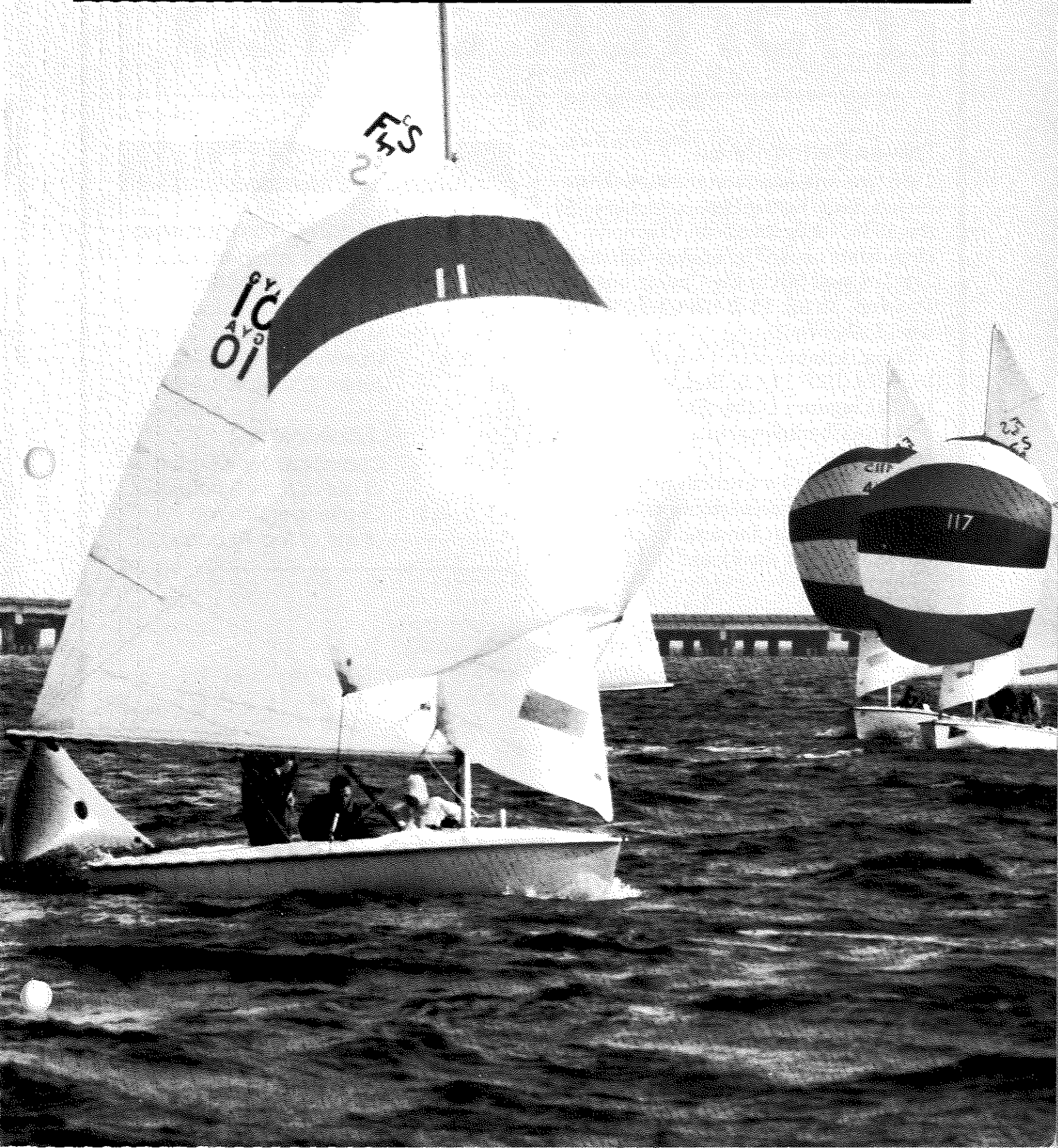


# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXI NUMBER 2, MARCH/APRIL 1989



MAKE YOUR SCOT FLY WITH

# FISHER SAILS

## Proven Performance

1988 was another outstanding year for Fisher Sails' Flying Scot customers. At the 1988 North American Championship, boats using Fisher Sails finished 1st, 3rd, and 5th in the Championship Division. In all, 15 of the top 20 boats used Fisher Sails.

Equally impressive were the results from the 1988 Flying Scot Midwinters. In that regatta, Fisher Sails dominated both the Championship and Challenger Divisions.

More Flying Scot sailors rely on Fisher Sails for consistent performance – no matter what the conditions. Isn't it time you joined the Fisher Team?!!

## 1988 RESULTS

### North American Championship

- 1, 3, 5      Championship Division  
*(15 of top 20 boats)*
- 2            Challenger Division
- 1            Masters Division
- 1, 2, 3      Qualifying Series
- 1            Junior Championship

### Midwinters

- 1, 4            Championship Division  
*(5 out of top 10 boats)*
- 1, 2, 4, 5      Challenger Division  
*(8 out of top 10 boats)*

## Don't Be Left Behind!

*Give Greg Fisher a call at the loft to find out how we can help make 1989 your best sailing season ever. We're the one-design performance specialists and we want to be your personal sailmaker!*



**FISHER SAILS.**  
**The New Standard**  
**In One-Design Performance**

Fisher Sails • 330 W. Spring St., Columbus, OH 43215 • (614) 221-2410 • Fax (614) 297-0514

# 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. Deas\*  
930 Seacliff 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

**COVER:** Flying Scot Junior NAC - 11/12/88 - Pensacola Yacht Club, Pensacola, FL. Fleet approached and rounds jib mark during second race. Winds 12-15K. *Photo by Al Audleman.*

# CONTENTS

MARCH/APRIL 1989

Volume XXXI, Number 2

4	NEWS AROUND THE FSSA
5	SID'S... NO PLACE IN ONE DESIGN CLASSES
8	IT'S A SMALL WORLD
9	MAN'S BEST CREW, HIS WIFE!
11	THE OTHER SIDE OF THE ISLANDS
13	PLANNING YOUR RACE
16	THE SAILOR'S EYES
17	FOR SAIL, 20% OFF
18	HUSBAND-WIFE CHAMPIONSHIP
19	REGATTA SPOTLIGHT
20	STARTING LINE
21	NEW MEMBERS
22	NORTH AMERICAN CHAMPIONSHIP
24	CAVEAT EMPTOR

## Advertisers

2 Fisher Sails	15 Flying Scot
6 BT Graphics	16 Rooke Sails
8 The West Scot Corporation	18 TJ Sales
10 Schurr Sails	20 Schreck Sails
12 Shore Sails	23 The Sailors Tailor

## Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXXI, No. 2. 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.

**EDITOR:** Paul Nickerson, 12664 Webster Road, Strongsville, OH 44136, H: (216) 238-9378 **LAYOUT DESIGN:** Nancy H. Cooper

# News Around The FSSA

## NEWEST FLEET, 167, IN FLORIDA

The FSSA Executive Committee is in the process of confirming Fleet 167 as the newest fleet in the FSSA at the Upper Keys Sailing Club in Key Largo, Florida. The UKSC purchased several boats from the St. Petersburg YC and ordered a new boat from Douglass Boats. We welcome charter members Jay and Jeannine Kurtz, Bob and Chris Sandifer, Tom and Judy Ebbert, Joe and Jean Worley and all future members from the Upper Keys Sailing Club.

Florida District Governor, Cal Hudson is putting forth a great effort to get this diverse district organized and active. If you or anyone you know has a Scot in Florida, even if it is only part time, contact Cal for the latest in what's happening.

## WOULD YOU LIKE TO CRUISE IN '89?

We are still attempting to organize a FSSA cruise this summer and are looking for any interested participants. At the deadline we have no exact details but we have several interested boats and we hope it will become a reality. We want and need participation from as many boats as possible. If you have any interest, contact Paul Nickerson, Editor, of **Scots n' Water** to get your name on the list, even if it is for future years. We would like to establish a list of all potential cruisers to keep this a yearly event. A final date and place should be known by early April for this summer's event.

## FLEET GROWTH

It's always great to hear from a fleet which has a great year of growth. Fleet 114 at Delevan Lake Yacht Club in Wisconsin had that type of year in 1988. They added 9 new boats and 14 new families to their roster bringing total boats to 24 and total families to 30. With the added membership brings other responsibilities including being selected to host the 1989 Mid-West District Championship.

The "Class of '88" won't be resting on it past laurels. They will be sending some boats to the Midwinters and

displaying a boat at the Waukesha Sailboat Show besides enjoying a traditional midwinter fleet party.

If your fleet has some news or ideas for fleet growth we want to publish them in **Scots n' Water**.

## CLASS PARTICIPATION STORIES

One idea to come across the editors desk from John Beery, FS 4257, is to come up with a theme article every month. The idea is that everyone will take a few minutes to jot down their story or idea and we can publish the responses in future issues. If you have an idea for a theme, send it along to the editor.

To start things off we have two ideas on which we want everyone to contribute. First we want to hear about your boat's name. We thought of having several contests tied to this in different categories but judging could be impossible. Categories of particular interest include best use of one's name in the boat name, best use of the word Flying or Scot in the name, and best use of a sailing term in the name. Everyone knows its more difficult to name a boat than to buy a boat so let's hear from everyone. Also send in pictures of the name or other graphics involved.

The second idea is to write on your most memorable race experience, good or bad. One of the great times at all regattas is everyone reminiscing around the beer keg after the race. Let's hear your best story!

## SUBMITTING STORIES TO SCOTS N' WATER

While we are talking computers, remember that any story can be submitted on IBM compatible 5¼ disks in the standard ASC format. It is best if these files are sent in unjustified form so we don't have to remove the extra spaces. If your disk is not full, include a copy of the original file also. This saves the time of typing in the stories and is greatly appreciated. Of course we'll take stories, ideas and input in any format including pen and pencil. Make a contribution this year to **Scots n' Water**.

## FLEET PROMOTION

Fleet 52 at Lake Orion in Michigan produced one of the more interesting stories I've seen in a newspaper on sailing last summer. In order to promote a "Sail Appreciation Day" they invited a reporter from the local paper out for a race. The results were a full page story and a full page of pictures in the paper. The novice reporter, Elaine Stieb, seemed to enjoy her day of racing and presented a great account of the racing from a beginner's viewpoint. "Sail Appreciation Day" followed with free sailing lessons and rides to entice potential sailors.

It was a great promotion and one which all fleets may give a try. Don't be afraid to also use a local TV station or Cable TV company to promote events.

## NEW RULE BOOKS FOR 1989

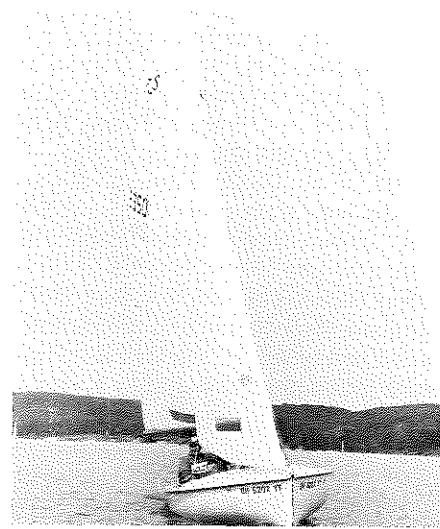
Remember that a new rule book is being published for 1989. Every racing sailor and every club should own a copy. Also a new appeals book is available and is a wise purchase for every yacht club's protest committee. The rule book should be available at anytime and will be sent to all 1989 USYRU members.

## PERSONAL COMPUTERS AND SAILING

With personal computers being so popular, we are looking for ways in which your fleet or individuals use them. If you have written a program or adapted a program which could be of use to other fleets, we would like to hear from you. Also, anyone who has purchased a sailing program and may wish to review it in **Scots n' Water** for the membership should send your reviews to the Editor.

I personally have found some decent public domain programs and also have downloaded some scoring programs from the Sailing Forum on CompuServe. If you have found anything of interest in sailing applications on a PC we want to hear from you.

# SID's . . . No Place In One-design Classes



*Dave Solomon enjoys a light air sail on Atwood Lake (Paul Nickerson Photo).*

The following letter was sent to John Burnham, editor of **Sailing World** and also the new chairman of the One-Design Council at USYRU, by John Barnes. John has served for years as District Governor in the Capitol District and is chairman for the 1989 Husband-Wife Championship.

Dear Mr. Burnham;

I find the proposal for Sail Identification Devices that is currently being bandied about the USYRU to be ill considered.

As a one-design sailor and an individual member of USYRU, I feel that the services that I receive directly from the organization are minimal. If USYRU feels that its individual members are the most appropriate source of added revenue then USYRU must publish financial statistics that establish this fact conclusively. USYRU must, like every other modern organization, consider ways in which to operate "lean and mean."

When I learned that USYRU's dues for YRA's, Clubs, and Class Associations are strictly nominal but that these organizations effectively wield all of the governing power within the Union[1] I found this to be a serious imbalance.

I believe, however, that this hierarchical structure is appropriate for our sport. The benefits that these organizations derive from USYRU in terms of standards and administration are fundamental to yacht racing as a sport. Similarly these organizations are the ones who are really responsible for creating the demand

for services and delivering them at the grass-roots level. There would be no organized yacht racing if it were not for the clubs and class associations. They develop the leadership and experience that are needed to guide USYRU.

I do not believe that individual members would be able to make suitably informed judgments for governing USYRU.

Based on my own knowledge I would estimate that a 10-fold increase in USYRU dues for YRA's, Clubs, and Class Associations would not impact these organizations seriously, especially since the great majority of them appear to be getting away with the minimum possible dues at the present time[2]. I have not tried to make an accurate estimate of the revenue to be expected from such increases but I expect that it could amount to several hundred thousand dollars.

In return for this increased assessment, the role of these organized groups should be recognized by requiring that participation in the sport should be restricted to individuals who are simultaneously members of clubs and class associations.

In this context, individual membership in USYRU or the local YRA is simply an adjunct by which the individual expresses a desire to provide additional support for the sport or to obtain eligibility for some extra recognition. Individual members of USYRU and the various YRA's typically wield no voting power. In this sense their dues are an instance of "taxation without representation." Given

that, the people who would be subject to the SID fee would have no direct role in establishing its amount. This would be a further instance of the same thing.

Resistance to such taxation is a long established American tradition. A lack of desire to tax oneself is equally well established and it is the obvious reason why the various power wielding factions of the USYRU have come up with the SID proposal. It is far too easy to shove something off onto people who do not have a vote. These people can vote only with their fees and I suspect that they will do just that if USYRU cannot convince them otherwise.

This brings me to the subject of "user fees."

Some would argue that the SID is a "user fee." If so, it duplicates fees that we already pay. Such fees, which are already required as a condition of competition, include class association dues and club dues. The persons on whom these are levied have a direct voice in determining their amount.

Since fees that the USYRU charges to administer measurement certificates for handicap classes are somewhat influenced by the willingness of the participants to pay them, they should not necessarily be regarded as analogous to the SID Fee.

"User fees" suitable for USYRU's consideration should first of all make

*(Continued on page 6)*

## Sid's

(Continued from page 5)

individuals and organizations that are not members of the Union pay for the services that they receive. Copies of USYRU publications should cost much more for these through non-USYRU channels should be at least 12 dollars or so. USYRU should receive license fees from others who reprint their rules. Non-member organizations who use USYRU's rules in their events should pay sanction fees. Non-members (individuals and clubs) who avail themselves of the USYRU's appeals procedures should pay a year's dues in addition to the normal appeals fee.

Are commercial entities paying the real costs as they attempt to publicize themselves by associating themselves with a glamorous sport?

A rigorous approach to the issues outlined in the preceding two paragraphs might make USYRU membership meaningful enough so that dues revenues from clubs, class associations, corporate supporters, and individual members might be substantially increased.

Cost containment is another option that the USYRU, if it has used it at all, has failed to demonstrate to its individual members. Recent financial reports[3] are singularly uninformative on this matter because 40% of all expenses are lumped under "General and Administrative" and other categories—equally unilluminating.

Perhaps USYRU is trying to be too many things to too many people. Is Olympic sailing fundamental to the sport or is it simply an exercise in self-fulfillment for a few individuals? Do we need glossy publications when

improved communications of other kinds might be more important? Are USYRU's officers and staff engaged more in empire-building than in service to the sport of yacht racing? Does USYRU need to live in such high-rent precincts?

These are pointed questions, but I feel that I have the right to ask them. USYRU cannot expect any additional support from me until they answer them.

It is obvious that USYRU needs to market itself more effectively. Too many clubs are not members. Too many individuals are not members. The benefits of membership are not clear enough.

USYRU and its leaders might find a careful examination of the above issues painful. If I did not think this was necessary I would not have brought them up. I believe that our sport will be healthier if we structure its hierarchy so that it reflects the realities of sailing organization. Too many people are getting a free ride.

While individuals win awards, there would be no sport of sailing without the facilities, the organizational structures, and the manpower provided by clubs. The clubs are, therefore, the organizations that are best equipped to administer the sport as it impacts the great majority of individual sailors. Most individual sailors probably feel that they are making enough of a contribution if they support their clubs. USYRU should do everything it can to promote clubs and it should not undertake activities that conflict with this goal.

Class associations are nearly as important as clubs because they

create and maintain the hardware (or, in the case of handicap organizations, the software) that competitors need. The standards for this need to be set on the national (or international) level to ensure uniformity and to preserve the investment in the vessels. Class associations, however, need the clubs to provide venues for competition. Class associations should, therefore, do everything they can to promote sailing within the club context.

Yacht Racing Associations should serve to coordinate the activities of clubs. This function includes resolving schedule conflicts, adapting sailing instructions to local conditions, assisting in promotional activities, maintaining adherence to the rules, and, within certain limits, administering programs to provide recognition to sailors who compete across club lines. Activities which tend to enhance the status of the YRA at the expense of the member clubs should not be undertaken.

I have deliberately used rather narrow definitions in the preceding three paragraphs. I have done this in an effort to focus attention on the issues that I find important as a competitor and as a manager of yacht races. I regard most situations in which the above structure does not reflect existing realities to be unhealthy for the sport of yacht racing.

Under the structure that I have presented above the roles of the National Authority (USYRU in the present case) become quite clear. These are:

1. Establish national standards for
- (Continued on page 7)



### SHOW OFF YOUR CLASS!

**Tees:** 100% heavyweight cotton, S, M, L, XL  
White with 4-color back, 2-color left-chest \$15\* Fleet order (minimum 24)  
White or Coral \$12; Navy, Red, Royal or Jade \$13.75

**Longsleeve:** 100% heavyweight cotton, S, M, L, XL  
Same as tee with 1-color sleeve print  
White \$18.75 Fleet order (min. 24)  
White, Red, Royal, Navy, Jade \$15.75

**Sweats:** 95% heavyweight cotton, S, M, L, XL  
White - same as longsleeve \$22.50  
Fleet order (min. 24) Lt. Heather, Red, Royal, Navy \$18.50

**Golf shirt:** 100% cotton, S, M, L, XL  
Embroidered with logo, White \$25  
Fleet orders (min. 12) can add fleet #.

**Kids tee:**  
50/50, XS, S, M, L  
One-color print on  
Jade, Navy, Red,  
Royal \$8.95

**Hats:** All cotton poplin, embroidered with logo  
White, Black, Grey \$10.95

**\*All prices include shipping.**  
MA residents please add 5% sales tax.

Fleet orders allow at least 3 weeks.  
Quality is guaranteed or your money back.

Visa, Mastercard or check payable to:



BT Graphics  
P.O. Box 1126  
Marblehead, MA 01945  
617-631-0339

flying scot



t t



## Sid's

(Continued from page 6)

the conduct of race managers and competitors.

2. Promote the sport of yacht racing within the context of collaboration between sailing clubs and class associations.
3. Provide recognition for competitors' achievements on a national level.

I believe that these functions are being accomplished in a generally efficient manner by the system as it now exists. The above purposes are consistent with USYRU's Bylaws[4]. References to international competition and educational purposes can be regarded as extensions to the above principles, but these should be examined carefully for their fiscal impact in the light of changing Olympic and educational requirements. If professionalism rears its head it should do so only on the basis of full cost

recovery, including overheads.

If the costs of operating the USYRU have gotten out of hand I believe that the people who let this happen should pay for it. Since all of the power in USYRU is wielded by organizations rather than individuals it is these organizations who should pay.

The system will effectively address the needs of individual sailors through their participation in the governance of these organizations.

A careful study of USYRU's mission and structure may lead to organizational changes which would require many years to effect. I see no reason why the Board Designated Fund cannot be used to tide us over until revenues match expenses more closely.

I have studied the information on the USYRU fairly carefully. I have attempted to respond to the SID pro-

posal with carefully reasoned arguments that address issues that are important to whole yachting community. I have proposed solutions that go far beyond the "band-aid" approach.

I hope you find my comments useful.

Sincerely;  
John D. Barnes  
Capitol District Governor, FSSA  
West River Sailing Club Race  
Management Chairman

### Footnotes:

- [1] See pp 74-84 1988 USYRU Yearbook.
- [2] See pp 103-127 1988 USYRU Yearbook.
- [3] See page 102 1988 USYRU Yearbook.
- [4] See page 74 1988 USYRU Yearbook.



Flying Scot Junior NAC - 11/12/88 - Pensacola Yacht Club, Pensacola, FL. Fleet approached jib mark during second race. Winds 12-15K. Photo by Al Audleman.

# IT'S A SMALL WORLD

*(or, you meet the nicest people in a Flying Scot!)*

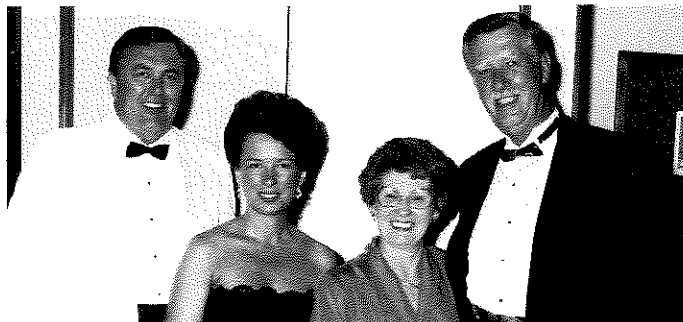
## Bob New, FS 3856

Kathy and I were looking forward to our second Caribbean cruise on the MS Noordam, one of the newest ships in the Holland-America fleet. We had just landed in Fort Lauderdale and were shepherding our baggage through the terminal to board the bus when I spotted a familiar figure going through the same process. "Hi, Don. Goin' cruisin'?" I shouted across the baggage claim area. Well, needless to say, Don Sweet, FS 2070, was surprised to hear his name. "I don't know anybody in Fort Lauderdale," he thought to himself as he looked around. I caught up with him and he recognized me as one of the participants in the 1988 NAC for which he had been the Chairman of the Race Committee. (Did an outstanding job, too!) It turns out that Don and Edna, Fleet 48 members from Mooresville, NC, were meeting four old friends from Rochester, NY for their first cruise aboard the Noordam...SMALL WORLD!

We checked in at the pier, found a dockside patio bar, and proceeded to get better acquainted. I explained that we were meeting my in-laws, Maynard and Charleen Bauer, from Kansas. "Where in Kansas?" asked Don. When Kathy started to tell him about her home town, Don Laughed, "Hutchinson, the Salt Capital, right?" Turns out Don works for Morton Salt...SMALL WORLD!

We got aboard and settled in as the ship sailed for our first port of call, San Juan, Puerto Rico. When we found our way to our assigned table in the Amsterdam Dining Room for 2nd seating dinner, who should be at the very next table...Don and Edna (and friends), of course...SMALL WORLD!

During the seven glorious days, our paths crossed many times. We were privileged to help Don and Edna celebrate their 40th wedding anniversary on Sunday. On Monday, Don and I demonstrated our nautical prowess by missing the daily mileage pool (\$300+) by one mile (I was one mile low, he was one mile high). On Tuesday, we compared BINGO cards while Maynard walked off with the big jack-



L to R - Bob New, Kathy Rich-New, Edna Sweet, Don Sweet

pot of \$422. Don and Edna, married 40 years, were the "experts" on the panel as Maynard, Charleen, Kathy and I joined them to play the "Not So Newly-Wed" game on shipboard TV. Edna and Don had the audience in stitches over their answers about their first kiss, the wedding night, Edna's cooking, and "What's the first thing Don does when he wakes up?" (You'll have to ask Don).

It was a great vacation, as we enjoyed visiting the Pusser's Rum Company Store on Tortola, shopping in St. Thomas, and the beautiful scenery of the eastern Caribbean. All of this excitement, plus being pampered by the Dutch officers and Indonesian crew of the luxurious MS Noordam, was made even more memorable by sharing it with super nice people...IT'S A SMALL WORLD AFTER ALL!

## 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.

John Wallace — Sales Manager

Licensed by The Gordon Douglass Boat Co.



# Man's Best Crew, His Wife!



*"The sailor's wife the sailor's star shall be."*

*Frederic Edward Weatherly*

## John Beery

## FS 4257

*Chris Nickerson shows how a wife crew does all the work while the skipper sits back and relaxes.*

Winter brings a fair amount of time to reflect back over the past season, remember the thrills and analyze the mistakes, and plan for the next year. For many of us, it's also a time to be appreciative of a very special group of people - the wives who crew and willingly put up with all of our antics. The very ones who race after race, sometimes in conditions that would test a Spartan, try to show the enthusiasm we expect as they climb into the boats so that we husbands can satisfy our egos.

"I'm not flying the spinnaker today!" With these words, my wife Yvonne has announced her intentions after careful assessment of the strong, ever shifting north winds. If she is lucky, I'll abide by her wishes. More often than not (probably after telling her OK) I'll let the heat of battle dictate the terms. Yvonne doesn't like the spinnaker. In fact, she hates it in anything over 10 knots. When the wind is up to 15, it's white knuckle time, and on the rare occasion when we fly it in 20 plus - like the '88 Mid-winters where the wind never shifted an inch - she can't talk! The paradox here is that she has gotten quite good at it, all aspects, though the heavy air gybes will always be tough for her.

Yvonne has sailed with me for some twelve years and she is my best crew. The kids are good, being young and strong, and man do they know how to hike! However, all things considered, my wife is better. She instinctively knows what I'm looking for and like all good crews she constantly feeds me information on wind gusts, approaching boats, compass

readings and jib tells; especially when I get lax. With the first two she likes to proclaim self defense. If anything, she has her eyes out of the boat more than I do, and usually is the first to spot the wind over where I should be.

Even today when things happen real fast, Yvonne will sometimes get confused on what took place. Back on shore she'll tell others she was totally lost, but she still comes through like a champ and does her job. Take for instance an incident this last fall. After leading a race for five legs, we were overtaken at the second leeward rounding by Bill Naylor. Shifting winds prevailed on the final beat and Bill correctly covered like Linus' blanket. Out of desperation (my race after all - ha) I threw about 20 tacks at him, some only seconds apart, and some false. Guess what, it didn't work, and because of the oscillating winds and number of tacks, I darn near gave up 2nd place (about 1 foot at the line). This was to a couple of boats who weren't even close at the last mark. Yvonne had never been so confused and also, now that I remember back, perturbed. For a while she didn't know what was up next in my bag of tricks for Naylor, she could sure see me blowing the rest of the race tack by tack. That brings me to the only good thing about that incident - they were sure pretty tacks!

If you were to ask her where she is "at" right now with this sport, she would probably say she could take it or leave it. But that is at odds with the pounding she gives me when I mess up, or the thrill she gets when we do

well.

Yes, we're pretty fortunate all right. Go into mainstream America, look around, and find me 1 in 100 women, better yet 1 in 1000, who'd be willing to give up a normal life and engage this crazy sport of small boat one-design racing. The boats are closer, the action is faster, and the demands on the crew are heightened. Some, if not most, of our wives never sailed, let alone raced, until well past their teens. Think about it folks, it certainly is not a sport that many women would have jumped into all on their own. I envision my wife doing something like water ballet or maybe dance, but definitely not one that covers her with bruises (remember the 30th?), brings untold thirst, and is so soothing to the hands.

The all-men boats that you run into at the regattas probably feel they have an edge over us, but they don't know our secret. Sure, they have more strength and weight, etc., etc. But there are compensating factors: more purchase can be added to every line (including the jib sheets), and who would you rather kiss at the end of the race?

When your wife's your crew, maybe the Saturday morning dishes don't get done, or the Sunday dinner is late. You can't have everything. I imagine I speak for many of the men out there when I say I wouldn't have it any other way. Would you trade your crew? Not me. This is a salute to the hundreds of other wives around the FSSA that fit the bill. You know who you are!

# Consistently Out Front

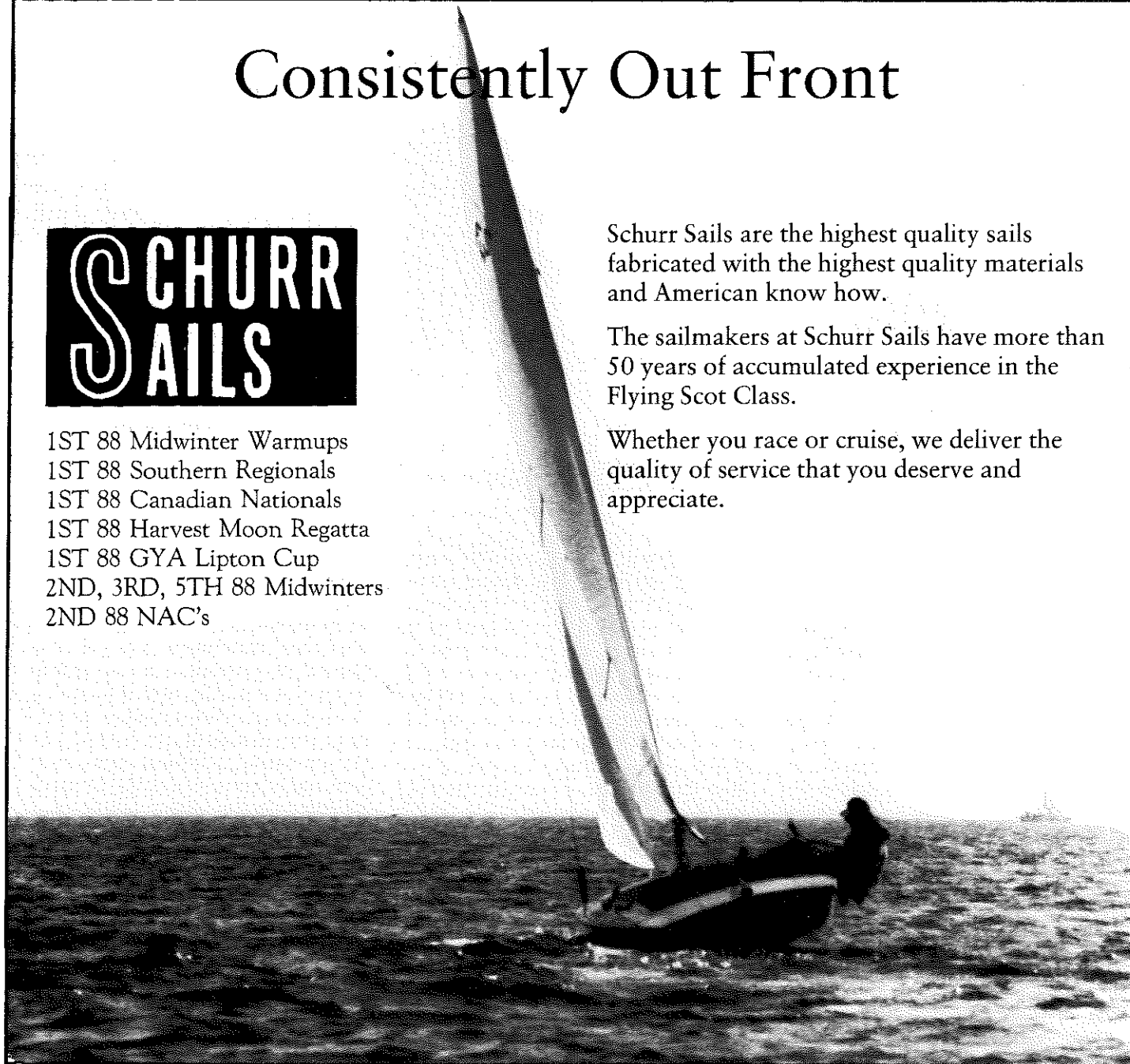
# SCHURR SAILS

1ST 88 Midwinter Warmups  
 1ST 88 Southern Regionals  
 1ST 88 Canadian Nationals  
 1ST 88 Harvest Moon Regatta  
 1ST 88 GYA Lipton Cup  
 2ND, 3RD, 5TH 88 Midwinters  
 2ND 88 NAC's

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.



SAIL # \_\_\_\_\_

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

- |                               |                                    |
|-------------------------------|------------------------------------|
| ( ) 4.4 oz. Racing Cloth      | ( ) 5 oz. Cruising Cloth           |
| ( ) Main \$460                | ( ) Spin. Crosscut \$280           |
| ( ) Mainsail Reef \$35        | ( ) Spin. Triradial \$365          |
| ( ) Mainsail Foot Shelf \$30  | ( ) Brummels on Spin. \$10         |
| ( ) Jib \$190                 | ( ) Centerboard Gaskets \$12       |
| ( ) Telltale Window ea. \$10  | ( ) Deluxe Tapered Battens \$22.50 |
| ( ) Vision Window ea. \$15    | ( ) Kevlar Spin. Trims \$65        |
| ( ) Mainsheet Retainer \$8.50 | ( ) Spinnaker Turtle \$35          |
| ( ) Mainsail Cover \$70.00    |                                    |

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

Name \_\_\_\_\_

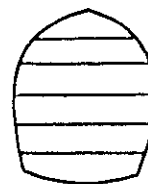
Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Daytime Phone \_\_\_\_\_

Comments (repair) \_\_\_\_\_



Spinnaker Colors

- Red
- Green
- Lt. Blue
- Dk. Blue
- Purple
- Orange
- West Coast Gold
- Black
- White
- Yellow
- Ocean Blue
- Pink

# THE OTHER SIDE OF THE ISLANDS

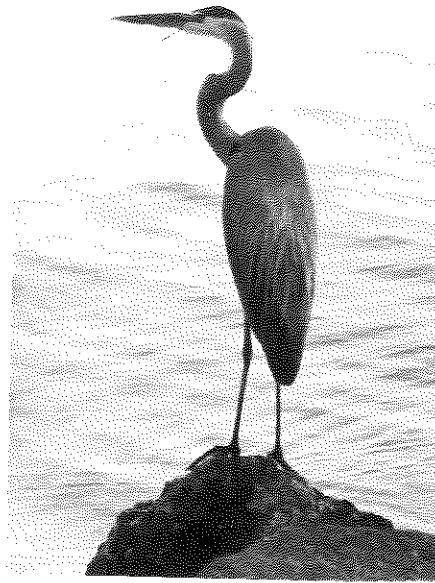
## Martin Handlers FS 2701

I have sailed a Flying Scot for nearly twenty years. My love and appreciation for this boat continues to grow every year and sailing has become a very important part of my life. I love to sail.

Flying Scot 2701 is rigged so I can sail it singlehanded with great skill and control. For many years I raced with other sailors on the Great South Bay and I learned a lot. Mostly, I learned how to sail in every condition and to get to any point or mark as fast as possible. I won my share of races during those years.

Today I'm retired from racing. I think the main reason for the decision was that ego seemed to interfere with the joy and fun. Winning was more important than anything else, at least so it seemed to me. This often led to shouting and other forms of male communication that I considered unnecessary and distressing, especially when we collided over rights of way. I decided to withdraw from racing and turned instead to cruising. Since the boat was equipped for solo sailing, I didn't need a crew, even to fly the spinnaker.

The islands I set sail for are not far from my mooring. With a steady southwest wind about seven to ten knots, I set off on a close reach heading northwest through the main channel with its heavy powerboat traffic. My mark is the 500 yard cut that separates East Fire Island from West Fire Island. These two islands are in the middle of the Great South Bay, which separates Fire Island from the Long Island mainland.



*A Blue Heron perches on the shoreline, waiting for dessert (Paul Nickerson Photo).*

The bay is quite shallow, mostly two to four feet in depth, except for the channels that were dredged many years ago. Fortunately, the Scot has a retractable centerboard. When its not weighted down with too much human cargo, it can skim over the shallows in eight to ten inches of water.

After negotiating the cut, I head east in the lee of East Fire Island. I often stand on the stern deck after setting my sails. I hold the tiller extension upright, something like an automobile stick shift, and gently control the course of the boat. By standing, I can look over the islands. They are green and lush with the grass that grows in the wetlands. I see the many birds that summer here. My boat moves quietly. I skirt the shoreline, keeping two to six feet from the edge. I begin to feel separated from the normal reality of man and I enter the beautiful world of nature and I begin to breath differently, quietly and gently. I hear all the sounds, the sounds of nature, the wind in the sails, the water against the hull, the waves against the shore, and the snappers breaking the water.

My attention is drawn to the birds. The gulls are bold and raucous. There are many different species, all of them fabulous fliers. They usually hang out in the same area. They always sit facing into the wind. You

know they don't want to ruffle their feathers. Some of them are floating nearby like corks on the water.

As I look around me in all directions I can see the curvature of the Earth and I conclude that I am standing on top of the world and it feels good. There is a large variety of birds visiting the island. It's like they are on a summer vacation and hanging out with me.

One of my favorites is the American Oyster Catcher. It has a large orange beak. It can skim over the water with its beak just an inch above, scooping its food as it flies.

The Great Blue Heron has an enormous wingspan, it must be at least six feet across. When it flies, it tucks its head in and bends its neck into an S-shaped curve. The White Herrons are regal looking. They have a characteristic stance as they fish for small fry at the water's edge. They lean over with their eyes glued to the water and suddenly they lunge and come up with their dinner.

I must mention the cormarants, they are related to the loons. They fish by going underwater from a sitting position, like the surface dive. I enjoy timing their dives. They can stay under for a long time, like a minute or more. Try holding your breath under water for a minute. Sometimes I see them standing on a sand bar with their wings spread out drying in the sun.

I love to watch the terns with their little black hats as they swerve and dive and scream following a school of fish. They are so active, and never seem to rest. The sandpipers, in groups of five or six, run back and forth on the beach picking and pecking their food.

From time to time, I invite a guest to join me on my visit to the other side of the island. I introduce them to my feathered friends, to my special retreat and to this unique natural paradise. Sailor or not, male or female, young or old, they never fail to express their gratitude to me for sharing this unique experience with them, sailing to the other side of the islands.

# GREAT SCOTS ARE POWERED BY SHORE



Shore sails are known for winning races. At Shore, we are consistently testing and evaluating not only the shape of your sail, but also its engineering. We use computer assisted design programs and laser cutting technology to insure every Shore Flying Scot sail is cut precisely to perform well in any condition. With Shore's technology you get the same flawless and fast shapes as the guys winning with our sails.

The Flying Scot is a great class, it deserves great sails! Shore sails are durable designs that go fast and last a long time. We started in one-designs and we're still winning there. This year, if you want to win, use the proven power of Shore.

Call us today for information and  
your free

Shore Sails Chesapeake,  
919 Bayridge Rd.,  
Annapolis, MD 21403  
301-268-6501 FAX 301-268-4984



## SHORE SAILS

We make world class sails for your Flying Scot.

### Shore Production Lofts

Rhode Island 401-849-7997 • Maine 207-772-8113 • Long Island 516-673-5055 • Burlington 802-863-6266  
• New Jersey 201-892-8922 • Chesapeake 301-268-6501 • Cleveland/Mid West 216-281-5111 • Great Lakes  
616-941-1222 • Sarasota 813-951-0189 • Miami 305-858-3000 • Houston 713-334-7559 • Dallas 214-741-2368  
• Puget Sound 206-284-3730 • San Francisco 415-234-9047 • Ventura 805-644-9579 • Newport Beach  
714-675-6970 • San Diego 619-226-1133 • Shore International 401-849-2971

# PLANNING YOUR RACE

There are many secrets to being a good racer, but many people have already lost before they start. That's because they don't have a game plan or in our case, a race plan. Of course you want to be in tune and going fast but a few percent difference in boat speed is much less important than a ten degree shift or being in the second row in dirty air at the start.

If your plan is to follow the hot shot, then remember you'll have to sail in his dirty air and that is slow. So just what does this game plan include?

1. What side of the course is favored?
2. Where do you plan to start on the line?
3. The first shift is the most critical. Will you be in position to play it?
4. What is the secondary plan, just in case?
5. From what layline do you approach the mark?
6. What will you do at the next mark?
7. Does your crew understand your plans?

## WHERE DO YOU WANT TO GO

Every race course has its favored side and the best way to discover this is before the race. Get to the course early and check out the corners. I'm not advocating going to the corners in every race, but sometimes they have the biggest gains and the biggest losses. Most of all, you want to avoid the big losses.

On inland lakes this is especially critical whenever a shoreline comes into play. Is there a point of land that the wind is oscillating around? Is there a cove which bends the wind so that one shoreline develops a big lift? How close do you dare go to the shore?

These questions look easy to come up with, but how do you get the answers? First, it helps to do your

## Paul Nickerson, FS 3911

homework on the land. Be social and talk to the locals ashore before and after the race. Then go out and sail. Then stop sailing for a minute or two and stand up in the boat and look around. Send the crew up on the foredeck. Talk it over and go test your thoughts before the race.

While you think about this, break your plan into several categories.

### 1. Where do you want to go and how fast do you have to get there?

On many lakes you should look at sailing from one point to another even if you must sail a knock or header to get there. The important point is to get to that bend or cove that will give you an advantage and avoid the ones that will leave you sitting as the fleet sails past.

### 2. Where is the windward mark and how do you approach it?

If the mark is close to a shore, how will that shore line affect the winds on the final approach. I have sailed enough races to think that when a mark is close to the shore the worst place to approach it is from the middle of the course. If you are back in the pack there is nothing but dirty air there from the boats ahead, and usually one, if not both of the corners tend to be favored.

One of the worst mistakes sailors make is to wait too long for a tack out to clean air and then the fleet is on top of them and they have no headway, can't shoot the mark and people start calling you names. I never want to waste distance by overstanding the

layline, but often I have driven over boats that have slowed rounding the mark by being a boat length higher. From there it's full speed all the way.

Remember that drastic rudder movements tend to slow the boat and this is especially true turning a mark. Plan your mark rounding from a reasonable distance away. At the gybe mark this is especially true. In a good blow with a two-person crew it is tough to make a clean gybe. Set up the gybe so it's not a severe 90 degree turn. Anticipate the second reach and know how tight it will be so you mentally preset your sails before you ever start the gybe. This will also help you to know if you will have room to sail high and over a boat ahead who gets tangled or slows at the mark. But you have to know before you start reaching up how many degrees you have to play with before the spinnaker will stop working for you.

While you struggle up the first beat, make a game plan for the next beat. What worked and what didn't the first time. On many courses you'll sail that leg three times so be prepared. At Berlin this year, we were able to pick up eight boats on a two hundred yard beat to the finish by presailing the finish beat on the second beat. Of the pack ahead, the ones that tacked at the leeward mark would have to tack back into a header to cross the line. If you sailed to the layline and tacked you would be too close to shore for good wind and if you split it perfectly,

*(Continued on page 14)*

## Race

(Continued from page 13)

you got a big lift in fresh air the last 50 yards.

### WHERE DO YOU WANT TO START?

If the pin end is favored by ten degrees but the right side of the course is favored, where do you want to start? I remember Andy Fox saying several years ago that he always started at the starboard end of the line because he always felt more comfortable there and could tack away to port whenever he wanted. One race committee expert said he always favored the pin end by ten degrees so boats would not jam the committee boat and cause general recalls.

In reality you should master starting at all areas of the line so you can get the best possible start. The best possible start to me is first defined as clean air and full speed, no matter where on the line. If the pin end is favored, then chances are there will be a jam there and only one or two boats will get a great start. No start can be completely judged until your first tack. If when you tack and you can cross the fleet, then maybe you can say you won the start. But don't forget the rest of the race.

One of the hardest parts of sailing centerboard one-designs at the start is learning how to park on the line, claiming and protecting your piece of real estate. Boat speed is very critical and you have to know how to slow the boat, yet keep just enough headway to maintain control. This even happens in heavy air as witnessed at last year's Canadian Championship. Thirty boats on a short line close to a shore created the parking lot with two minutes to go. No holes to sneak in for the bashful and luffing sails make so much noise you could hardly think.

If the winds are shifty (and they always are) you need to know what phase they are in at the start. This determines how soon you must tack after the start to avoid getting "out of phase." If the wind is in a left phase you want to tack at the start, if you can. When the shifts are big, this is even more critical. One of the real interesting aspects of racing tactics is that after the start you don't really know where you stand until you tack. Yet, if you tack you have no rights.

Add to my original definition of

starting the qualification that you have not started until you have clean air and have freedom to tack. You will never reach full speed in dirty air. Do what you must to get clean air. Take a stern or two or the whole fleet. It's not as terrible as it sounds because you are one tack ahead of them. This may also be better than tacking too often due to traffic. Excessive tacking is very very slow, particularly when you are not tacking at full speed.

So now you finally have full speed, clean air and you're in phase. Take a second to look around and remember your game plan. Are you going where you wanted? Is that still where you want to go? What are the other boats doing?

While sailing "in phase" with the shifts is always important after the start, think about the phase you will be in rounding the windward mark. Will you be approaching the mark in a lift or header. Will you still have to pinch to round the mark? If so, do it early so you have good boatspeed while rounding. If you know another knock is coming and you'll have to tack out one more time, don't wait till it's too late. Check over your shoulder to make sure you'll have room. Unless you're the first boat at the mark, you'll probably be rounding in dirty air so don't mistake that for shifts. Just because the leader may have been able to shoot and round the mark in clean air with good speed doesn't mean you will.

### SAILING FROM PLACE TO PLACE

Few Flying Scot races are sailed away from the influence of land. Sometimes you must abandon sailing in phase for going to that big shoreline lift. Explore the windward shoreline for hills and valleys. How tall are the trees? Are there any gaps? No shoreline is straight so figure out how it will bend the wind. Some sailors are habitual pinchers but be careful pinching into a shore.

This knowledge is also important in planning where the next puff or zephyr will come from. It's not always dumb luck when a sailor gets a puff off the shoreline and leaves the rest of the fleet a leg behind. You must set yourself up for these freak puffs. Very seldom does just one come along all

day for no reason.

When the wind is coming and going, think about where you will be when it is gone. If you take a dying puff to the middle of the lake, then chances are you'll be the last one to get the next puff. Being left in a position where you'll have to pinch to get to the next mark can be almost hopeless when the wind is light and your tacking angle keeps getting bigger.

### KEEP THE BOAT MOVING

I learned a valuable lesson from Steve Callison this year at the Buckeye Regatta. In one race with light shifty winds we were working our way close to the windward mark in great position, but the winds were dying ahead at the mark. Steve and I crossed tacks with him taking my stern and headed in what I thought was the wrong direction. I even said something to my kids who were crewing with me that weekend telling them to watch him and the wind.

Well, I was right, he was headed in the wrong direction. As the rest of the fleet ground to a halt trying to sail upwind in one knot of breeze, Steve reached back from the hole he had sailed into, to the middle of the lake taking a lot of sterns but still moving. There he was all set as the winds filled in, not just a puff coming across the lake. He had sailed ten times the distance that we had, taken our stern twice, and rounded the mark way ahead of us.

What is fun and frustrating about this crazy sport happened later in the same race. Coming off a nice spinnaker reach after the winds died again we rounded the leeward mark just ahead of a large pack. My kids, only eight and eleven, had a good spinnaker takedown and we rounded the mark free to tack. There on the right side of the course a dark wind line was working its way across the lake. For the first time this weekend the winds looked like they were actually going to fill in and stay. We tacked and proceeded across the lake with Harry Carpenter and Jerry Hartman just ahead so we sure thought we were looking good. We tacked and went for the finish only to find that the pack behind us had found

(Continued on page 15)



## Race

(Continued from page 14)

something on the other side of the lake and we lost about ten boats finishing between Harry and us.

You may be asking just what lesson I'm trying to get across at this point. Yes, we looked around and saw what we thought to be a favorable situation and sailed for it. The new winds were from the southwest where they should eventually come from (our game plan was to sail for a southwest wind). We sailed fast, if Harry and Jerry are any test of boatspeed. Were we just the victims of circumstances, having played what we thought were the right percentages and losing? The one thing we didn't do was get our heads out of the boat and communicate.

It's easy to blame the crew for this in many cases so I guess I could blame my kids. However, communications should always start with the skipper, especially when sailing with new crews. I concentrated on too many other things and forgot to look myself or ask them what was happening. Communications is always a two way exchange. Somebody talks and

the other listens. Ask a question and you should get an answer. Until we start racing the Scot single-handed, our crews are the most important part of the boat. The great crews are always feeding information to the skipper but a good skipper is always extracting information from his crew.

### THE ONE WHO MAKES THE FEWEST MISTAKES WINS

How often have you heard someone say this? In a recent issue of USYRU's *American Sailor*, many of the top one-design sailors from various classes were asked what they learned this last year. One response that kept coming out was to sail conservatively and not take big chances. Conservatively means to avoid making mistakes. Seldom have I seen a regatta where this was so true as last fall at Fleet One's Pig Roast. In the "Big Hog" division, four boats won four different races. One of those boats finished fourth and the others finished something like 9, 10 and 11 out of about 17 boats for the regatta.

As the one who finished fourth, I have to admit sailing dead last in one race until the last leg where I picked up four boats. After that frustrating race in which a big shift went left after the start and I was thinking right, I looked over the course and said I know I was right. That shift would never happen again.

At the start of the next race we took a short hitch to the right and tacked back on a monstrous shift that took us reaching for the mark while the rest of the fleet watched in amazement. We went on to win that race which taught us something else. Never give up! We finished well in the regatta because we didn't make too many mistakes. We had one hopeless race which is one of the few times you just have to laugh it off and say "there's nothing I could have done about it" and there really wasn't. Yes, once in a while you'll get one like that on some of the ponds we sail on, but if you have a game plan and you don't make mistakes, you're going to sail consistent, be competitive and enjoy this sport that much more.

## Your Scot is Special!

First-class workmanship, a proven design and personal attention make her special. We ship parts from stock within 24 hours. ALL OWNERS ARE ON OPEN ACCOUNT! We supply trailers, covers, hardware and other accessories designed for the Scot. We build new Flying Scots to order, sell used Scots as they become available, and offer customized rigging options. Our expanded repair facility is available by appointment.

Contact us to borrow our new VHS video for a week without charge or purchase one for \$19.95!

### Gordon Douglass

Boat Company, Inc.

Rt. 4 Box 9K Deer Park, MD 21550

(301) 334-4848

Monday-Friday, 8am-4pm and Saturday, 9am-11am



# FLYING SCOT<sup>®</sup>

# THE SAILOR'S EYES

O. David Solomon, M.D., FACS, FS 4310

*Editor: Dave serves as an Assistant Clinical Professor with Case Western Reserve University and is the Chief Eye surgeon and Director of Laser Lab at Richmond Heights General Hospital in Cleveland. Dave has sailed Flying Scots for many years, first on Lake Erie and now at Atwood Lake. Last year he finished second in the Masters Division at the NAC.*

Several years ago, a friend of mine, a Surgeon, was winching his Flying Scot onto his trailer when the line snapped whipping into his eye. I found an intraocular hemorrhage and some structural damage. Fortunately, the injury did not end his career - the eye did recover.

Sailing is a dynamic sport and the potential for eye injury lurks in unexpected areas. A fresh breeze whipping an uncledated jib or the parting of some running rigging are a few examples of potential eye injuries. Boat repair is another area of potential trouble. I have seen severe eye injuries resulting from metallic frag-

ments propelled like missiles during pounding or drilling.

When I winch my Scot onto my trailer, I turn my back to the bow of the boat when the line gets taut and I try to wear eye protection when I make repairs on the boat.

The sailor's eyes are more at risk on the water than off because of exposure to sunlight. A recent report from Johns Hopkins revealed extensive exposure to sunlight can triple the risk for cataract formation. The sailor is exposed to greater damaging ultraviolet radiation because of the reflections from the water and the bright topsides of his boat.

Certain individuals are at a greater risk for retinal damage from UV than others. Certain medications increase the photo sensitivity of the retina. Some of these are Psoralen (for psoriasis), Tetracycline and Doxycycline (antibiotics), Allopurinols (gout), and Phenothiazines (tranquilizers).

Patients who have had cataract surgery are definitely at risk for UV retinal damage unless an implant containing a UV filter was placed in the eye during surgery. Since the UV im-

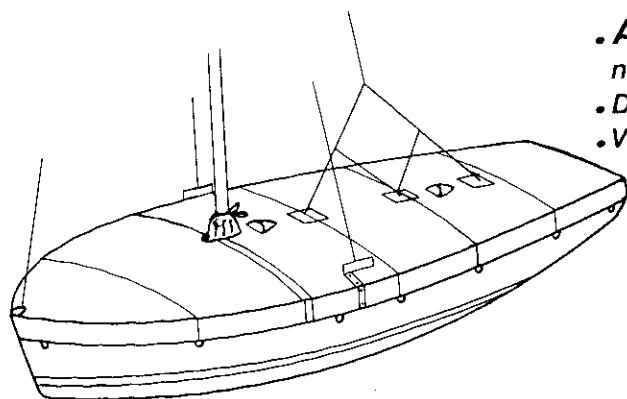
plants have only become available in the past few years, older implants probably are not protective against UV.

Fortunately, sailors can easily and cheaply protect themselves against UV ocular damage. Sunglasses with UV absorbing properties are readily available. Be sure the label states that the lenses absorb up to 400 nm. Polycarbonate plastic lenses are more impact resistant than glass and are recommended for sailors. An inexpensive polycarbonate UV 400 sunglass may be as satisfactory as a similar expensive lens with a designer name.

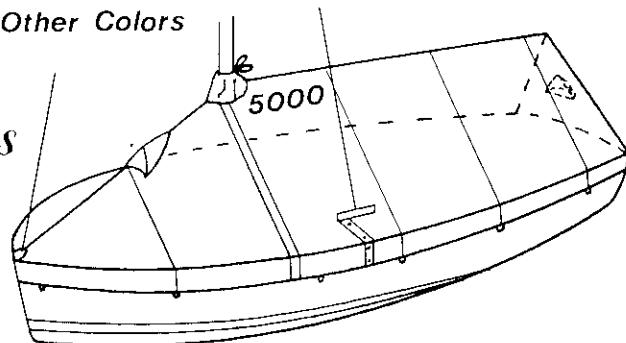
Non-prescription sunglasses may easily be tested for optical clarity by holding them at arms length and looking through them at a straight line. When you move the lens in a small circle, the straight line should not become distorted.

Although sailing poses some hazard to your ocular health, a few precautionary measures will help to provide many years of enjoyable sailing and healthy eyes.

## 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 <sup>00</sup>	220 <sup>00</sup>	231 <sup>00</sup>
Flat Full Side	275 <sup>00</sup>	289 <sup>00</sup>	303 <sup>00</sup>
Tent 6" Skirt	249 <sup>00</sup>	265 <sup>00</sup>	278 <sup>00</sup>
Tent Full Side	299 <sup>00</sup>	315 <sup>00</sup>	330 <sup>00</sup>
Sail # Installed		25 <sup>00</sup>	

CHRIS ROOKE  
901-744-8500

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

**ROOKE SAILS**  
1744 Prescott South  
Memphis, Tenn 38111



# FOR SAIL, 20% OFF

At the 1988 NAC it was determined (and not an easy decision) that the Percentage penalty would be used for alternate penalties instead of what has been standard, the 720 degree turns. This struck many of the participants by surprise and many had to take a quick lesson in their rule books of just how the "Percentage" penalty works.

In simple terms, upon a rules infringement and protest (boat offended must notify by hailing the protested boat and displaying a protest flag), the offending boat has three choices.

1. Accept the protest and fly code flag "I" signifying that she admits guilt and will accept a 20% penalty. Add 20% of the total number of boats participating to the boats final finish position.
2. If a boat does not immediately acknowledge the penalty but later, before a protest hearing, acknowledges the infringement there will be a 50% penalty.
3. Fail to acknowledge the infringement and follow through with a protest hearing which if lost will mean disqualification from the race.

Originally it was thought that the Percentage penalty was meant more for big boats to give them an alternate penalty choice. However, many clubs and small one-design classes have started testing this rule for several reasons. Nobody likes to have lines of protests waiting to be heard so this is still a method to have the boats settle differences on the water and keep sailing. It is felt that the 720 rule does not necessarily penalize the infringing boat if the sailor is good enough in making his turns and is a top sailor in boat speed. On shifty lakes, one shift can do more good or damage to a boat so that often a guilty boat will still recover to what you may expect his finish to be. The final thought is that if you are guilty of a foul, there should be a definite penalty involved in your finishing position.

It is believed that use of the Percentage penalty tends to make boats sail a bit more conservatively in close rules situations. In a close port-starboard crossing, the port tack boat will consider the lee-bow much safer than crossing. One point which has been argued is that people may tend to protest more in close situations knowing that a guilty boat will definitely be penalized. Everyone must also be quick on their rules knowledge to know when to and when not to avoid a potential situation and ultimately a protest.

A yacht may still be disqualified for a serious infringement of the rule whether or not serious damage resulted. Obviously, if a port tacker hits a starboard tack boat doing serious damage chances are he will be disqualified. Yet think about this situation from the 1988 NAC.

In the final race the start was during a lull and boats could barely keep any headway. A starboard tack boat had to change course to miss a port tack boat causing the starboard boat to come to a dead stop just seconds before the start. The entire fleet sailed over him and when the air finally cleared, the starboard boat again started moving. Meanwhile the guilty port tack boat accepted a 20% penalty and was able to finish far above the fouled boat even with the penalty. Not knowing any better the starboard boat let the finishes and penalties stand without further protest. Later in a discussion over the incident several "experts," including a USYRU Judge expressed their opinion that the port tack boat could have been protested

and disqualified from the race for this "serious" infringement.

The NAC Race Committee asked for input from the 1988 NAC participants and have received no objections to the use of the Percentage Penalty. A final decision has not been made as to its use in the 1989 NAC so send any comments to Larry Taggart, FSSA First Vice-President, if you have an opinion. Meanwhile it may be suggested that your fleet seriously look into using the Percentage Penalty for both club racing and invitational regattas. Several experienced race officers, and Race Committees that use the percentage rule like it a lot. Most sailors in small boats have used it so little that none of them have given a sound opinion. If you do use it, we would like to hear of your experience with it, either good or bad.

While we are on the subject of rules, we offer this reminder that the new Yacht Racing Rules will be published this Spring and a rule book is included in all 1989 USYRU memberships.

## MEMBERSHIP REMINDER

While FSSA dues for 1989 were actually due last fall, some of us forget or misplace things when it's not sailing season. Encourage your fleet members to join the FSSA today. It's a great investment in the value of their boat and we hope that an FSSA membership will help everyone to enjoy their Flying Scot just a little bit more each season.

# 1989 HUSBAND-WIFE CHAMPIONSHIP

The 1989 North-American Championship regatta for Flying Scot Husband-Wife teams will be held on June 24 and 25, 1989 at the West River Sailing Club in Galesville, MD.

The event is being hosted by Flying Scot Fleet 97 and the West River Sailing Club.

Each boat must be sailed by a team consisting of a duly espoused couple.

The series will consist of three races, which will be sailed on Olympic courses with a 2½ hour time limit. The courses will be set in open water in the Chesapeake Bay off the mouth of the West River.

The entry fee is \$25 and there are nominal charges for other social functions. Registration packets can be obtained from the Registrar, Victoria Brown, at 4403 Queensbury Rd., River-

## 1989 Flying Scot Husband-Wife North-American Championship Fleet 97, West River Sailing Club, Galesville, MD June 24 & 25, 1989

Name: \_\_\_\_\_ Boat# \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Registration Fee \$25, make checks payable to Flying Scot Fleet 97.

All registrants will receive a complete registration packet. Return to: Victoria Brown, 4403 Queensbury Rd., Riverdale, MD 20737.

Plan to attend the Boat Handling and Sail Trim Clinic Friday, June 23.

dale, MD 20737, (301) 864-6079. Questions regarding eligibility, measurement, and similar matter can be addressed to the event chairman, John Barnes, 7710 Chatham Rd., Chevy

Chase, MD 20815, (301) 652-0667.

A special Sail Trim and Boat Handling Clinic, to be held on Friday, June 23, will feature some of the top competitors in the class.



**RACING CLINIC:** For beginner and intermediate sailors, June 2, 3, and till noon of June 4, at our facility on Portage Lake, Pinckney, MI. Learn rules, tactics, sail trim, boat tuning and handling, self-coaching techniques, spinnaker handling, and how to have fun racing sailboats! Two evening lectures and video critiques, 15 hours of on-the-water drills, on-shore demonstrations, mini races, and more. This year's guest instructor is FISHER SAILS' Greg Fisher. By reservation only. Call for more details.

## 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 boat; 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.

**Hot 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.

**Boat hoist:** Aluminum "A" shaped hoist, lifts four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, shipped partially assembled by common carrier or completely assembled on your SCOT trailer.

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

# Regatta Spotlight

## FLORIDA DISTRICT

The Florida District under the direction of District Governor Cal Hudson has announced a district championship based on performance at several regattas. In an effort to entice more boats to participate throughout the district and hopefully uncover some new and old owners, they are hoping for a "Snowball Effect" (in Florida?) for growth in the district. To be eligible, a skipper must attend at least three of the following events; Red Lobster Cup, Mt. Dora Regatta, Fun-4-Sail Regatta and Barnett Regatta. See "Starting Line" for more details. Each contestant must also attend the Florida Finale Regatta. Scoring will be on a low point system with the Florida Finale counting double.

Anyone interested should contact Cal for more details. Also, any other Florida boats interested in what's happening in the District should contact Cal to keep abreast of what's happening in the area and hopefully develop more new fleets.

## RED LOBSTER CUP

by Cal Hudson, FS 1736

Hey!! Who were those masked sailors. Don Smith, Larry Lewis, Hal Walker and Bill Ross drove into town and cleaned up four of the top five Flying Scot places in this year's Red Lobster Cup. In the light shifty air of Lake Monroe, Don Smith scored two second place finishes to win while Larry Lewis got a first and a fifth to finish second overall.

New to the Florida scene are Jay and Jeannine Kurtz and Ed Wynn Jr. This was Jay's first Flying Scot race and he showed remarkable athletic ability and competitive drive when, after slipping several times, dropped his pants and using his "bare" strength climbed the mast to free a jammed spinnaker halyard.

With 489 boats competing on multiple courses, the light air caused some second guessing of the race committee when they failed to shorten a course and the race was abandoned after the time limit expired. On Sunday a race was abandoned for excessive wind shifts. This was all overshadowed by the great time everyone had with the onshore activities.

It was very encouraging to have the



Cal and Anita Hudson (left) congratulate the top North Carolina sailors on the shore of Lake Monroe, home of the Red Lobster Cup.

Carolina contingent and some new Florida faces at this great event. Make plans for the 1989 Red Lobster Cup this December (2-3, yet to be confirmed).

## FLEET ONE TROPHY

by Dan Goldberg, Ohio District Governor

Jack and Martha Lee Stewart's "Hot Pink" edged out Paul and Chris Nickerson's "Nicknack" in a season long battle to win the coveted Ohio District Fleet One Trophy. This unique trophy was conceived by Fleet One of Cowan Lake to encourage participation in Ohio District sanctioned regattas. Each boat is scored one point for each boat beaten during a District event.

The Stewarts, repeat winners from 1987, got tough competition from the Nickersons but the key regatta was the 29 boat Whiskey Sour. Nursing a bad cold, Martha Lee crawled out of the sick bed to crew for husband Jack as they picked up 27 valuable points. The Stewarts then held off the Nickersons at Cowan's "Pig Roast Regatta" for top prize.

The Nickersons sailed well all year finishing in the top five at five different regattas. Consistent, fast sailing and a desire to show off those "transom ports" was their secret to success. Third place went to Dan Goldberg, with crew Monica Berton and Joni Reis. Dan promises to be faster with a new boat (will he get transom ports?) in 1989.

The Ohio District offers a very competitive fleet with a great, continuous schedule of regattas. 1988 NAC fleet champions Fleet Six, at Deep Creek Lake, will host this year's District Championship. See "Starting Line" for the complete Ohio District Schedule and make plans to attend some of these great events.

## 1988 SINGLETARY-HEIMOLD SERIES RESULTS

by Larry Lewis

Dick Schultz was awarded the Singletary-Heimold Traveling Trophy for the Carolina District Skipper who accumulates the most points beating other boats in the Carolina District. This was the seventh time Dick has won this award since 1972 when he was the first to win it. The last time he won was in 1979. Schultz along with Russell and Jean Norburn competed in all seven Carolina District events. Russell and Jean showed steady improvement all year.

Larry and Starr Lewis finished the season with three firsts to win the V.I.S.A. - Smith Mountain Regatta and take second overall in the Singletary-Heimold results followed by Bob Murdoch, Sam Eich and Mike Duncan. The Smith Mountain Regatta showed a lot of growth with many boats from both the Carolina and Capitol Districts participating.

## CAJUN COUNTRY CHAMPIONSHIP

by Al Rees, FS 4001

Fleet 153 was fortunate to have FSSA First Vice-President Larry Taggart and North American Champion Harry Carpenter participate in the FSSA Cajun Country Championship in November. Both stayed for the Cajun Country supper and fleet meeting as special guests.

Taggart commended Fleet 153 for its mid-November scheduling since there are no other GYA Flying Scot events during the month. There was a lot of discussion of fleet scoring systems and it was recommended that the Cox Sprague Scoring System be adopted since it weighs scores according to the number of starters.

Fleet 153's champion is determined by invitational regattas of yacht clubs within the fleet's jurisdiction. They are Cypremort YC, Lake Arthur YC, Lake Charles YC, and Pelican YC. Each regatta usually has three races and in 1988 there were six such regattas.

With nine firsts out of eighteen races, Mike Linck of Lake Charles won the 1988 Fleet 153 Championship. Its perpetual trophy, called the Scotch Towel, is a large white nylon flag bearing the class logo. Em-

(Continued on page 21)

# STARTING LINE

## ATTENTION ALL 1989 FLEET CAPTAINS

We would like your 1989 regatta dates as soon as possible to assure timely publication in **Scots n' Water**. Please include regatta name, fleet number, location, dates, regatta chairman, and a brief line or two to summarize your regatta.

### AZALEA FESTIVAL REGATTA, April 8

Norfolk Naval Sailing Assn., Norfolk, VA, CBYRA sanctioned regatta.

Contact: Andy Gillis, 104 Loxley La., Williamsburg, VA 23185, (804) 253-1263

### ATLANTA YACHT CLUB, April 15 - 16 Atlanta YC, Lake Altoona; Atlanta, GA

Beautiful camping at the club and just minutes from motels. Saturday night's party is always great!

Contact: Kent Hassell, 7345 Brandon Hill Rd., Atlanta, GA 30328, (404) 395-7343

## SANDY DOUGLASS REGATTA

April 22 - 23

Lake Norman Yacht Club; Charlotte, NC

Flying Scots, Thistles and Highlanders pay tribute to Sandy Douglass in this annual event. Camping at LNYC and plenty of nearby hotels.

Contact: Jane Schultz, Rt. 2, Box 591, Mooresville, NC 28115, (704) 664-2986, Bill Ross, 1504 Laurel Ln., Gastonia, NC 28054, (704) 864-1040

## LAKE OF THE WOODS, April 29

Fleet 160, LOW Sailing Club; Fredricksburg, VA

A great one day event with a famous chicken barbeque following the racing.

Contact: John Beery, Box 305, LOW, Locust Grove, VA 22508, (703) 972-7411

## GREAT 48 REGATTA, May 6 - 7

Fleet 48, Lake Norman; Charlotte, NC

Always a great turn out of Scots for this spring classic. Boats come from as far away as Ohio, New York and Florida for one reason, a great regatta.

Contact: John Slater, PO Box 164, Davidson, NC 28036, (704) 892-0688

## SPRING THAW REGATTA, May 20

Fleet 114, Delevan Lake; Wisconsin

Dust the cobwebs off the spars and come see if the old boat still floats. Three races, one day, two divisions.

Contact: Ed Keuer, 927 N. Elmwood, Oak Park, IL 60302, (312) 383-9180

## BUCKEYE REGATTA, May 20 - 21

Fleet 37, Hoover Reservoir

Columbus, OH

The FSSA's number one party fleet is ready to challenge on the water. Always popular as Ohio's first Scot regatta of the year.

Contact: Bruce Courts, 4953 E. Walnut St., Westerville, OH 43081

# 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



**AZALEA CUP, May 20 - 21**  
**Fleet 97, West River SC**  
**Galesville, MD**

Come tune up for the Husband-Wife Championship at this CBYRA event.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037, (301) 798-4146

**FLEET 42 SPRING REGATTA**  
**May 27 - 28**

**Fleet 42; Potomac River Sailing Assn.**  
 This is another CBYRA event for high point competition.

Contact: Tom Niedbala, 2508 Fairview Dr., Alexandria, VA 22306, (703) 765-5833

**EGYPTIAN CUP, June 3 - 4**  
**Fleet 30, Crab Orchard Lake;**  
**Carbondale, IL**

A single class regatta. Camping is available on the lake.

Contact: Clark Ashby, 907 Briarwood Dr., Carbondale, IL 62901, (618) 457-4043

**COMMODORE'S CUP REGATTA**  
**June 3**

**Fleet 155, Swift Creek Res.**  
**Richmond, VA**

Contact: Robert Atherton, 3506 Nuttree Woods, Midlothian, VA 23113

**CANDLEWOOD LAKE INVITATIONAL**  
**June 10 - 11**  
**Fleet 24, Candlewood Lake**  
**Danbury, CT**

Candlewood offers a great challenge to the inland sailors as well as the coastal salts.

Contact: Sue Randers, 32 Tanglewood Dr., Danbury, CT 06810, (203) 790-5097

**BERLIN INVITATIONAL, June 10 - 11**  
**Fleet 19, Berlin Reservoir**  
**Salem, OH**

Excellent racing with camping at the club. Friday night hot dog social.

Contact: Michael Gold, 8757 Lynn Park, Alliance, OH 44601, (216) 935-2846

**OHIO DISTRICT CHAMPIONSHIP**  
**June 17 - 18**

**Fleet 6, Deep Creek Lake**  
**Oakland, MD**

Fleet 6 promises interesting triangular courses on the winding lake. Make reservations early as we will attempt to billet all participants.

Contact: Dick Gregory, Rd. #1 Box 82, Boswell, PA 15531, (814) 629-6297

**MIDWEST DISTRICT CHAMPIONSHIP**  
**June 24 - 25**  
**Fleet 114, Delavan Lake YC**  
**Delavan Lake, WS**

Five races over two days with two divisions. Bratfest, kids carnival and swimming. Bring the whole family to this one.

Contact: Mike Cullen, 411 Brad Ct., Naperville, IL 60565, (312) 961-5130

**SPRITE ISLAND REGATTA**  
**June 24 - 25**

**Fleet 142, Sprite Island YC**  
**Norwalk, CT**

Contact: Dave Squier, 56 Laurel Rd., New Canaan, CT 06840, (203) 972-0702

**NATIONAL YC FIRECRACKER**  
**REGATTA, July 3**

**Fleet 42; Potomac River Sailing Assn.**

Contact: Tom Niedbala, 2508 Fairview Dr., Alexandria, VA 22306, (703) 765-5833

**CLEVELAND RACE WEEK, July 8 - 9**  
**Fleet 12, Edgewater YC**  
**Cleveland, OH**

Join Lake Erie's largest regatta for an NAC tune-up. One-design sail on a separate course from keel boats as about 350 boats participate. Advance registration required.

Contact: Paul Nickerson, 12664 Webster Rd., Strongsville, OH 44136, (216) 238-9378

**MINNESOTA AQUATENNIAL REGATTA**  
**July 22 - 23**

**Fleet 95, Lake Minnetonka**  
**Minneapolis, MN**

A four race series held in conjunction with the Twin Cities Aquatennial celebration on Lake Minnetonka, a large and beautiful lake in the western Minneapolis suburbs. This is a first class event.

Contact: Mac McCullough, 16235 18th Ave. N, Plymouth, MN 55447, (612) 476-4503

**Regatta Spotlight**

*(Continued from page 19)*

broidered on this flag are the names of each year's fleet champion. The Scotch Towel is not very absorbent, but it is certainly as durable as the Flying Scot itself.

After the business part of the meeting, Harry Carpenter gave a talk on sail trim. He shared some valuable ideas, including keeping the jib luff loose, playing the jib sheet constant-

ly, and tensioning the outhaul in all conditions. Questions and answers followed and Harry will find more competition in the future as he gives away all his secrets.

The meeting was an excellent ending to a near perfect day of racing and socializing. The fleet thanks Peggy Clement, Barbara and Dick Davis, Commodore Libbie Babb, and the other fine folks at Pelican YC who made our day.

**FLYING SCOT NEW MEMBERS**

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
3948	Capitol	Robert A. Hodgson Ph.D.	P.O. Box 531	Jamestown	PA	16134
4414	Capitol	Deborah Sandstrom	9724 Brimfield Ct.	Potomac	MD	20854
4524	Capitol	Terry E. Williams, MD	212 Washington St.	Cumberland	MD	21502
0620	Carolina	Regina Mehaffey	2325 Brandt Village	Greensboro	NC	27405
4531	Greater NY	Michael G. Flanigan	1204-I Cotton Rd.	Saugerties	NY	12477
4276	Greater NY	Victor H. Frankel	39 Gramercy Park	New York	NY	10010
4102	Greater NY	Gerson Helfant	26 Riverhead Rd.	W. Hamton	NY	11978
0541	Greater NY	Jeff Reabe	137 Aniwa Rd.	Plainfield	NJ	54966
1428	Michigan-Ont.	Charles A. Keiser	1618 E. Wayne St.	South Bend	IN	46615
0936	Michigan-Ont.	R.D. Spafford	P.O. Box 556	Jenison	MI	49429
1549	Michigan-Ont.	J.H. Stephens	22 Kingsmill Rd.	Toronto, Ont.		M8X 2N8
0478	Midwest	David A. Griggs	208 8th S.E.	Rochester	MN	55904
2098	Midwest	Richard Petran	506 West Shore Dr.	Madison	WI	53711
1354	Midwest	David G. Schwain	3720 Rosewood Lane	Plymouth	MN	55441
2132	Midwest	Michael Vinnig	12325 49th Ave. N.	Plymouth	MN	55442
4540	New England	Gregory Coronis	35 Bean Rd.	Merrimack	NH	03054
4440	Ohio	Earle L. Arnold	157 Lowndale Ave.	Akron	OH	44313
4351	Ohio	Kieth W. Gartner	4445 Market Ave. N.	Canton	OH	44714
3637	Ohio	Dean Marlin	103 Castle Hiu	Monroeville	PA	15146
4518	Ohio	Joe Mollenauer	15 Elco Dr.	Corapolis	PA	15108
1859	Prairie	Mark E. O'Liddy	129 S. Homeland Ave.	Annapolis	MD	21401
1453	Texas	Bruce Moore	2079,9554 E. Valley Ranch Pkwy.	Irving	TX	75063
3528	Florida	Thomas R. Ebbert	108 Key Heights Dr.	Tavernier	FL	33070
2495	Florida	John T. Henry	P.O. Box 1169	Key Largo	FL	33037
3529	Florida	Robert J. Sandifer	909 S. Ruby Dr.	Key Largo	FL	33037
4538	Florida	Joe W. Worley	92550 Overseas Hwy. #104	Tavernier	FL	33070

# INVITATION TO SAIL THE 1989 NORTH AMERICANS

Oswego, on Lake Ontario is the site of the 1989 NAC. Fleet 159 and the Oswego Yacht Club want to invite everyone to visit us. Make this a vacation as well as a regatta. Enjoy the local attractions and those enroute through Central New York.

**IN OSWEGO:** Fort Ontario Historic Site  
Niagara Mohawk Energy Center  
Richardson Bates Historic Home  
H. Lee White Maritime Museum

**IN CENTRAL NEW YORK:** Winery Tours - NYS Wine  
Niagara Falls - A Natural Wonder  
Thousand Island Region

## 89 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS

### SCHEDULE OF EVENTS

Fri.	July 14	1200-1700	Junior NAC Registration and Measuring
Sat.	July 15	1200-1700	NAC and Junior NAC Registration and Measuring
Sun.	July 16	0900	Junior NAC Competitors Meeting
		1000	Junior NAC Races 1, 2 & 3
		1200-1700	NAC Registration and Measuring
		1800	Welcome Party & Junior NAC Awards - Oswego YC
Mon.	July 17	0900	NAC Competitors Meeting
		1000	NAC Qualifying Races 1 & 2
		1900	Barbeque on the Lakeshore at SUNYCO
Tues.	July 18	1000	NAC Qualifying Race 3
			Annual Meeting (directly after racing)
Wed.	July 19	0900	NAC Competitors Meeting
		1000	NAC Races 1 & 2
		1900	Annual Dinner, SUNYCO, Hewitt Union
Thur.	July 20	1000	NAC Races 3 & 4
		1900	NY Strip Steak Dinner - Oswego Yacht Club
Fri.	July 21	1000	NAC Race 5
			Lunch and Awards Party - following scoring

### HOUSING

Housing has been arranged for competitors at The State University College at Oswego. Their campus is on the lake shore less than 1 mile west of our sailing facility. It is a beautiful location and is offered at very reasonable rates. The Dormitory housing facilities are convenient, comfortable and offer ideal locations for informal gatherings and the renewal of friendship. See the housing form on next page.

### Motels:

The Sheldon Inn, Oswego (On Campus), Call Joanne Kraus, SUNYCO Conference Office (315) 341-4139  
The Captains Quarters Hotel, Oswego - (315) 342-4040

### Camping:

Sunset Trailer Park, Oswego (315) 343-9093 (no tenting)  
Fair Haven State Park (20 miles) - (315) 947-5205

### Charters:

A limited number of boats are available.  
Contact Bill Elkins, 203 Scott Ave., Syracuse, NY 13224, (315) 446-8362

### Help Us:

Please register early. Take advantage of the reduced registration fee and receive a map and details on the regatta, the accommodations, the social events and more.

### Contact:

Chris Rotunno, Rd 7 Box 74A, Oswego, NY 13126, (315) 342-4376

**Note:** The JR NAC has been scheduled as a one day event (Sunday, July 16) to allow extra driving time for distant travelers. We hope many boats will take advantage of this schedule and include the JR NAC in their plans.

## JR NAC REGISTRATION FORM

NAME \_\_\_\_\_ BOAT # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
 ZIP \_\_\_\_\_ PHONE \_\_\_\_\_ FLEET \_\_\_\_\_  
 CREW NAMES \_\_\_\_\_

Amount paid \_\_\_\_\_ Registration is \$15 if postmarked before July 1, otherwise \$25.  
 Make checks payable to "Flying Scot Fleet 159." Send to Chris Rutunno, Rd 7 Box 74A, Oswego, NY 13126.

## FS NORTH AMERICAN CHAMPIONSHIP REGISTRATION FORM

NAME \_\_\_\_\_ BOAT # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
 ZIP \_\_\_\_\_ PHONE \_\_\_\_\_ FLEET \_\_\_\_\_  
 CREW NAMES \_\_\_\_\_

HOUSING: [ ] CAMPUS (Registration form below) [ ] OTHER

SOCIAL EVENTS: Anticipated head count

THANK YOU FOR REGISTERING EARLY

\_\_\_\_\_ Sun - Welcome Party      \_\_\_\_\_ Mon - Lakeside Barbeque  
 \_\_\_\_\_ Wed - Annual Dinner      \_\_\_\_\_ Thur - Steak Cookout  
 \_\_\_\_\_ Fri - Awards Party

Amount paid \$ \_\_\_\_\_ Registration is \$75 if postmarked before July 1, otherwise \$90. Make checks payable to "Flying Scot Fleet 159." Send to Chris Rutunno, Rd 7 Box 74A, Oswego, NY 13126.

## HOUSING REGISTRATION

State University College of New York at Oswego 1989 Flying Scot NAC's

Please reserve the following packages(s): Includes: 5-7 Nights Lodging, 5 Breakfasts (Mon thru Fri), and 3 Box Lunches (M, W & TH)

	Per Person	Persons	Arrive / Depart
PACKAGE A: Single—One person in room	\$145.00	_____	_____/_____ _____
PACKAGE B: Double—Two persons in room	\$110.00	_____	_____/_____ _____
Call for special packages for children Children (Meals Half Price)		_____	

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
 ZIP \_\_\_\_\_ TELEPHONE (Home) \_\_\_\_\_ (Work) \_\_\_\_\_

Please enclose a \$50.00 deposit with your reservation. Prices are valid until July 1, 1989. Your deposit is refundable until July 1.

Return to: Joanne Kraus, Conference Office, 250 Wilber Hall, SUNYCO, Oswego, NY 13126, (315) 341-4139, 341-3083



### CUSTOM FITTED COVERS

\*In stock ready to go  
 \*Made by one design  
 sailors

**YACHTCRILLIC • 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

# 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, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.

**FS 143** - Main, Jib, Spinnaker, Life Jackets, Anchor. \$1800.00 Call or write S. Rosen, 8144 Summerbee Lane, Boca Raton, FL 33456, (516) 536-3629 or (516) 764-3669.

**FS 652** - Douglass, Yellow Hull, Cream Deck, Red Trim. Race equipped with turtle bags, "Suunto" inboard racing compass. Rebuilt with Harken Ratchet Blocks. Also includes: spinnaker, sails, cock pit cover, anchor, winter storage cover, and one year old galvanized boat trailer. \$4,000.00 Firm. (508) 285-7289.

**FS 2223** - "Solitude".... nice name for a Flying Scot. Winning sails. She's in Poughkeepsie, NY; I'm in Seattle. Ouch. She wants to get out on the water again. Please fill her sails, tug

tiller and sheet and start her planing again. Call my son, Chris, in NY at: (914) 462-7414.

**FS 2884** - Customflex, tangerine hull, cream deck, two suits of sails plus new set of racing Shore's spinnaker full deck cover, tilt trailer. Dry sailed. Original owner, many accessories. \$3,800. Art Kunz, 3603 Capilano Drive, West Lafayette, IN 47906. (317) 463-2451.

**FS 2934** - Douglass, white Hull & Deck, dry sailed and covered, never towed from lake-side lot. Two sets of sails well-used, Spinnaker - little used. Harkin fittings. Very good overall condition. Tilt trailer. \$3,800.00. Wayne James, 1941 Greystone Road, Atlanta, GA 30318, (404) 351-3434, (404) 656-9090.

**FS 3477** - Douglass. Yellow hull, cream deck, yellow and blue interior. 2 jibs, 2 spinnakers, 1 main. Anchor; anchor line, lifting bridle. 2 boat covers (1 for travel, 1 for dry storage). New Tee-Nee boat trailer and tie down rig. Refurbished boat in '88. \$5,500.00. David Mayfield, Jacksonville Beach, FL (904) 285-9164 (H) or (904) 241-2431 (W).

**FS 3556** - Douglass hull, light blue with white boot topping. Mostly Harken rigged (6:1 vang Cunningham, spinnaker, turning blocks, topping lift, spinnaker halyard, main sheet, jib sheet turning blocks). Two set sails. Cockpit galvanized tilt trailer. \$5,000. Call John Danks (513) 851-5319. 1024 Ligorio Ave., Cincinnati, OH 45218.

**FS 4122** - Douglass built, excellent condition, used very little in ('87-'88) white hull, blue stripe, factory bottom paint, race rigged, Fisher specs, 6-1 Vang, Shore sails, anchor, motor mount, 2 compasses, lifting bridle, galvanized trailer, with spare, cover and many extras. \$6300 Jim Kovacik 2043 Judy Dr. Parma, OH 44134 (216) 232-3837 (work) (216) 843-6124 (home).

**FS 4361** - 1987 Douglass, absolutely like new, dry sailed fresh water only, always garaged. Ivory hull & deck, red boot top, Schurr sails, TeeNee galvanized trailer with mounted spare tire, tie down rig, Jiffy reefing, anchor, mast hinge. Located in Western SD. \$7,500.00 negotiable. May consider delivery. Gordon Budahl (605) 347-2332 (Days), 347-5323 (Eve.).

## FSSA District Governors

**CAPITOL DISTRICT**  
John D. Barnes  
7710 Chatham Road  
Chevy Chase, MD 20815

**CAROLINAS DISTRICT**  
Larry Lewis  
1314 Kennsington Drive  
High Point, NC 27261  
(919) 883-3122

**FLORIDA DISTRICT**  
Thomas C. (Cal) Hudson  
986 Haas Ave. N.E.  
Palm Bay, FL 32960  
(407) 725-3008

**GULF DISTRICT**  
Terry Dees  
(205) 626-7175

**GREATER N.Y. DISTRICT**  
David Jacobsen  
376 Old Sherman Hill Rd.  
Woodbury, CT 06798  
(203) 263-0769

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

**N.E. DISTRICT**  
John Clark, Jr.  
88 Supluss St.  
Duxbury, MA 02332  
(617) 934-5209

**N.Y. LAKES DISTRICT**  
Peter Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731

**OHIO DISTRICT**  
Dan Goldberg  
1100 Penn Center Blvd., Apt. 515  
Pittsburg, PA 15235  
(412) 823-8579

**MID-WESTERN DISTRICT**  
Jack McClurkin  
1620 Chesapeake Drive  
Hoffman Estates, IL 60195  
(312) 991-8092

**PACIFIC DISTRICT**  
Tim C. McCarthy  
1915 Edgeview Way  
Discovery Bay, CA 94514  
(415) 634-0776

**PRAIRIE DISTRICT**  
Jim Calvert  
1230 West Street  
Emporia, KS 66801

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

MY ADDRESS LABEL IS NOT CORRECT

Name

Second Class Postage Paid  
at Columbia, SC 29201