Ave.	Philadelphia	PA	19144
Capitol	A0018	Stanleigh W. Phillips	1731 Maxwell Ct.	Mclean	VA	22101
Capitol	3246	Mitchell V. Sheets	13108 Mica Ct.	Silver Spring	MD	20904
Capitol	3401	Keith R. Spinnenweber	2645 Keats Dr.	Library	PA	15129
Capitol	4350	Bruce P. Spinnenweber	69 Hilltop Rd.	Cumberland	MD	21502
Capitol	4333	Michael W. Weeks	10114 Bayham Drive	Richmond	VA	23235
Capitol	2912	Michael J. Weisman	12040 Graywing Sq. Apt. C	Reston	VA	22091
Carolinas	1857	Ted Kaperonis	221 McAdway Rd.	Charlotte	NC	28211
Carolinas	4051	Steve M. Raper	1502 W. Cornwallis Dr.	Greensboro	NC	27408
Carolinas	4052	Frederick C. Schreiner	8800 Katharina Ct.	Raleigh	NC	27612
Greater N.Y.	3667	Samuel N. Barresi, III	648 Tabernacle Rd.	Wedford	NJ	08055
Greater N.Y.	4354	Rudolph Dubois	110 Mali Drive	N. Plainfield	NJ	07062
Greater N.Y.	4222	John C. MacDonald	P.O. Box 65	Califon	NJ	07830
Greater N.Y.	4214	Paul L. Place	7 Greensview Ct.	Scotch Plains	NJ	07076
Greater N.Y.	1942	Robert P. Rice	Box 148	Remsenburg LI	NY	11960
Gulf	A1002	Rick Gibson	231 Caredn Ave.	Nashville	TN	37203
Gulf	3297	Mike Linder	2110 Antietam	Tuscaloosa	AL	35406
Gulf	2623	James E. McLean	16 Lakeview Estates	Northport	AL	35476
Gulf	3166	Michael Strobel	3410 Idlewild	N. Little Rock	AR	72116
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