

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIX, NUMBER 6, NOVEMBER/DECEMBER 1987



The New Standard



- 1,2 Flying Scot North American Championships**
- 1,4 Flying Scot Midwinter Championships**
- 2,4 Flying Scot Junior Championships**
- 2,4 Flying Scot Challenger NA Championships**
- 1, 2, 4, 5 Flying Scot Canadian National Championships**
- 1 GYA Lipton Championships**

Shore Scot Sails are designed to perform equally well in a drifter on flat water as in a 20 mph blow in 3 foot seas. Since they've been tested and race-proven, you can be confident that when set up by the numbers suggested in our latest tuning guide, our sails will help you have your best season ever in 1987. Shore Sails are not only fast — but also easy to trim. They're not gimmick sails — but they do deliver the performance needed to win races. Ask any Shore customer. Give us a call and join the Shore team!

**WE WILL
HELP YOU
WIN.**



SHORE SAILS

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

Other lofts in: Huntington, NY; Traverse City, MI; Aichi, Japan; St. Thomas, U.S. Virgin Islands; Newport, RI; Point Pleasant Beach, NJ; Winooski, VT; Annapolis, MD; Cleveland, OH; Houston, TX; Seattle, WA; Portland, ME.

Flying Scot® Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860

PRESIDENT

E. Paul Moore, Jr.*
317 Country Club Drive
Ballwin, MO 63011
(314) 227-6700

FIRST VICE-PRESIDENT

Lawrence Taggart*
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358

SECOND VICE-PRESIDENT

Charles L. Dees*
930 Seaclyff Drive
Fairhope, AL 36532
(205) 928-8942

COMMODORE

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

IMMEDIATE PAST COMMODORE

Hallam Walker*
P.O. Box 847
Davidson, NC 28036
(704) 892-1276

SECRETARY

Pat J. Barry, Jr.
34090 Parkdale Avenue
Livonia, MI 48150
(313) 427-0797

TREASURER

Robert P. MacKenzie
2309 W. Audubon Dr.
Muncie, IN 47304
(317) 284-0971

MEASURER

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

DESIGNER

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

EXECUTIVE SECRETARY

Ed Eubanks
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646

*Denotes Executive Committee Members

Scots n' Water

EDITOR:

Paul Nickerson

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

LAYOUT DESIGN:

Nancy H. Cooper

**COVER: 1987 NAC Fisher/
Championship; MacKenzie/Challenger-
Master; Contested Pin End Start**

NOVEMBER/DECEMBER 1987

CONTENTS

NOVEMBER/DECEMBER 1987

Volume XXIX, Number 6

4	FROM THE EDITOR
5	IMPORTANT NEWS
6	MEMBERSHIP APPLICATION
7	1987 NAC
9	RACING THE 1987 NAC
10-11	NAC RESULTS
13	LAST SAIL OF THE SEASON
15	FLEETS IN
21	1987 FSSA BUSINESS
23	STARTING LINE FLYING SCOT NEW MEMBERS

Advertisers

2 Shore Sails	15 The Sailors' Tailor
6 Schreck Sails	19 Schurr Sails
8 West Scot Corporation	20 Gordon Douglass
12 Rooke Sails	22 TJ Sales
14 Michelob Sailing	

Scots n' Water

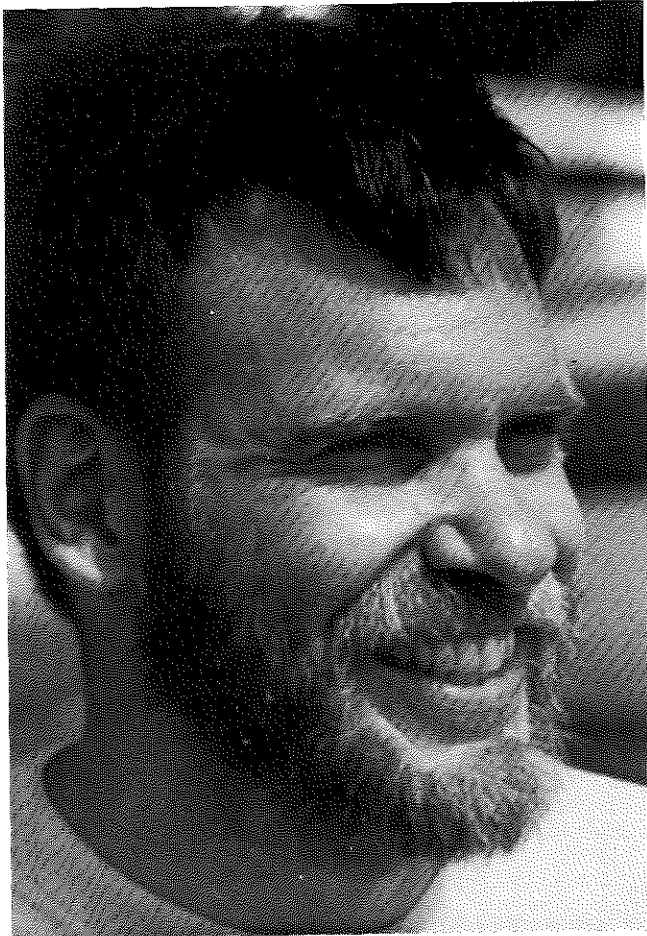
Registered Trademark. Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXIX, No. 6. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

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

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

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

FROM THE EDITOR



Paul Nickerson

For the past four years *Scots n' Water* has been in the good hands of Pat Barry. Not everyone realizes just how much work goes into this publication by one individual. I am quickly finding out. Pat has done a superb job and left us with a magazine we can all be proud of in both format and content. Pat will continue to serve the class as Secretary and has already taken on some added responsibilities in that position. A standing ovation at the Annual Meeting was just a token of our appreciation for a terrific job. THANK YOU, PAT BARRY!

Now I would like to take just a moment to introduce you to your new Editor of *Scots n' Water*. My name is Paul Nickerson and I sail FS3911 on Lake Erie in Cleveland, Ohio. My wife Chris and children, Christopher (10) and Shannon (8), are my crew. We race regularly in the Ohio District and plan to venture to new regattas in the

future. We also enjoy daysailing on Lake Erie and have occasionally been seen with monofilament lines dangling over the sides of our Flying Scot. In August of 1986 we joined the Thousand Island Cruise and had an unbelievable time. In the future there will be some tough decisions on whether to go cruising or racing on vacations. Whatever we decide I know we will have fun.

It will be much the same with *Scots n' Water*. One thought keeps coming back to me; How can *Scots n' Water* and Paul Nickerson best serve the FSSA? The Flying Scot is a great, easily trailered, centerboard sailboat. If there is a problem with the Flying Scot, it is that it is probably the best all purpose centerboarder made. It's a great daysailor on which you can safely sail with young children. It has a cockpit larger and more comfortable than many 30 footers. People have cruised on them for weeks at a time.

Others race on every body of water imaginable. The performance is excellent and the husband-wife team can be just as competitive as three Olympic hopefuls. The Scot is a great junior training boat and is an enjoyable first boat for anyone just getting interested in sailing to buy. The construction standards are the highest and the resale value has proved it for thirty years. We have the strongest class association of any one-design sailboat and the best publication in *Scots n' Water*.

So I say to myself (I'm talking to myself already!) how lucky I am to be a part of it all. For those experts who have been sailing forever and know everything, I hope we will publish something that opens a new horizon. For the beginner that horizon may be a long way away and hopefully we will help get you away from the dock.

Whatever your level or type of interest in sailing please don't ever hesitate to ask a question or write of an adventure. This is your publication and I am merely the editor. I want your input, comments and ideas. Remember, that the Flying Scot Sailing Association is an organization of owners whose goal it is to enhance their enjoyment of sailing the Flying Scot. Your officers are members just like everyone else and are not professional class organizers. So don't sit back and make the rest of the FSSA do all the work for you, take an active roll in the FSSA.

ATTENTION ALL FLEET CAPTAINS

The Editor would like to have all 1988 Regatta dates and information as soon as possible. This will guarantee timely publication of your notice in *Scots n' Water*. I would also like to be included on your mailing lists for any Fleet Newsletters. It helps me get to know your Fleet and some of its members.

Publication Deadlines

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

Important News

1988 FSSA MEMBERSHIPS

1987 has been a record year for memberships in the Flying Scot Sailing Association. We have a total of 1885 members which is an increase of 110 over 1986. I hope that this means that more owners are enjoying their Flying Scots, the FSSA, and *Scots n' Water* more and more.

By now you should have received your 1988 membership forms in the mail and hopefully you have all renewed. If you have set it aside and forgotten about it, now is the time to go complete it and send it in. If you've lost it, we'll make it easy for you and put one in this issue of *Scots n' Water*.

The Membership Form included with this issue is not just there for the forgetful person, it's there for the thoughtful skipper. The one who doesn't know what to get that all important crew for Christmas. Think about an Associate Membership for your crew which includes a subscription to *Scots n' Water*. Or maybe you can just pass on the issue and your crew will find the urge to join irresistible. After all, the crew should enjoy the Flying Scot just as much as the skipper.

There may be a time that you run into a Flying Scot owner who is not

aware of the FSSA or how to join (yes, there are a few). Always carry an issue with your sailing gear for the poor guy who doesn't know what he's missing. It's also a good way to generate interest in your fleet.

BUYING OR SELLING A FLYING SCOT?

One of the services offered by the FSSA is a toll-free hotline for buyers and sellers of Flying Scots. The number is 1-800-445-8629 and is open from 9 a.m. til 4:30 p.m. weekdays. We find many boats sell through this before ever reaching Caveat Emptor in *Scots n' Water*. There is no excuse for any seller not to use this no cost service and buyers can be alerted to boats from neighboring fleets that may fall out of your local market via normal advertising.

When you sell your boat, remember, whether you are a FSSA member or not that this class is part of the boat. You should inform the buyer what the FSSA has to offer and try to put him in contact with a local fleet.

Let's make this a banner year for the FSSA and maybe a goal of reaching 2000 members will be achieved.

1988 MID-WINTERS... PLAN NOW!

Congratulations to the whole gang from Panama City and St. Andrews Bay Yacht Club that hosted the 1987 Flying Scot Midwinter Championship! They were awarded the GYA "Award For Excellence in Race Management" for their hard work. It was a great regatta!

March 28 thru April 1 has been announced as the dates for the 1988 Midwinters. Registration and measuring will be on Monday, March 28 and Tuesday, March 29. A practice race will be held Monday afternoon with the first race scheduled for Tuesday afternoon. Two races will be held on Wednesday and Thursday and one race on Friday. Racers may place themselves in either the Championship or Challenger Division.

The Social Committee promises the Shore Sails Oyster Bar will be bigger and better than ever. Combined with the fantastic Schurr Sails Cocktail Party and the Awards Banquet, this regatta assures great sailing and serious fun. For those who have never been to the Midwinters, you have to experience what you've been missing.

The Bayside Inn (Best Western) has also announced special regatta rates of \$30 a night. Look for complete regatta details and registration in the January, *Scots n' Water*.

Memorial WILLIAM V. SINGLETARY

The Flying Scot Family and all of sailing lost one of its most distinguished sailors July 29 with the death of William V. Singletary, M.D. Bill had been an active part of the FSSA for over twenty years with his wife Maye and children Gail, Van, and Macon. Bill served the week before as the Chief Judge at the 1987 NAC as he had for several previous years.

Bill's sailing activities went far beyond sailing the Flying Scot. He served as Commodore of High Rock Yacht Club and the South Atlantic Yacht Racing Association. As a USYRU Senior Judge, Bill worked many regattas for many classes. In the FSSA he has held every office from Fleet Captain, to District Governor, through national offices including President of the FSSA in 1976 and 1977.

During the past several years of battling illness, his heart was always with his sport of sailing and with the many friends who loved and respected him for all he has so unselfishly given.



FLYING SCOT® SAILING ASSOCIATION

MEMBERSHIP APPLICATION

Subscription September 1 - August 31



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

- ACTIVE MEMBER** \$30.00
(F/S owner, part owner, or designated club member of YC owning a F/S)
- ASSOCIATE MEMBER** \$20.00
(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** \$45.00
(Combination of one ACTIVE MEMBER and unlimited ASSOCIATE MEMBERS who are all members of the ACTIVE MEMBER's immediate family and are 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.)

- SUSTAINING MEMBER** \$20.00
(All other non-owners of F/S)
- SPONSORING MEMBER** \$45.00
(Company or individual who provides products and/or services to the membership or who has an unusual interest in FSSA)
- TRANSFER OF OWNER** \$2.00
(Transfer of records and reissuance of Registration Certificate for purchasers of used Flying Scot® sloops)
____ Officers/Governors Boullion Blazer Patch \$15.00 each
____ F/S "Royalty Paid" Sail Labels at \$5.00 each

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

PLEASE PRINT CLEARLY.

Name _____

Mailing Address _____

City _____ State _____ Zip _____

Phone () _____

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

Please make check payable to "FSSA" and mail to:
FSSA, 3008 Millwood Avenue, Columbia, S.C. 29205

GO FAST Super Schreck Sails

You can't beat 46 years of sailmaking and 58 years of sailing. Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and many others.

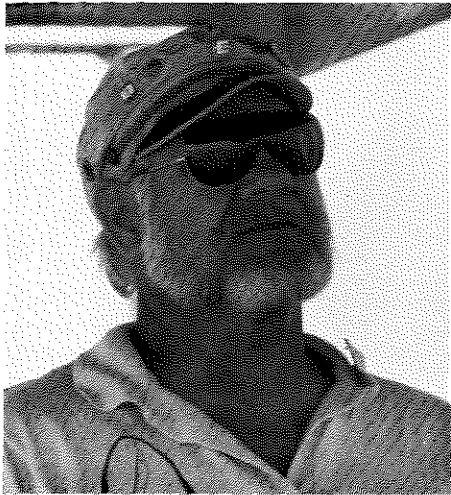
Best for Less, Instant Scot Sails

**Our prices are fair
and our delivery is prompt.**

Get the edge over your competition now with your own set of Super Schreck Sails. Call about our Special Yacht Fleet discounts.

Paul Schreck & Co. • S. Scenic Drive • Lillian, Ala. 36549 • 205/962-2570

1987 NORTH AMERICAN CHAMPIONSHIPS LAKE CARLYLE, ILLINOIS



*Race Committee Chairman
Ted Beier*

Fifty-seven Flying Scot crews began assembling on Saturday, July 18, for the North American Championships at Lake Carlyle in southern Illinois. Fleet 83 members and especially co-chairmen Bernie Knight and Jim Harris did an excellent job of organizing this year's event.

Lake Carlyle Sailing Association proved to be a model facility for hosting such a championship. The club represents many one-design fleets from catamarans to C-Scows. There is ample storage and parking facilities with three hoists and a ramp. In the water there are four long docks to tie up to in a protected basin. All this and an organized measurement committee made measuring fast and painless. The Bay Hilton Welcome Center provided welcome relief from the hot sun even in the heavy air that blew all weekend.

Its always great to compare different club facilities. Many Scot Fleets come from fancy clubs with a full range of facilities. Others sail out of nothing more than a parking lot and ramp. At Carlyle there is a very nice club house which served as regatta headquarters. Down the shore was a beautiful picnic shelter which was the

center of activity. It was also one of the few shady places where you could attempt to stay cool. Many folks mentioned how great this was as everyone hung out there and it helped generate the social mingling which makes regattas so enjoyable.

All the meals were served here and the Food Committee must be congratulated on doing a superb job. Everything had to be catered or transported in as the club is just slightly removed from civilization. They also did a good job at keeping up with the liquid refreshments. This was not easy during the hot week where everyone was constantly consuming liquids. The beer truck kept cool sitting in the sun and the cooler of pop and water jugs never ran dry.

The Race Committee, under chairman, Ted Beier, must also be congratulated on an excellent job. Being local sailors they knew what to expect from the winds and no races were conducted in the "sucker breezes" that send you drifting aimlessly. In the heat this would have caused unnecessary physical and mental anguish. The courses were also set very well and they kept up with all possible wind changes to

alter the course. There was never a shortened course all week.

This year was the first year for the Masters Championship. This is for skippers over fifty with a crew whose ages total greater than 100. The response was good for a first time event and will hopefully grow in the future. Sailed within the Challenger Division these boats proved just how competitive of a group they could be winning four out of five races.

This NAC proved to be a real family affair. With light air the expected norm, most boats were sailed two up. Many were husband-wife crews including the winner and five of the top ten boats. This trend should continue in the years to come as more and more families become better sailors. This is also evidenced by the fact that every boat except the Fisher's finished out of the top ten at least once. The challenger fleet also saw a wide range of competitiveness.

This was really a great NAC in every way and hopefully more and more sailors will see just what a fun time and not just serious racing an NAC can be. Make plans now to be at Lake Norman next July 18 through 22 for the 1988 NAC.



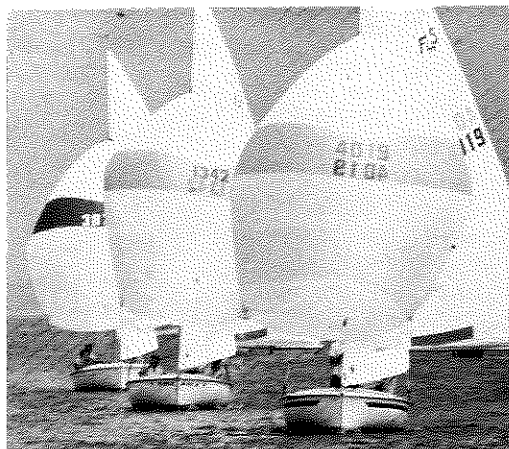
Berkels and Gerritys work the beat in Challenger Division 1987 NAC



The Nickersons approach the Windward Mark.



Monica Berton enjoys a Braut.



Carpenters, Stewarts, Orr



Charlotte, Martha and Greg Fisher celebrate 1987 NAC 1st Place.

The West Scot Corporation

1006 West Beardsley Pl.
Salt Lake City, Utah 84119

Builders of The Flying Scot®
in the *Western* United States

- Scots built to order
- Spare Parts Available
- Used Scots in Stock



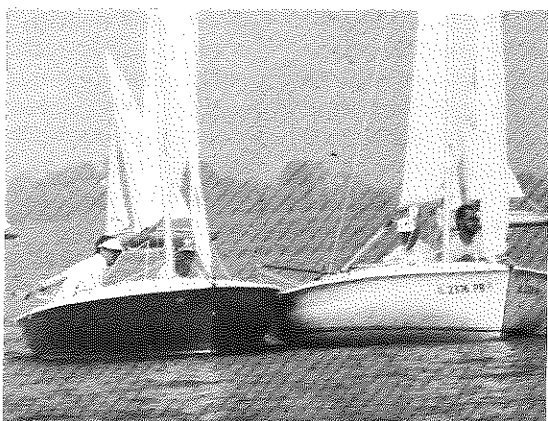
Call: (801) 972-0350
or
973-6493

Mon-Fri: 7:30 a.m.-4:30 p.m.

Louis Rodencal — Sales Manager

Licensed by The Gordon Douglass Boat Co.

RACING THE 1987 NAC



Bob Summerfeldt and Ken Templemeyer tangle approaching a mark.

Many one design classes require qualification for their national championships at a local or regional level. The Flying Scot's however, have kept our NAC an open and yet highly competitive event with an emphasis on fun. This is what keeps folks like Don Hott coming back year after year to every NAC ever held. Paul and Chris Nickerson remember the 1981 NAC as only their second regatta ever travelled to. At this first NAC they were camped next to Mike Johnson (the reigning Midwinter Champ), Chuck Barnes (soon to be Midwinter Champ) and Jerry Hartman (a darn good sailor and unofficial class social chairman). Socially, there are few times that you can meet so many sailors from all around the country. These friends may entice some rivalries and you may find yourself packing for some weekend regattas. Regardless of your motives, put a future NAC on your calendar. A week at the NAC can equal years of club racing experience.

That brings us to a tale of four boats and how they saw the 1987 NAC. Your editor was there but with a strange crew. Chris, my wife and regular crew, was delegated to photographer due to a recent appendectomy. My 10 year old son, Christopher, and 13 year old Chad Caldwell, whose family races a Scot in Ohio, signed on as crew. Our primary goal was to make Championship Division while learning to sail together during qualifications.

Hal and Cathie Walker chose this as the year to go for the Masters Division. No qualifications series would have to be sailed and in case of bad weather they could pick their three

racers to sail in. After all, this was supposed to be fun.

Fun and experience is what Bob Summerfeldt and crew, Steve Braner, had come for. They race with a handicap system for centerboarders on Cave Run Lake in Kentucky. This was their first NAC and first time sailing together. This was to be a learning experience for both.

Dan Goldberg and crew, Monica Berton, had been to two previous NACs. Having sailed well in the Challenger Division, they were looking towards respectability in the Championship Division.

A comment made by all was on how laid back and friendly everyone was. Measuring went smoothly. As more and more boats receive their measurement certificates by measuring in at the NAC, this process becomes easier for the host club. Bob, sailing hull #264, discovered a problem with a long boom. A screw in just the right place to limit outhaul distance and it was off to the practice race. Sunday evening there was a welcome party of 'Brauts and Beer' sponsored by Gordon Douglass Boats and Shore Sails.

Monday morning the qualification series began. Following three races the fleet splits and the top 55% goes into the Championship Division and the remainder to the Challenger Division. The racing then begins all over. It was hot throughout the Mid-west that week and liquids were as important on the boat as speed. The winds were light and shifty. Most boats find conservative clean air starts the wisest for qualifying. Then, sail fast and smart and let the cream rise to the top. Everyone was looking for that

edge of local knowledge. Bob and Steve learned which way to put in the battens.

Dan Goldberg goes right in the first division of the first qualifying race and does well. The Nickerson's play the shifts up the middle in the second division. They believe they're doing fine but at the windward mark they notice boats left behind earlier are flying in from the left corner. They successfully try that strategy on the next beat. Over lunch everyone talks about what they learned during the morning race and confusion sets in.

One fun aspect of qualifications is that the divisions are rotated and everyone races at least once against everyone else. Important to all sailors is having one memorable moment (a story to tell) during the week.

The Nickerson's moment came in the second qualification race. The winds had lightened during lunch. Sailing in the first division, Nickerson tacked and went right to clear their air after the start. A big progressive lift filled in on the right. Watching the rest of the fleet to the left, Nickerson realized the winds had to shift back and when they did, there was a big lead at the windward mark. The winds filled in from behind and so did the fleet, but we had our moment.

Dan and Bob both enjoyed the light, pond like conditions for excellent finishes. Hal and Cathie Walker enjoyed watching from the shade of the picnic shelter saving their energy.

The cream of this year's crop was obvious after the first day of racing. Tuesday would be a formality for some while boats in the middle of the standings anticipated a battle to make championship. But first Doc Abernathy's Buffalo Tro awaited the fleet. It was a fine steak dinner grilled right over the coals. It proved to be a mouthwatering delight.

Tuesday came but the winds didn't. There were small patches of breeze on parts of Lake Carlyle but the race committee could not be suckered into starting a race. Many of the sailors used this time to make new friends as nearly everyone stayed under the picnic shelter and away from the sun. Finally an attempt was made to start the last qualifier at 3:00 but that failed and the boats that bothered to go out were quickly towed back in.

(continued on page 10)

Racing

(continued from page 9)

Wednesday the cut is made with 31 boats in Championship and 24 in Challenger, including 11 Masters. Its hazy with a light and patchy southeast wind. You must play the shifts, keep the boat going and not find any big holes.

Dan Goldberg makes Championship Division and learns quickly about competitive starts the hard way. "3637, over early!" Should have listened to Monica. Bob and Paul are battling in the top ten through the second windward mark. Then Bob becomes involved in a protest and drops back doing a 720. Later he meets Hal Walker in the protest line. Hal just couldn't do anything right that first race. He must have been watching Dan Goldberg who is still trying to forget that race.

Coming into the leeward mark for the last beat Rick Baugher and Greg Fisher are in a two boat race for the win. Rick leads. Not far behind in a pack at the mark the Nickerson boat comes away sailing fast and looking good. Paul and his juniors are all smiles. Harry Carpenter, stuck in bad air on the outside, tacks to clean his air. What luck! He is driven into a shift with the Fishers who pass Baughers. By the time the boats going right see what's happening its too late. The Nickerson's recover but not without losing the five or so boats behind them, yet beating all the boats ahead that went right. They take ninth by inches in an unforgettable finish.

In the challenger fleet, Bob MacKenzie masters the course followed by Paul Lee and Mike Duncan. These three will see a lot of each other throughout the week.

After one race, Lake Carlyle seemed to be the real winner.

Race 2 saw very little wind until just before the start. With the pin end jammed and heavily favored, the new wind forced half the fleet over for a general recall. The pin was heavily favored on the second start. Boats that got good starts and went left, like Dan Goldberg, made out big. After a bad start Nickersons went right to clean their air. "We had some good shifts out there and felt we were doing the right thing. Then we couldn't get to the mark at the end of the beat."

Ten minutes behind in the Challenger Fleet, Hal Walker reported working to the right and catching a

big shift that resulted in a "horizon job to win." That shift held turning the second beat for Championship Division turning into a close reach. The wind then shifted back and the left side was again heavily favored on the last beat. The Fishers again led the way followed by Steve Bellows and Randy Santa Cruz. The battle for second place was taking shape.

In the Challenger Division the masters were taking the glory but it was a wide open battle with Bob and Norma MacKenzie holding a narrow lead.

Most of the fleet had seen enough of the fickle southeast winds for the week. Each fleet was proving competitive with consistency looking like the secret of success.

In the heat of the summer, the greatest fear of most sailors on inland lakes is lack of wind. Thursday brought more conversation under the picnic shelter. Some of the junior sailors braved the heat with a

volleyball game. Racing looked hopeless until noon. Then as one looked across the lake, the wind could be seen building. As lunch was served, the winds were holding strong, and a 2:00 start was announced.

Race 3 was started in 10 to 12 knot, southwest winds. The pin end and left side of the course were the place to be. Dan and Monica were making a habit of being in the right place and sailing fast. Larry Taggart was first to the windward mark after two finishes out of the top ten. This would be the beginning of his run of three thirds.

The Nickerson boat never got up to speed and never got to the left side of the course. Some of the other top boats found it difficult to change gears from the light air and had their worst finishes. Bob Summerfeldt was battling an old mainsail that was too soft to hold its draft.

In the Challenger Fleet, the
(continued on page 11)

CHAMPIONSHIP DIVISION

NAC

		1	2	3	4	5	Total
1. Greg Fisher	3961	1	1	1	1	1	3.75
Charlotte Gordon-Fisher							
2. Randy Santa Cruz	3599	14	3	2	6	5	30
Rene Dupaquelee							
3. Steve Bellows	GYA 15	18	2	5	4	2	31
Dunkin McLane							
4. Harry Carpenter	4019	3	9	11	2	8	33
Karen Carpenter							
5. Larry Taggart	2710	10	15	3	3	3	34
Steve Bordes							
6. Jack Stewart	1342	5	8	13	8	7	41
Martha Lee Stewart							
7. Jerry Hartman	4140	8	4	15	5	11	43
Sunshine Foltz							
8. Ken Templemeyer	3377	6	7	6	13	13	45
Eric Sutton							
9. Rick Baugher	3666	2	5	10	23	10	50
Jo Baugher							
10. Jack Orr	3877	7	10	8	9	17	51
Elizabeth Orr, Geoff Owen							
11. Dan Goldberg	3637	29	6	4	10	6	55
Monica Berton							
12. Ryan Maimgren	3578	17	16	12	7	14	66
Jeff Johnson							
13. Mike Cullen	2741	24	12	14	18	4	72
Char Dietrich, Jack Fassnacht							
14. Chick Lanphier	2621	13	27	7	17	9	73
Nell Lanphier							
15. Roland Foerster	1198	20	17	9	12	15	73
Jeff Foester							
16. Sandy Eustis	3850	12	13	16	15	19	75
Scott Litwin							
17. Paul Nickerson	3911	9	19	26	16	12	82
Christopher Nickerson, Chad Caldwell							
18. Jim Harris	4296	4	22	20	11	23	86
Betty Struckoff, Allison Woodworth							
19. Jerry Dees	4109	16	11	19	20	21	87
Granny Dees							
20. Bernie Knight	4115	11	30	24	14	20	99
Susan Knight							
21. Don Smith	3768	28	18	18	24	16	104
Trisha Smith							
22. Doug Christensen	1190	21	21	22	19	22	105
Harold Gendelman							
23. Bob Summerfeldt	264	15	23	25	25	18	106
Steve Branner							
24. Dan Kolenich	4211	22	20	23	22	28	115
Terry Dees, Daniel Kolenich							
25. Bob Cornish	3096	23	24	21	27	24	119
Dale Cornish							
26. Paul Moore, III	4300	19	12	30	29	27	119
Paul Moore, Jr.							
27. Doug Buffalo	2282	30	26	17	21	26	120
Nole Buffalo							
28. Donald Wright	4017	27	25	28	30	23	133
Sharon Wright							
29. Dennis Dugan	3119	26	32	29	26	25	138
Jack McClurkin							
30. John Woodworth	3943	25	28	27	28	32	140
Peggy Woodworth							
31. Ronald Rogala	3569	32	32	32	32	32	160

Racing

(continued from page 10)

MacKenzies were in high gear and sailing well through the Championship Fleet for a victory. After a shaky start and first beat, the Walkers were able to work from 20th back to a respectable 5th place. Concentrating on the compass and staying in phase was all it took. With two firsts and a fourth the MacKenzies held a firm grip on the Challenger and Master fleets. The remainder of the challengers were spreading the points out evenly for close competition.

No matter how well anyone sailed, no one could keep up with the speed of Greg and Charlotte Fisher. Once in clean air, they moved to the front of the fleet. Baughers were in second after this race with seventeen points. Eight other boats in the series held less than 30 points and as the winds built, so did the competition.

Continuing to build for the fourth race, the winds battled the light-

weight boats as puffs reached 20 knots. The pin end and the left side paid the biggest dividends. Harry Carpenter exploded off the line to take the lead as the Fishers were buried at the pin. Dan Goldberg and Paul Nickerson, right up there in the early going, watched in amazement as Greg and Charlotte gave the fleet a lesson in pointing, working up to fourth.

The old main was giving Bob and Steve big problems as the winds kept building. They just couldn't get it in gear. The winds built close to 20 and were fanning off the shoreline. The first reach was marginally tight for spinnakers until the jib mark. On the second beat the Fishers took control while the rest of the fleet battled the wind. Goldberg and Nickerson stayed in the battle. Monica impressed and distracted much of the competition with her acrobatic hiking as Goldberg fought to hold on to tenth.

The small Nickerson crew found

three to be a magic number upwind. Downwind, on the leading edge of a swirling puff that was the strongest of the day, they had problems gybing.

Three up was the secret in the Challenger Division as Dave Jacobsen powered through the fleet. Bob and Norma MacKenzie hung on for a third, building a Challenger and Master Fleet lead. Mike Duncan and Paul Lee were in a close battle for second place. Jack Leipper and Hal Walker, both with a last place score, were battling for fourth in Challenger and second in Masters.

With all firsts, the Fishers had wrapped up the NAC Title. Still, only a nine point spread existed between second and ninth place. There were tight groupings in other areas of each fleet, making Friday's race an important determinant in most sailors' final position.

Everyone wound down with a fine dinner. The winds held through the evening, giving everyone high hopes for Friday's wind. Several of the group decided to get a taste of local flavor at the Pink Flamingo in Carlyle. As the hot spot in Carlyle, none of the city sailors seemed too impressed.

Friday morning brought more sun, heat and wind. Mixed emotions are always prevalent going out for that last race. It's been a long hard week of sailing in every condition. For some its been frustrating and this will be the last chance to prove yourself. For others its been a good week and you'd hate to blow it now. Beating another boat by so many points can move you up a few places if someone behind doesn't do the same to you. But worst of all is knowing a great week is coming to an end.

Prior to the start the wind is puffy, yet dying. The pin end looks heavily favored but with two minutes to go there's a big shift at the committee boat end. Though the battle seems to be for the pin and left side, the place to have been was just the opposite. Goldberg, Nickerson and Mike Cullen head right and come back across the fleet. Cullen and Goldberg are one-two. Nickerson, although in the right place, is struggling with boat speed. The boats that went hard left also come in on a favorable shift and the pack is tight at the mark.

Steve Bellows and Larry Taggart are both up front hoping to squeeze into second place. The Fishers are close behind and waiting for the sec-

(continued on page 12)

RESULTS

CHALLENGER DIVISION

		1	2	3	4	5	Total
1. Bob MacKenzie	2865	1					
Norma MacKenzie		1	4	1	3	6	14.50
2. Michael Duncan	3638	3	10	3	6	2	24
Dorothy Duncan, Bill Davis							
3. Paul Lee	D 7	2	6	4	5	18	35
Ben Clayton							
4. Jack Leipper	1858	6	3	2	24	3	38
Rosalie Leipper							
5. Hal Walker	171	25	1	5	7	1	38.5
Cathie Walker							
6. Ted Glass	3617	4	12	16	2	7	41
Florence Glass							
7. Parks Carpenter	4120	5	5	18	18	9	55
Janel Senn							
8. Ronald Berkel	3040	9	2	25	12	8	56
Virginia Berkel							
9. Lynn Cook	2611	13	15	14	4	10	56
Dana Haase							
10. Jeff McLaughlin	3467	7	7	6	24	16	60
Len McLaughlin							
11. Curt Elmer	4294	16	18	10	15	5	64
Carol Elmer							
12. Larry Goebel	4005	19	13	11	17	4	64
Brian Makuck							
13. Don Hott	3029	8	8	13	25	12	66
Charlotte Hott							
14. Tony Minetti	3952	14	16	17	11	11	69
Larry Kmiecik, Donna Wincek							
15. Joseph Gerrity	3474	15	17	9	13	15	69
Marilyn Gerrity							
16. Dave Jacobsen	3720	22	19	15	1	13	69.75
Cathy Green							
17. Bill Westerman	760	12	20	8	9	23	72
Ben Gillatt							
18. James Calvert	1725	18	9	12	16	19	74
Kay Calvert							
19. John Dye	3718	17	21	7	12	20	75
Liz Dye, J.C. Dye							
20. Bill Gillen	3654	10	14	20	22	14	80
Carol Gillen							
21. Clark Ashby	4	11	11	21	21	21	85
Rhoda Ashby							
22. Bill Langolis	768	21	23	22	8	17	91
Peter Plante							
23. Jerry Hilk	3649	20	22	23	14	22	101
Julie Hilk							
24. John Domagala	3577	25	25	25	25	25	125
Mike Johnson							

MASTERS DIVISION

		1	2	3	4	5	Total
1. Bob and Norma MacKenzie		1					4.5
2. Hal and Cathie Walker		1	1	5	3	1	6.5
3. Jack and Rosalie Leipper			3	2		3	8
4. Ted and Florence Glass		4			2	7	13
5. Ron and Virginia Berkel		9	2			6	19
6. Don and Charlotte Hott		8	8			12	28
7. Bill Westerman, Ben Gillatt		12		8	9	5	29
8. Curt and Carol Elmer				10	15	5	30
9. Joe and Marilyn Gerrity				9	13	15	37
10. Clark and Rhoda Ashby		11	11			21	43
11. Jerry and Julie Hilk		20			14	22	56

Racing

(continued from page 11)

ond beat to work into the lead. With only a small cushion for second place, Randy Santa Cruz is working hard and counting the boats between himself and Bellows. Harry and Karen Carpenter were in second for the regatta but are just a little too far behind in eighth to save that position.

Hal Walker took the pin end start in the Challenger Fleet and leads at the first mark. Following closely is Jack Leipper and Mike Duncan. Hal is able to sneak through to finish first while Jack and Mike continue to battle each other. Keeping his best three races, Hal takes second place in the Masters Division. The MacKenzie's hold on for a sixth in this last race to wrap up both the Challenger and Master Divisions. Sailing consistently throughout the week, Mike Duncan finishes second and Paul Lee third in the Challengers. The Leippers finish third to the Walkers in the Masters, but beat them by a half point in the Challenger Fleet for fourth.

As the boats are packed up, its time to reflect upon a great week of sailing. Dan Goldberg nominates Monica Berton as best crew. She did

everything and more that could be asked of any crew. Goldberg's only disappointment is their eleventh overall finish, there being only ten trophies. His concern is that Monica deserved a trophy.

Paul Nickerson hopes the week will bring him and his son together sailing more often. For a ten year old, being exposed to this week and enjoying it has been a great experience. Chad Caldwell promises to be a top junior sailor in the class as he proved to be part of a fantastic crew. It will be even greater fun sailing against him and his family in future Ohio regattas.

Bob Summerfeldt will probably buy a new mainsail before his next NAC and find a new crew. For his first NAC and not sailing regularly in a Flying Scot fleet, this week has proven to be a great learning experience. Steve Branner is looking for a used Scot. Perhaps Bob and Steve may soon start a fleet.

Hal and Cathie Walker have seen a lot of activity in their Flying Scot over many years. With great success in the Masters Division and their fleet at Lake Norman hosting the 1988 NAC,

look for some refinements next year. This being the first year for the Masters Championship, we hope it will continue to grow bigger and better each year.

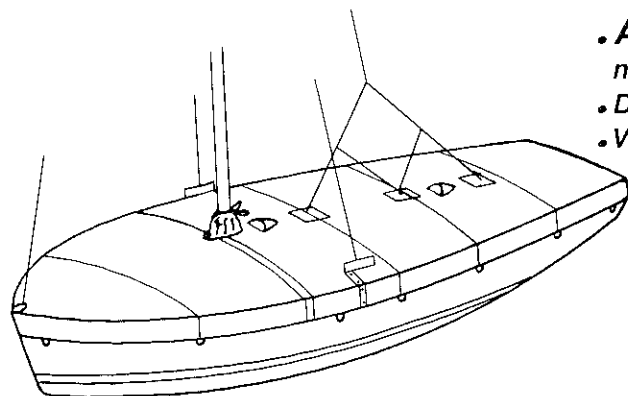
The awards banquet was over too soon. The trophies were distributed following an excellent dinner. It's impossible to say good-bye to all your friends and congratulate all the winners. For the first time in class history, a single boat won every race. On top of that, it was a husband-wife crew. Greg did finish second in one respect, his ten month old daughter, Martha, drew more attention than he.

Dan Goldberg was thrilled at the banquet to find trophies awarded to the eleventh place finisher. He had gotten his wish for Monica.

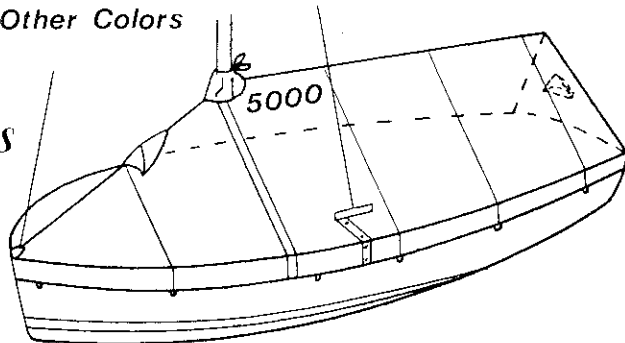
As the Banquet wound down, another NAC had come to a close. Fleet 83 had done a wonderful job of hosting a great event. Carlyle Sailing Association has proven again to be a perfect facility and we thank all their members for sharing it with us.

Hope to see you all at Lake Norman July 18 thru 22 for the 1988 North American Championships!

ACRYLIC FLYING SCOT COVERS



- Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
- Very light & easy to handle
- Never stiff or brittle
- Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	210 ⁰⁰	220 ⁰⁰	231 ⁰⁰
Flat Full Side	275 ⁰⁰	289 ⁰⁰	303 ⁰⁰
Tent 6" Skirt	249 ⁰⁰	265 ⁰⁰	278 ⁰⁰
Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
Sail # Installed	25 ⁰⁰		

CHRIS ROOKE
901-744-8500

Check in advance - no UPS
MC, Visa, AmEx - add UPS

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111



LAST SAIL OF THE SEASON

by Jack Stewart

The day started out like many N.E. Ohio weekends in January or February since Martha Lee and I acquired two DN iceboats four years ago. The DN is a single handed iceboat, 12 foot long fuselage, with 62 feet of sail. They are made of wood and capable of speeds over 55 mph with less than 15 mph winds. This is the fourth consecutive season that ice on Lake Atwood (near Canton Ohio) has been good enough for iceboating. In fact, this third weekend of February will be our fourth week for good ice. Winter of 1987 has been mild with the lake freezing over a month later than usual.

The weather man was predicting a sunny day with 40 degree temperatures and light SW breeze. Temperatures during the previous week reached the 40 to 45 range for a few days, but dropped into the teens during the evenings. This should have kept the ice in good condition. I noticed a few of the expansion cracks from the weekend before had refroze with a good two inches of ice.

We rigged our DN's early that morning so we could get a few hours of boating in before the ice surface got soft. Leaving the protected cove at 9:30, we pushed our boats to the center of the lake. We expected but didn't experience enough wind to get the shroud telltales moving. It doesn't take much wind to get the DN moving. Five knot winds will push the DN at up to 20 mph. We sat in our boats and enjoyed the bright morning sun and quiet of having the whole lake to ourselves.

We discussed staying in the east end of Lake Atwood. One of our runners had gone through the ice last weekend at the expansion crack across from the Yacht Club. The telltales started moving as a light breeze filled in. I gave my boat a running push, jumped in and started beating across the lake. Martha Lee followed as we beat back and forth. As I approached the expansion crack, I turned to sail parallel heading for the north shore. About 200 yards from shore I noticed the ice started to feel a little soft. I thought to myself that the morning sun had already softened the ice on this side of the lake. Suddenly, the right runner broke through



On warmer waters at Lake Carlyle NAC 1987.

the ice, then the front runner and before I knew it the fuselage was slipping backwards under water with me scrambling forward to grab on to something.

Efforts to get my body back on the ice were futile because the ice kept breaking away. By now most of the DN was under water with only some of the mast sticking out. I supported myself with one arm on the ice and a foot braced against the mast or shroud.

Martha Lee stopped her boat about 50 yards from me, got out and started running towards me. As she got closer she was still on her feet so I yelled for her to get down flat. We both realize now that after parking her DN, she should have removed the main sheet and used it to help me out. Under emergency conditions, few people can do the right things automatically unless the situation and actions are discussed ahead of time. The two of us over the years have discussed and practiced man overboard and boat righting drills with our Flying Scot, but never had we done this with the DN.

As Martha reached the hole in the ice she tried reaching for my hand. Then before we realized what was happening, she slid in head first and now the worst possible thing had occurred. Both of us were in freezing water, no life jackets, no one in sight and maybe no one had seen us. As she slid in, somehow my polypropylene ski mask under my helmet got twisted over my eyes. My hands were too numb to get my helmet off. Martha was finally able to get both items off my head so we could analyze the situation.

We were both doing a balancing act. It appeared Martha had a foot on a runner. I still had a shroud and we both held to the ice. We decided to remain as calm as possible, conserve energy, and reduce our heat loss hoping someone had seen us. After about ten minutes Martha said she could see someone in a red sweater coming toward us. We both let out a few "helps" just to make sure we got their attention. Another five minutes went by and then we heard the siren calling the Dellroy volunteer Fire Department. I thought at the time I couldn't hold out for the ten minutes it would take for the rescue squad to get to us.

My left arm was getting a little numb resting on the ice and my head went under the water without me realizing it. Martha then spotted someone on the south shore, a quarter mile away, pushing a boat toward us. As he got closer we recognized Dave Englehorn from a cottage across the lake. Dave tried twice to push the polyethylene dingy within reach of Martha, but it was still 10 feet away. With the third shove, Dave went crashing through the ice. Oh my God I thought, how many times do you read about rescuers drowning trying to save someone. Dave grabbed the side of his boat and all I could see was the white bottom vertical in the water. He was able to get in on the first try and then threw Martha a line. They pulled me aboard first while Martha balanced the boat. Martha at first said she would hang on the side of the dingy, but Dave pulled her in while I balanced the boat.

(continued on page 14)

Last Sail

(continued from page 13)

The Fire Department had arrived on the north shore but with no equipment to rescue us. Luckily for us Paul and Debbie Stipkovich (FS 3397) had arrived on the south side of the lake about 20 minutes earlier to go ice boating with us. They passed one of our neighbors as she ran up the street screaming that Jack and Martha had gone through the ice. Paul grabbed an aluminum flat bottom boat near the shore and pushed it across the lake. He got it to the other shore just in time for the fire department to launch it and dig their way like an ice breaker out to us. The coldest part of the day was waiting the 10-15 minutes it took them to get to us.

The EMS squad was ready for us when we reached the shore with warm blankets. The ride to Canton Aultman Hospital took 20 minutes, and all that time the squad just kept rubbing everything to get our bodies back to temperature. They told me that my body temperature had dropped to 85 while Martha's went to 94 degrees. That also explains why Martha had appeared to stay alert through all this while I was just barely able to remain awake. After reaching the hospital, it was more warm blankets and a body warmer machine. I looked up at the heart monitor and it was jumping between 60 and 200 beats per minute.

By now, Martha Lee was back to normal and ready to be released. I was wheeled into an intensive care unit along with heated I-V and the body warmer. The next day my heart returned to normal and after a complete physical, the only after affects seem to be some loss of feeling in my finger tips. How lucky can one be?

There are some lessons to be learned from this whole episode that pertain to both hard and soft water sailing. Too many sailors don't realize that what happened to me after 45 minutes in 34 degree water can also take place in the spring and fall when waters are 50-60 degrees, and just about as fast without the proper insulated clothing. Movement in the water and good wind will also accelerate heat loss. I was wearing insulated underwear, double wool socks, and thermal hand and head liners. This combined with little wind and sunshine to keep my body temperature from dropping faster.



The Stewarts celebrate 6th place finish after last race 1987 NAC.

Another five degrees lower and I would have lost all muscle control and probably consciousness.

Aside from wearing the proper clothing, including a life jacket (a good insulator), there is always safety in numbers. We make it a rule to stay off the water until the water is above

55 degrees. Then we are careful not to be the only boat on the lake or within sight. You can be sure that Martha Lee and I will be wearing wetsuits and life jackets and provide ourselves with some sharp dowels before we try the ice out this winter.

MICHELOB SAILING



INSTRUCTIONAL VIDEO

Gary Jobson, leading sailing authority and tactician in the 1977 America's Cup victory, provides first class instruction on basic sailing techniques for the beginning or novice sailor. At only **\$14.95, MICHELOB SAILING** makes the perfect first lesson!

CALL TOLL FREE
1-800-972-5858
Operator 220
BCS1-SC
or use the convenient
order blank below.

Please send me _____ copies of **Michelob Sailing** at \$14.95 each (plus \$3.95 SHIPPING/HANDLING).
(Check Format) VHS Beta

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

CHECK MONEY ORDER MASTERCARD/VISA
CARD NO. _____ EXP. DATE _____

SIGNATURE _____

MAIL YOUR ORDER TO:

MICHELOB SAILING TAPE, P.O. BOX 708, BCS1-SC
NORTHBROOK, IL 60065

Missouri and Illinois residents please add applicable sales tax.
Allow 4 to 6 weeks for delivery. Please do not send cash.

Fleets In

30TH GOVERNORS CUP MACON SINGLETARY WINS ONE FOR DAD

by Karl Kleeman, FS 4121

Macon Singletary (FS 2110) put together a 1-1-2 finish to win the Flying Scot class and the Governor's Cup on Sunday June 21, Father's Day. The championship was especially rewarding for the family as Macon shared the honor with his dad, Bill (FS 3595), who had been suffering with cancer.

All told, there were 32 Flying Scots entered in the regatta, the most of any of the 16 classes. That entitled Macon and crew, Lee Currin, the opportunity to take home the cup. This was the third straight year that a Flying Scot sailor walked away with the top prize. Singletary had to edge out defending champions Larry and Star Lewis (FS 3933) who put together a most respectable 3-2-1 finish. Macon felt the heavy air at this year's regatta was just what the doctor had ordered.

Regatta Chairman Bob New (FS 3856) did an outstanding job of organizing the event. This regatta has become a major event, with just under 200 entries this year spread over 4 race courses. From the unique T-shirts with the former 29 winners and their classes on the back, to computerized registration and scoring this was a first class event. North Carolina Scotters are proud of Bob New and his achievements at the Governors Cup.



Macon Singletary shares his victory at the 1987 Governor's Cup with his dad on Father's Day.

IRONMAN REGATTA, BIRMINGHAM

by Dave Whikehart

Forty-three boats participated in the Ironman Regatta hosted by the Birmingham Sailing Club at Lake Logan Martin on May 16-17. First place in the Flying Scot Fleet of twelve boats was easily won by Mike Graham and crew, Robert Dunbar. Second place went to Jim Johnson with crew, Sally and Dan Morriss. Third place was closely followed by Lundy Pearson and crew, Mark McCormick from Barefoot Sailing Club in Atlanta.

On Saturday threatening rains held off except for a brief shower. The winds were weak and fickle causing some interesting fleet overlaps during the races. A delicious baked

lasagna dinner awaited the racers after Saturday's excitement.

Sunday the winds filled in at 10 knots and better for the final races to the relief of everyone.

FINAL RESULTS	Total
1. Graham/Dunbar	7.25
2. Johnson/Morriss'	17.75
3. Pearson/McCormick	18.75
4. McCary/Miller	30
5. Crais/Symms	32

SPRITE ISLAND REGATTA

by Mark Brown

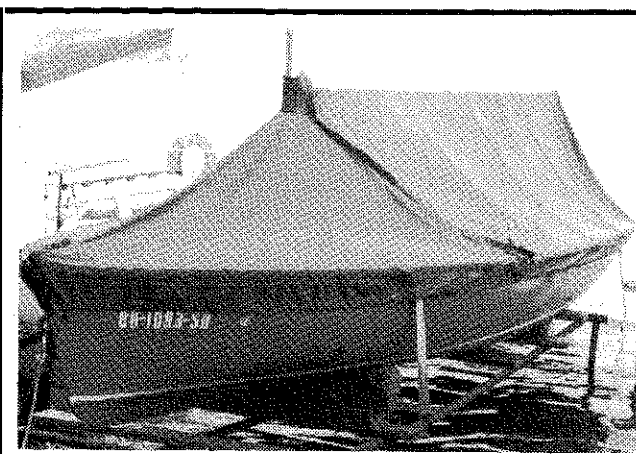
A total of 16 Flying Scots participated in the 1987 Sprite Island Regatta held in Long Island Sound off Norwalk, Connecticut. The six race series featured steady 15 knot breezes on Saturday which proved to be a real test of boat speed. After Saturday's racing everyone enjoyed an excellent opportunity to "shoot the breeze" with sailors from neighboring fleets during a marathon barbeque.

Back on Long Island Sound the winds were shifty and light for the Sunday races. This proved a real test of tactical abilities with Mark and Karin Brown leading the way. It was an excellent Regatta in every way and Fleet 142 encourages everyone to mark it on their 1988 calendar.

1. Mark and Karin Brown	12 1/4
2. Mario and Mike Bonapace	19
3. Bob Bost/Jon Kimberlin	32 3/4
4. Bill and Tiger Faircloth	34
5. Fred Breekland,	39 3/4

Marshall and Andy Lewis

(continued on page 16)



CUSTOM FITTED COVERS

*In stock ready to go

*Made by one design
sailors

YACHTCRILIC • CANVAS • URETHANE COATED NYLON

MOORING full deck over the boom (pictured)

COCKPIT boom tent that covers from mast to transom

TRAILING/MOORING use for trailing and/or fits with mast up for mooring

BOTTOM protects bottom & sides while trailing with nappac canvas flannel-lined

• NOW • MONOGRAMMING • Prevent loss by monogramming your name or boat number on your present or new cover.

EXCELLENT WORKMANSHIP • SATISFACTION GUARANTEED

For more information and samples: OR See your local dealer



The Sailors' Tailor

191 BELLECREST • BELLBROOK, OHIO 45305 • (513) 848-4016 • SANDY

Fleets In

(continued from page 15)

ILLINI BEAT THE BUCKS... 1987 BUCKEYE

by Jerry Hartman

May 16th was the showdown on Hoover Reservoir near Columbus, Ohio as the underdog, Illini pulled off another brilliant victory over 34 slower and unlucky Buckeyes (and some Nittany Lions). Jerry Hartman with Sunshine Foltz picked apart the holes, and there were plenty of them, in the Buckeye defense for two bullets on Saturday.

The Buckeyes were fighting among themselves over the standard figure eight courses creating a big point spread. This Ohio District event always attracts the best competition as the first regatta of the season. One mistake can mean a mid-fleet finish for even the best skipper. The Saturday cocktail party will help you forget your problems.

In the light and shifty air on Sunday the Illini defense bent but did not break. Rick and Jo Baugher led an almost brilliant comeback, but came up a quarter of a point short.

FINAL RESULTS		Race 1	2	3	Total
1. Jerry Hartman	4140	1	1	7	8½
2. Rick Baugher	3666	3	5	1	8¾
3. Jack Stewart	1342	12	2	4	18
4. Jack Leipper	1858	16	3	2	21
5. Lynn Goodwin	3889	9	4	9	22
6. Bob MacKenzie	2865	2	8	12	22

BERLIN REGATTA

by Bob Skillman

The winds of Berlin Reservoir lived up to their fickle reputation for this year's Flying Scot Regatta. After waiting an hour while the winds shifted and died again and again, the race committee finally decided to set a course and let things happen. When the starting gun finally sounded the winds were off the port quarter and a light air spinnaker parade ensued. Finding the puffs while in open air was a real trick. Jack Leipper lead at the first mark followed closely by the pack. The secret was to get a clean mark rounding and have good boat speed on the ensuing close reach while the winds were steady.

The winds died and shifted continuously while the boats paraded around the shortened course. On the last half of the last leg the winds filled from behind scrambling the leaders with the Leippers just hanging on for first place.

The wind died between races and boats had to be towed to the starting line to attempt a second race. As the boats worked puffs coming from the right side of the course, the wind filled in from the left and again up went the spinnakers running for the mark. Several capsized wind surfers

created obstructions at the mark and again in a large pack those boats that rounded clean made out big as the winds filled in on the ensuing beat. Tom Hohler and Clarence Huber broke away from the pack with Hohler taking the win.

Sunday brought a good steady southwest wind with some occasional strong puffs. For a while it looked as though nobody wanted to win the regatta as the leaders flirted with disaster from bad starts, to crew overboard to wild broaches. Jack and Rosalie Leipper hung on to win the race and the regatta.

RESULTS		Race 1	2	3	Total
1. Jack and Leipper		1	5	1	6½
2. Tom and Kristine Hohler		4	1	2	6¾
3. Rick and Jo Baugher		3	9	3	15
4. Jack and Martha Stewart		2	8	6	16
5. Paul and Christine Nickerson		6	4	8	18

LAKE NORMAN SPRING REGATTA

by Dick Schultz

April 25th and 26th many North Carolina sailors gathered at Lake Norman for the annual Spring Regatta. Lake Norman is a large inland lake near Charlotte and will be the host of the 1988 NAC, July 18 thru 22. The weather on Saturday was a cold 50 degrees, cloudy and rainy with winds at 18 gusting to 23 mph. At the skippers meeting a cautious race committee postponed the first race from 1:30 to 3:00.

The winds dropped slightly and one race was completed with Dick Schultz finishing first followed by Don Sweet, Don Smith and Jeff McLaughlin. The real race was to get to the fireplace that provided enjoyable heat for the Happy Hour and excellent supper in the warm clubhouse.

Two races were scheduled for Sunday with the first at 9:30. The wind increased as the first race went on causing several boats to capsize. Don Smith hung on to win the race followed by Dick Schultz, Don Sweet and B. Shaw. The last race was cancelled as the winds continued to build. Fleet 48 is saving some of the breeze for the 1988 NAC and hopes everyone will consider attending.

RESULTS		Race 1	2	Total
1. Dick Schultz	FS 1885	1	2	2¾
2. Don Smith	FS 3768	3	1	3¾
3. Don Sweet	FS 2070	2	3	5
4. B. Shaw	FS 3845	7	4	11
5. Jeff McLaughlin	FS 3467	4	7	11



Top 10 crews at the '87 Buckeye.

Fleets In

(continued from page 16)

MID-WESTERN DISTRICT CHAMPIONSHIP

by Dennis Dugan

Fleet 3 in Wilmette, Illinois hosted the Mid-Western Districts August 8th and 9th. Twenty-two boats participated sailing out of Sheridan Shore Yacht Club on Lake Michigan. Saturday's races were sailed back to back in windy conditions and three foot waves. Typhon proof sack lunches were provided all the competitors for between races.

A light rain fell as the boats left the docks and Mike Cullen made a wise move in recruiting a last minute third crew. It was blowing fifteen plus and a good chop was building. A good gear buster to challenge the Mid-West's top sailors.

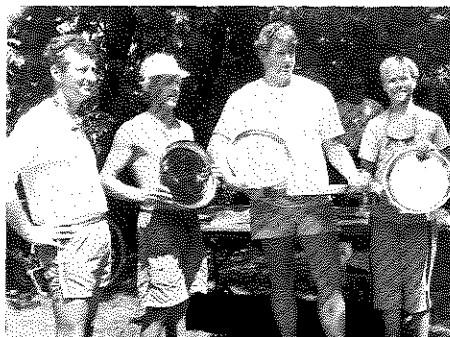
The first race was a real power struggle. Nobody could pull away, but some fell behind, and some fell overboard. Jerry Hartman enjoyed a cool Lake Michigan swim when his tiller extension broke. Jerry's crew, his son Mark, rescued Jerry. Jerry saved the extension and finished the race. Dennis Dugan broke a spinnaker pole putting a walk-through size hole in the chute. Paul Newton stayed close to the lead pack and then after a shift on the run sailed over spinnaker-carrying boats that worked low of the rhumb line. He and Dennis Dugan then went back to the left side on the last beat and passed the remaining four boats to finish first and second.

The second race was dominated by Paul Newton who led the entire race. Equipment failures again took their toll on rudders, vang and blocks. Mike Cullen finished second without his harken centerboard cap mainsheet cleat. Bob Slocum finished third to lead Mike by one point for second place in the series.

A fine cocktail party and dinner was enjoyed by all after the day's workout.

Sunday the winds and Paul Newton dominated again as both got a little faster. Jerry Hartman continued to come back from his first race disaster for a second. Mike Cullen and Bob Slocum battled for second place in the regatta. Mike edged Bob in the last race and took second place on the tie-breaker, head to head finishes.

While everyone had an exciting weekend at the Districts, many of the local Fleet 3 members have since had



Dennis Dugan (M-W Governor) presents Newton and crew with District Championship and Governorship.

a more memorable experience. During the nine plus inches of rain Chicago experienced one day the following week, flooding caused many boats to pick up their moorings. At last report many boats had received damage but hopefully everything will be like new come spring.

FINAL RESULTS	Race 1	2	3	Total
1. Paul Newton Mike Faugust, Cain Goettelman	1	1	1	2.25
2. Mike Cullen Char Dietrich, Mike (the pickup)	6	2	5	13
3. Bob Slocum Bill Gordon	4	3	6	13
4. Ryan Malmgren Jeff Johnson, Steffen Knust	8	5	3	16
5. Tom Dieschbourg Lase Brown, Blair Farwell	3	7	7	17

CRYSTAL LAKE REGATTA

by Chris Sorrick

Crystal Lake Sailing Club celebrated its 25th Anniversary, August 14th and 15th. The regatta was contested in perfect winds from the Southwest at 8 to 20 mph.

Doug Christensen returned to his childhood sailing club to participate. After two races to refresh his memory of Crystal Lake, he dominated the fleet with three straight firsts.

Saturday night the sailors enjoyed a steak barbeque even though it was in the rain. Four of the six participants are Charter Members or children of the founders of Fleet 41.

FINAL RESULTS	Race 1	2	3	4	5
1. Doug Christensen	2	3	1	1	1
2. Duane Smith	1	2	2	4	2
3. Chris Sorrick	3	1	4	2	3
4. Dick Remsberg	4	4	4	3	4
5. Phil Fredrickson	5	6	6	5	5
6. Joe Kopchick	6	5	5	6	6

1987 EGYPTIAN CUP

by Jerry Hartman

The 28th Egyptian Cup was sailed on Craborchard Lake in Carbondale, Illinois June 6th and 7th. The fleet of 15 boats was led by Jerry Hartman in the first race on Saturday in light and fluky winds. Mike Hartman and Ken Templemeyer won the next two races while Jerry Hartman and Bernie Knight sailed consistently near the top of the fleet to stay in the lead after the first day.

Saturday night was the traditional Buffalo Tro Steak Party as the sailors shot the bull and beefed up for Sunday's heavier air.

With one throwout race the standings were much tighter than some of the inconsistent finishes on Saturday made them appear. Sunday the winds came in at 10 - 15 knots. Jerry Hartman and son Mark found these conditions much to their liking and took another bullet to clinch the series. Ken Templemeyer replaced an earlier seventh with a second to squeeze ahead of Bernie Knight for second place.

FINAL RESULTS	Race 1	2	3	4	Total
1. Jerry Hartman	4140	1	3	4	4½
2. Ken Templemeyer	3377	7	4	12	6¾
3. Bernie Knight	4115	3	2	3	8
4. Mike Hartman	3204	11	1	8	12¾
5. Jim Harris	4296	2	12	12	17

1987 MICHIGAN-ONTARIO DISTRICTS

by John Kittredge

The weekend of July 13-14th found 29 Flying Scots on the water at Gull Lake, near Richland, Michigan for the District Championships. Light to medium winds, beautiful sunny skies and picturesque Gull Lake set the scene for an enjoyable event.

Host Fleet #15 was particularly excited with the excellent turnout of yachts registered and the quality of the fleet. Three female skippers added to the beauty of the otherwise salty looking group of skippers. The Budemeirs chipped in a little extra by patching a hole in the boat ramp for the event.

"Michigan-Ontario District Regatta" T-shirts in various colors enlivened the scene. The food was good and the beverages proved very refreshing as medicine to beat the

(continued on page 18)

Fleets In

(continued from page 17)



Light air mark rounding at Mich.-Ont. Districts.

Housing and hospitality for all the guests was great.

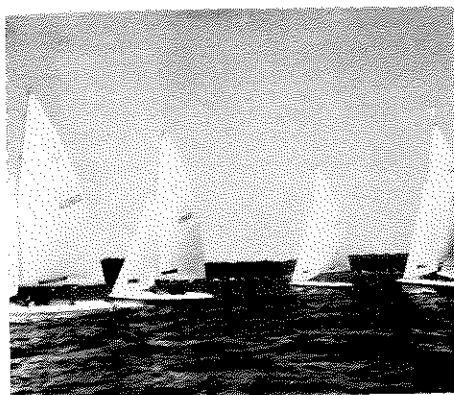
Five Races were held in a variety of light to medium winds. Competition was keen as no boat won two races and many skippers were in the trophy hunt starting the last race. The race committee did a good job in some trying conditions to get the races started.

Fabulous new trophies for the top five places were specially made and engraved by the Flying Scot team of Jim Connelly and Max Doolittle. Many companies provided handouts and door prizes. Pencils, "crew adjustment bags," "FS" bags, and a new pair of sailing shoes to the winner were part of the handouts. Thanks to all the sponsors.

As is the case with most regattas, the socializing was particularly enjoyable. It was a great group of people. Lots of laughs and knee deep "way back when" talk. Above all, it was lots of FUN!

RESULTS

	RACE 1	2	3	4	5	Total
1. Ronald Rogala Paul Thackaberry	3	1	2	12	2	19 3/4
2. Ray and Carol Flajole	10	2	3	4	6	25
3. Bob Cowles/Hans Kuschneus	2	11	11	7	4	35
4. Fritz and Helen Wagner	15	6	6	10	1	37
5. Paul and Tom Lee	8	3	5	8	16	40



Pat Barry (4060) leads fleet to winward mark at Mich.-Ont. Districts.

MARYLAND INVITATIONAL REGATTA DEEP CREEK YACHT CLUB

by Paul Nickerson

Deep Creek Yacht Club at Turkey Neck celebrated its 50th anniversary this year with its annual regatta, August 1st and 2nd. Fleet Six is the home fleet to the Gordon Douglass Boat Co. located just a few miles from the lake. There are over a hundred Flying Scots that sail on this beautiful lake in the mountains of Maryland.

Fifty-four boats registered in two fleets of Scots making this one of the largest Flying Scot regattas each year. After the five hour trip from Cleveland via Pittsburgh to pick up Monica Burton (it finally got spelled right), we were happy to see the Yacht Club still alive with late-night activity. Dick and Sally Gregory, our hosts for the weekend, were back at the cottage but the kids had stayed behind to greet us.

Moments after our arrival Dick was back at the club and the Canadian Cruise tales were flying. That is where we had met the year before during an unforgettable week in the Thousand Islands. We could have reminisced all night but we were here for some serious racing and we had a boat to rig in the morning.

Deep Creek Lake winds through the mountains and is never very wide at any point. The courses are more like scenic tours as you go up and back different branches and inlets. If you're lucky someone may hand you a beer from one of the cabin docks at water's edge on a light day.

Saturday morning the winds were not cooperating and after a postponement the race committee saw the winds filling in and decided to start. The wind blew nice during the half hour before the start. Then after an A Fleet general recall we were all punished for our starting line aggressiveness. The wind died and the race started. The B Fleet was only boatlengths behind us when their starting gun sounded ten minutes later. Then the winds filled from behind and the first mark rounding saw the entire fleet overlapped. Monica and I were on the outside towards the front of the pack, with no rights. Thanks for the hole someone.

The boats spread out over the ensuing beat back out the inlet and only once did we set the spinnaker in a

crazy shift. No one wanted to share the private puffs and steering the power boat chop was tough. The leaders went to the shore line and played it masterfully to open up a big lead. A puff filled in from behind and again the fleets came into the last mark overlapped with a short, 200 yard leg left to the finish line off the yacht club.

Brian Davis found a puff to his liking which pulled him around the fleet and the mark to win the race while the rest of the fleet could be heard yelling in the background. The race committee took hours to untangle the numbers fortunately all recorded. It was not until Sunday that the lost winner of the B Fleet, was found.



Deep Creek starts off 2nd race.

The winds filled in at lunch and the second race started in five to eight knot winds. The windward (pin) end was favored if you could get a clean start in the traffic. As we raced up the lake it was hard to play the shifts and puffs while maintaining steerage in the chop. The winds enticed you to what you knew was the wrong side of the lake but you couldn't get back. Then the big shift hit that brought the fleet up from behind while the leaders struggled to get over to the mark. The winds had shifted 120 degrees and now the run back to the club was a close reach. Rick Baugher and Peter Salmon-Cox lead the parade in A Fleet with Al Riebel winning B Fleet.

(continued on page 20)

Consistently Out Front

SCHURR SAILS

1ST Carolina's District
 1ST Hoover Buckeye
 1ST Berlin Yacht Club Regatta
 1ST Challenger Division NAC
 4 out of top TEN at NAC's
 1ST in Great Scot Regatta

Schurr Sails are the highest quality sails fabricated with the highest quality materials and American know how.

The sailmakers at Schurr Sails have more than 50 years of accumulated experience in the Flying Scot Class.

Whether you race or cruise, we deliver the quality of service that you deserve and appreciate.

Flash Boy
 Schurr Sails Wins:
 1987 Midwinters Warmups
 1987 Midwinters Championship
 1987 Challengers
 1987 1st & 2nd GYA Lipton Cup
 1987 2nd & 3rd NAC Division



SAIL # _____

Number Color () Red; () Blue; () Green; () Black

- | | |
|-------------------------------|---------------------------------|
| () 4.4 oz. Racing Cloth | () 5 oz. Cruising Cloth |
| () Main \$415 | () Spin. Crosscut \$280 |
| () Mainsail Reef \$35 | () .5 oz. Dynac Spin. \$310 |
| () Mainsail Foot Shelf \$30 | () Spin. Triradial \$365 |
| () Jib \$190 | () Brummels on Spin. \$10 |
| () Teltale Window ea. \$10 | () Centerboard Gaskets \$12 |
| () Vision Window ea. \$15 | () Deluxe Tapered Battens \$22 |
| () Mainsheet Retainer \$8.50 | () Kevlar Spin. Trims \$65 |

Name _____

Address _____

City _____

State _____ Zip _____

Daytime Phone _____

Comments (repair) _____



Spinnaker Colors
 Red
 Green
 Lt. Blue
 Dk. Blue
 Purple
 Orange
 West Coast Gold
 Black
 White
 Yellow

Price includes bag, battens and royalty.

Terms: Pay order in full, Schurr Sails will pay freight or 50% deposit w/order, Sails shipped C.O.D. for balance.

Mail ORDER form to: Schurr Sails, Inc. 490 South "L" Street • Pensacola, Fl. 32501 • (904) 438-9354

Fleets In

(continued from page 18)

Both fleets had wide open battles for the trophies going into Sunday's race. But first everyone enjoyed a great ham and chicken buffet dinner and some unbelievable mark rounding stories.

That night we learned about a cup more valuable and fought for than the America's Cup. In the center of the Gregories mantle stood a large silver cup. "What is that for?" we asked Dick. "Grumble, grumble, ah, that's the Gregory Cup." he mumbled in reply. As a three Scot family, the Cup is contested for anytime two or more boats meet. Son, Doug, who had come up from North Carolina was about to take home Dad's cup. For the first time the mantle would be naked of "The Cup." Seems Dick, an excellent local sailor and several time winner of this regatta, had some bad luck in the first race finishing dead last. We tried to console him as he only needed fifteen boats between he and Doug to hang on to it.

Sunday morning brought a puffing southwest breeze. Getting clean air and being in phase was tough as the fleet worked up the narrow channel to the first mark. A run back to the starting area and another beat to the first mark again left the fleets divided as a puff separated the top boats from the rest of A Fleet. B Fleet stayed more tightly packed a few minutes behind.

As the lead boats worked down Deep Creek Lake towards the far mark, a large hole developed behind them. Turning the mark with the top boats we sailed right back into this hole. Sitting becalmed, there was a puff right behind us at the mark and one ahead bringing up the rest of the fleet. Not this again! With the wind at their backs, the oncoming traffic drifted through the hole and rounded the mark to get in line across the lake waiting for the winds to fill.

Finally we got our share and the drag race was on. Others had gotten their wind earlier. Some on the right

and some on the left. As the gun went off for the finish we looked up and there was Dick Gregory on the line. But only a few boats back was Doug. "The Cup" would change hands. Brian Davis finished fourth to win A Fleet and Al Riebel finished third to win B Fleet.

Most Deep Creek sailors will tell you the winds are never this fickle for a whole weekend. Even so, the racing was great fun. They will host the Ohio Districts next year and hope everyone will come.

FINAL RESULTS		Race 1	2	3	Total
A FLEET					
1. Davis	784	1	5	4	9.75
2. Salmon-Cox	3524	9	2	2	13
3. Filemyr	270	4	7	3	14
4. Baugher	3666	7	1	9	16.75
5. J. Carpenter	2787	3	4	10	17
B FLEET					
1. Riebel	1603	5	1	3	8.75
2. Nahemow	3437	3	5	7	15
3. Davies	1990	1	14	1	15.5
4. Dodd	3033	12	3	2	17
5. Elster	1608	2	4	12	18

FLYING SCOT^{FS} ...parts shipped in 24 hours!

When your boat needs a part, we have it and will ship it within 24 hours. **And because you own a Scot, you are on open account.** We supply covers, trailers and other accessories designed and built specifically for the Flying Scot. We have the updated version of *Highlights of Scots n' Water*—\$9.50 post paid. And we build new boats to order. Call or write for information.

Call (301) 334-4848, Monday—Friday between 8 a.m. and 4 p.m., Saturdays between 9 a.m. and 11 a.m. **or write:**

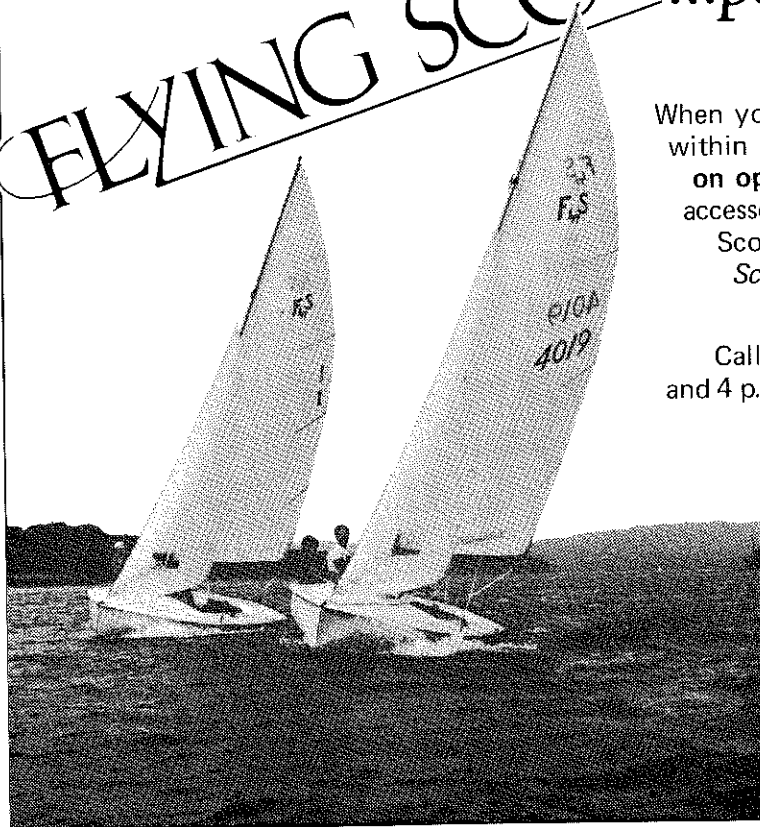


Gordon Douglass

Boat Company, Inc.

Rt. 4 Box 9K • Deer Park, MD 21550

(301)334-4848



1987 FSSA BUSINESS

1987 membership in the FSSA has reached an all time high with 1885 members. This was an increase of 110 over 1986. Even with this increase we have been barely able to keep a balanced budget. Therefore, a dues increase of \$5 was approved. There are some reserves in the treasury, however, these were all generated by the 1986 Flying Scot Raffle. The officers believe this fund should not be a part of the general operating budget but left for special events.

Items, such as the 30th Anniversary Issue of *Scots n' Water* require a little extra money as well as work. Thanks to Editor, Pat Barry and Nancy Cooper for the great job on that issue. *Scots n' Water* has received national recognition for its quality and content. Also, look for an article on our 30th Anniversary in *Sailing World* this winter.

1988 will be an update year for the FSSA handbooks. There will be some changes and updates on the Official Plan, Bylaws, NAC Sailing Instructions and Rosters.

Ed Eubanks presented Ted Glass with the Executive Secretary's Award for outstanding service to the FSSA for many years. Ted and his wife, Florence, are active in Fleet 83 at Lake Carlyle. Ted has served the FSSA in many ways including President in 1973 and 1974. Congratulations and thanks to Ted and Florence for all they have done.

Fleet 83 has been awarded the **Fleet Of The Year Award**. The competition from Fleet 48 at Lake Norman and Fleet 7 in Greenwich, Connecticut was close. A great job of hosting the 1987 NAC made Fleet 83 the choice. Congratulations to all the members who have made Fleet 83 an outstanding example to many other fleets.

The Flying Scots are proving to be a leader in one-design activity again this year. Scots will be used for this year's USYRU Championship of Champions sailed at Southern Yacht Club in New Orleans. The Flying Scot Class started this event in 1975. Another group of Scots participated in the second annual Scot World Cruise on Lake Champlain in August. This is not only fun for the participants, but makes for great publicity for the Flying Scot Class. The 1987 Masters Championship at the NAC was very successful and should continue to grow and develop.

The newly elected class officers for 1988 include:

President,	E. Paul Moore
First Vice-President,	Larry Taggart
Second Vice-President,	Charles Dees
Secretary,	Pat Barry
Treasurer,	Bob MacKenzie
Measurer,	Bob Murdock
Editor, <i>Scots n' Water</i> ,	Paul Nickerson

Measurer, Harry Carpenter reported that measurement certificates may also be kept on file at the FSSA office to alleviate problems caused by lost certificates. A new balance beam scale has been built to assure accuracy in weighing boats. He also reported that the hull riblets as used by Dennis Conner in the America's Cup would be expensive and worth-

less on a boat the size of the Flying Scot. No official class policy was thought to be necessary.

A new form of jib centerline measurement is being researched. Some jibs had problems measuring in due to the manner in which a curved sail is laid flat to measure. The location and amount of draft can effect the foot roach. This is by no means a major problem and the new rules will ease the measurer's work.

A longitudinal flotation strap is also required for boats measuring for the NAC. Many older boats do not have these and you should check your flotation to see if your boat has it. It is

(continued on page 22)

FLYING SCOT SAILING ASSOCIATION INTERNATIONAL, INC. REVENUE AND EXPENSES August 31, 1987

	CURRENT REVENUE	YEAR TO AMOUNT	1986-1987 DATE	BUDGET
1101	Dues	\$ 6,050.00	\$52,737.00*	\$45,000.00
1103	Raffle Tickets			
1106	Interest	14.51	862.77	500.00
1108	Transfer Fees	14.00	236.00	150.00
1110	Boat Numbers		1,350.00	2,000.00
1111	Royalty Labels	471.00	4,334.00	3,000.00
1112	Other	22.13	(277.87)	300.00
1113	Handbook & Roster Adver.			250.00
1115	S n' W Advertising	553.74	5,958.45	6,000.00
1116	Merchandise for Resale	32.00	253.23	200.00
1117	Officers' Blazer Crests			
1118	Special Memberships		140.00	1,000.00
1119	Fleet #158 Regatta	830.00	830.00	
	TOTAL REVENUE	\$ 7,987.38	\$66,423.58	\$58,400.00
	EXPENSES			
1201	Management Fee	\$ 1,666.67	\$20,000.00	\$20,000.00
1203	Telephone	89.96	564.26	800.00
1204	Postage	221.04	3,125.46	4,800.00
1205	Office	474.13	2,988.81	2,000.00
1206	Travel		531.33	2,000.00
1208	Subscriptions & Dues		260.00	300.00
1209	Miscellaneous	460.00	1,356.66	1,000.00
1211	Printing & Copies	311.44	2,487.73	1,800.00
1214	Board Meetings		2,749.48	800.00
1216	President's Travel & Exp.			200.00
1218	Print & Mail S n' W		22,667.46	15,000.00
1219	Roster & Handbook			1,500.00
1220	Editor's Fee & Expense	208.37	2,500.00	2,500.00
1222	License & Tax		15.00	15.00
1224	Advertising		611.57	2,000.00
1225	NAC Advance			200.00
1226	Liability Insurance		834.67	750.00
1234	Audit & Accounting		175.00	
1243	Bank Charges		20.50	25.00
1244	Governor's Mailings	111.06	111.06	500.00
1245	Trophy Expenses	182.22	232.22	
1246	FS Plan Revision			500.00
1247	Royalty Labels			
1248	Fleet #158 Regatta	631.36	631.36	
	Total Expenses	\$ 4,356.25	\$61,862.57	\$56,690.00
	Net Income or (loss)	\$ 3,631.13	\$ 4,561.01	\$ 1,710.00

*Excludes \$2,180.00 of 1986-87 dues paid in 1985-86.

Includes \$6,875.00 of 1987-88 dues paid in 1986-87.

FSSA

(continued from page 21)

recommended for all boats because there have been instances where the foam blocks have slipped out the ends.

The three Specifications Articles all passed. ARTICLE S-IV-SAILS has been amended to read as follows:

1. Dimensional restrictions and length and location of battens in mainsail and jib to conform to specifications shown on Official Sail Plan. No restrictions on type or weight of materials except that:

-Sails made after 1/1/88 shall not be made of laminated materials.

-Sails made after 1/1/88 shall not be made of materials which are less than .75 oz. per square yard in weight.

Measurer's Note: It is the intent of the amendment concerning the ban of .5 oz. spinnakers and laminated sails that they must be built and shipped prior to January 1, 1988. This precludes the stockpiling of these sails by the sailmakers and the subsequent sale after January 1, 1988.

Article S-III-SPARS, RIGGING AND FITTINGS is amended to read as follows: 2. BOOM shall be aluminum, as shown in the Official Plan. It shall

be Extruded from the Official Die built in accordance with the hardness therein established, which Specifications are approved by the Association

and are on file in the Association's Office. The top edge of the boom is essentially straight. The boom shall remain as extruded through the Official Die with uniform cross-section throughout weighing not less than 11 pounds and shall not be lightened or strengthened in any area as compared with other areas so as to induce abnormal bending or stiffening of the boom.

Some discussion followed the passage of these amendments concerning a date of usage specifically for .5 oz. spinnakers. These sails have proven to be faster in light to medium conditions but they have a limited life expectancy. It is the intent of this amendment that to keep in the true one-design spirit of the Flying Scot Class, everyone should use a .75 oz. spinnaker. Greg Fisher noted that while dacron is still readily available, the quality is inconsistent and the price is continually rising as overall demand decreases.

Fleets interested in hosting the 1989 NAC should present an application by the board meeting at the 1988 Midwinters.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION			
1. TITLE OF PUBLICATION		2. ISSUE DATE	3. DATE OF FILING
Flying Scot Sailing Association, 3008 Hillwood Avenue, Columbia, SC 29205		2 1 9 1 5 6 3 7	9-18-87
4. COMPLETE MAILING ADDRESS OF THE PUBLISHER OR BUSINESS MANAGER (SEE INSTRUCTIONS)		5. NUMBER OF COPIES PUBLISHED	
Flying Scot Sailing Association, 3008 Hillwood Avenue, Columbia, SC 29205		6. NUMBER OF COPIES PUBLISHED	
7. PUBLISHER (NAME AND COMPLETE MAILING ADDRESS)		8. BUSINESS MANAGER (NAME AND COMPLETE MAILING ADDRESS)	
J. Edgar Sabatán & Associates, 3008 Hillwood Avenue, Columbia, SC 29205		Nancy Cooper, J. Edgar Sabatán & Associates, 3008 Hillwood Ave., Columbia, SC 29205	
9. FOR COMPLETION BY OWNERSHIP ORGANIZATION AUTHORIZED TO MAIL AT SPECIAL RATES (SEE 475 22 208 WITH THE POSTAL SERVICE, AND REPORT TO THE POSTAL SERVICE AND THE POSTAL SERVICE FOR FURTHER INFORMATION)			
10. EXTENT AND NATURE OF CIRCULATION (SEE INSTRUCTIONS)			
A. TOTAL NO. COPIES (SEE INSTRUCTIONS)		AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST FILING DATE
1. PAID AND/OR REQUESTED CIRCULATION		2121	2016
2. MAIL SUBSCRIPTION		1874	1862
3. TOTAL PAID AND/OR REQUESTED CIRCULATION		1874	1874
4. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS (SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES)		247	242
5. TOTAL DISTRIBUTION (SUM OF 4 AND 3)		2121	2016
6. COPIES NOT DISTRIBUTED		219	140
7. TOTAL (SUM OF 6 AND 5)		2340	2156
11. I certify that the statements made by me above are correct and complete.			



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.

SCOTS N' WATER

STARTING LINE

1988 CANADIAN NATIONALS

AUGUST (to be decided)

Fleet 148 is planning another Canadian Nationals to be held at Soney Lake in August of 1988. Their Nationals in 1986 proved to be a great success and they assure us more of the same. There will be a limit to the number of boats due to limited lodging (the fleet hosts everyone in cottages) so make your plans early. Contact: Doug Smith, 33 Havenbrook Blvd., Willowdale, Ontario 26183, (416) 498-9162

1988 MIDWINTERS

MARCH 28 thru APRIL 1

Hosted by St. Andrews Bay Yacht Club in Panama City, Florida, this annual event has become known for tough competition, great social events, and first class race management. This is scheduled as a 6 race series with one throwout. Competitors may choose to race either Championship or Challenger Division. Sails are measured in.

1988 NAC

JULY 18-22 Lake Norman, North

Carolina. Lake Norman has hosted the NAC several times and always proven to be an excellent facility. There is great camping available on club grounds. Lake Norman is big but it is not wide open. For you pond sailors, its just a big pond. Fleet 48 is one of the FSSA's consistently most active fleets and promises a fantastic championship.

FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
4110	Capitol	Thomas G. Lee	PO Box 426	Roscoe	PA	15477
3975	Capitol	Walter B. Reeves	624 Calvert Rd. Gen. Del.	Leonardtown	MD	20650
4292	Capitol	Dennis M. Ruhe	PO Box 110	Sipesville	PA	15561
3551	Capitol	Clarence H. Schatz	1066 Westwood Dr.	West Chester	PA	19382
3567	Greater N.Y.	Gordon Bohl	17 Donohue Drive	Norwalk	CT	06851
4343	Greater N.Y.	Ira Cohen	712 Knollwood Dr.	W. Hempstead	NY	11552
1873	Greater N.Y.	Ronald J. Cracas	320 N. Mountain Ave.	Montclair	NJ	07043
4331	Greater N.Y.	Harold Dertell	14 Marigold Ln.	Somerset	NJ	08873
4224	Greater N.Y.	Roland D. Goodwan, II	201 South Livingston Ave.	Livingston	NJ	07039
3833	Greater N.Y.	Blase J. Narcisi	33 O'Brien Court	Bayonne	NJ	07002
4276	Greater N.Y.	Donald A. Outcalt	82 Paddock Ct.	Oceanport	NJ	07757
2413	Greater N.Y.	Edward Peterson	22 Delno Drive	Danbury	CT	06811
4061	Greater N.Y.	Bernard N. Rothman	258 Pompano Drive	Loveladies	NJ	08008
4360	Greater N.Y.	Dennis Schmaltz	62 Robison Place	Shrewsbury	NJ	07702
4047	Greater N.Y.	Robert/Denise Scott	225 S. Madison Ave.	U. Darby	PA	19082
1219	Gulf	Stephen N. Fitts	17 Sherwood Dr.	Tuscaloosa	AL	35401
4211	Gulf	Dan Kolenich	118 Golf Terrace	Daphne	AL	36526
2657	Michigan-Ont.	Don Inkpen	31430 Bretz	Warren	MI	48039
0187	Michigan-Ont.	James R. Jabczynski	491 Bellvue	Lake Orion	MI	48035
3940	Michigan-Ont.	Charles Laurila	411 7th St.	Iron Mtn.	MI	49801
3569	Michigan-Ont.	Ronald S. Rogala	32350 Craftsbury	Farmingtonhill	MI	48018
0787	Michigan-Ont.	Earl R. Salo	103 Meadow Ave.	G.P.F.	MI	48236
4307	Michigan-Ont.	Richard Weaver	9113 Stoneyfield	Dexter	MI	48130
1177	Michigan-Ont.	Thomas H. Merrcier	53 Stonehurst	Grosse Pointe	MI	48236
0529	Midwestern	Kenneth F. Hays	3761 Bay Shore Dr.	Sturgeon Bay	WI	54235
1601	Midwestern	George Morrison	8405 Rail Fence	Ft. Wayne	IN	46835
2732	Midwestern	Richard Rasmussen	4905 Waukesa St.	Madison	WI	53705
4353	Midwestern	John E. Rudquist	2125 - 30 Aviso	Minneapolis	MN	55406
4306	New England	James P. Walton, Jr.	270 Soule Rd.	Wilbraham	MA	01095
0571	New York Lake	Bruce Baird	560 Delaware Ave.	Buffalo	NY	14202
A022	New York Lake	George R. Blakeman	Box 179 Stafford Dr.	Black River	NY	13612
0183	New York Lake	Randolf F. Blakeman	Box 179 Stafford Dr.	Black River	NY	13612
4267	New York Lake	Malcolm M. Preston	32 Clarkson Ave.	Massena	NY	13662
4286	Ohio	William H. Humphrey	1470 London Drive	Columbus	OH	43221
0594	Ohio	Frank Meehan	601 Olde Ingomar Ct.	Pittsburgh	PA	15237
4344	Ohio	William T. Miller	Box 570, RR. 1	Furlong	PA	18925
2355	Ohio	Jim Myers	411 Patrick Ct.	Bryan	OH	43506
4278	Ohio	Gerald M. Rosenberg	36 Ashbourne Rd.	Columbus	OH	43209
4349	Ohio	Fred/Suzann Rutledge	1015 Edwin Dr.	Phoenixville	PA	19460
4315	Ohio	Mary T. Webb	Apt. 205 3 Alleghany Center	Pittsburgh	PA	15212
2631	Prairie	Jerry Griffith	Box 58	Hoisington	KS	67544
4251	Texas	Robert A. Meyers	15922 Lake Lodge Dr.	Houston	TX	77062
3007	Florida	David H. Dickson	35 Bay Drive NE	Ft. Walton	FL	32548

CAVEAT EMPTOR

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

WANTED TO BUY - Douglass only. Preferably located in New England, New York, New Jersey area but willing to travel further. No older than 10 years. Dick Fraser, 119 Hendrie Ave., Riverside, CT 06878, (203) 637-1060.

FS 541 - Customflex, white hull and deck, Boston sails, jiffy reefing, boom tent, motor mount (removable), hoist harness, winter canvas, extra rigging, life jackets, paddles, Gator trailer, buddy bearings, Harken and Lewmar blocks, Indoor storage summer and winter, dry sailed only, excellent condition. Must sell. \$3300. Robert Kool, 186 W. 27th St., Holland, MI 49423 (616) 392-9065.

FS 1454 - Douglass w/Bent Mast, white hull w/blue deck. Race equip, two main & jib sails (one set new), one spinnaker, trailer, anchor, paddles, cover, new compass, etc. Has been dry sailed at canyon lake. Proven race winner. Bill Reiffert, 136 Sagecrest, San Antonio, Tex. 78232, (512) 496-6823. \$2500.

FS 1908 - 1972, 2 1/2 HP Sea Gull, trailer, 2 sets sails, spinnaker, life jackets, lines, cover, anchor & Misc. equip. Factory reconditioned in 1986; \$4,800 - Randy Rinehart, (804) 977-7000 day.

FS 2800 - Customflex lightblue, white deck w/Pamco trailer. Murphy-Nye sails, motor bracket & 2 HP British Seagull motor included. New tires. Boat & motor in very good condition. Kent Atkins, 2100 Ash, Hays, KS 67601, Phone: Home (913) 628-8622, Office (913) 628-8251 Ext. 208.

FS 3163 - Customflex, white deck/yellow hull w/blue stripe in excel. condi. two suits of sails, spinnaker & race equip. w/Harken Blocks. Many accessories, compass, anchor, Boom tent cover, full deck cover (hardly used), Pamco trailer, spare tire, and lifting bridle. \$4400. Donn Colbrunn, 5303 Parview, Clarkston, MI 48016, (313) 625-6153.

FS 3676 - Douglass 1982, ivory w/green stripe. Dry sailed, race equip. 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, FL 32809 (305) 859-1074.

FS 3711 - Douglass, cream deck/orange hull, Schurr sails, spinnaker, cover, motor mount, Tee Nee Trailer, extras. Very good condition. \$4500. Bill Kirkwood, 1216 Pecksniff Rd., Wilmington, DE 19808 (302) 994-7065.

FS 3931 - Douglass. White hull with blue trim. Hoist, trailer, spinnaker, sails, cover, compass, and life jackets. Dry sailed only. Excellent condition. Asking \$6000. Located in Madison, WI. Dan Cullen at (608) 271-8247 evenings.

FS-4232 - 1986 Douglass, white Hull/Deck, Shurr sails, out of water all year, lifting bridle, perfect condition, galvanized trailer, 4 HP Johnson, Location: Remsenburg, Long Island, New York, asking \$8500, Contact: Nessim, 40 Meadow Road, Scarsdale, NY 10583 Phone (914) 725-0851.

FSSA District Governors

CAPITOL DISTRICT

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

CAROLINAS DISTRICT

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

FLORIDA DISTRICT

Clinton L. Smith
1505 Crossbeam Cricle West
Casselberry, FL 32707

GULF DISTRICT

Jerry Dees
412 Frederick
Fairhope, AL 36532
205-928-0872

GREATER N.Y. DISTRICT

John Pridmore
829 Soundview Drive
Mamareneck, NY 10593
914-381-4196

MICHIGAN-ONTARIO DISTRICT

Dough Christensen
9215 McGregor Road
Pinckney, MI 48169
313-426-3510

MID-WESTERN DISTRICT

Bernie Knight
15999 Quiet Oak Road
St. Louis, MO 63017
314-532-9410

N.E. DISTRICT

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

N.Y. LAKES DISTRICT

Graham Hall
87 2nd Ave.
Gloversville, NY 12078
518-725-8534

OHIO DISTRICT

Dan Goldberg
1100 Penn Center Blvd., Apt. 515
Pittsburg, PA 15235

PACIFIC DISTRICT

Tim C. McCarthy
Box 414
Diamond Spring, CA 95619

PRAIRIE DISTRICT

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

TEXAS DISTRICT

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

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