

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXI NUMBER 3, MAY/JUNE 1989



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SAIL FISHER!

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The competition was tough. Five *different* sailmakers finished in the top five places in the Championship Division at the 1989 Flying Scot Midwinters. So how should you select the sails that are right for you? Check these results:

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Scots n' Water

COVER: Ewell Potts (4437) comes into the gybe mark ahead of Dave Bolyard (171) in Race 2 at the Flying Scot 1989 Midwinters. (Pat Bolyard photo)

CONTENTS

MAY/JUNE 1989

Volume XXXI, Number 3

4	NEWS AROUND THE FSSA
5	1989 HUSBAND-WIFE CHAMPIONSHIP
6	THOUGHTS ON SAILING; TALKING WITH ERIC AMMANN
9	REGATTAS BY DISTRICT
10	REGATTAS BY DATE
13	FLYING SCOT NEW MEMBERS A FISHY STORY
15	SAILING SIMULATORS AND COMPUTERS
19	1989 MIDWINTER CHAMPIONSHIP CAPSIZE... IT HAPPENS TO THE BEST
24	MIDWINTER RESULTS
25	1989 NORTH AMERICAN CHAMPIONSHIP
26	NAC REGISTRATION FORMS
27	CAVEAT EMPTOR

Advertisers

2 Fisher Sails	21 North Sails
7 Gordon Douglass	23 The Sailor's Tailor
8 Rooke Sails	26 BT Graphics
14 Schurr Sails	27 TJ Sales
16 The West Scot Corporation	

Scots n' Water

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News Around The FSSA

SUMMER CRUISE SET

Plans are being finalized to cruise the Finger Lakes the week after the NAC. July 23 through 27 we plan to enjoy some camping, cruising and wine tasting on at least one of the Finger Lakes and possibly more. This should be a perfect wind down from the NAC or just a fun week of daysailing with other Flying Scots.

If you haven't had enough racing at the NAC, then you'll enjoy a visit back to Oswego for their Harbor Festival and Regatta Friday the 28th and Saturday the 29th. This includes a tremendous fireworks display on the lakefront.

If you are interested in participating contact Paul Nickerson, Editor of **Scots n' Water**, or Peter Seidman, New York Lakes District Governor for complete details.

We are already looking to planning cruises for the next three years and hope anyone who would like to organize such an event will start planning for it now. Next year we hope to visit the Chesapeake Bay (see "Neff" story).

1989 NAC UPDATE

Most details are finalized for the NAC including a decision by the FSSA Board of Governors to use the 20% alternative penalty for racing. Most participants and judges felt this worked very well at the 1988 NAC and thought it should be continued. Since no objections were received from participants in 1988, it was assumed the sailors felt this was an acceptable change.

An attempt is underway to define the shape of the Scot centerboard. While the general shape has not changed over thirty years, boards have varied slightly in thickness by the different builders. Boards of boats measuring at the NAC may be measured to help determine these variances between different builders over the years. It is then planned to develop an official template to be incorporated into the official plan of the Flying Scot.

While fairing of the edges is allowed on boards, no changing of the shape is permitted. This is meant to prohibit sailors from changing draft ratios and locations on the boards. It is no secret that the foil shape of the

Flying Scot is not the most efficient, but we do want to keep them all one-design.

CHESAPEAKE'S NEFF FLEET

Long time Scot sailors Bob and Mary Ellen Neff recently purchased a Marina called Selby Bay Sailing Center. It is just south of Annapolis on Selby Bay, off the South River. Facilities include a long dock and room for drysailing about 65 Flying Scots.

Last fall, to get things started, they offered free winter storage for Scots and this year hope to officially open with about 20 boats. Some racing is being planned and the location is ideal for cruisers since it is just off the Chesapeake. They are also selling the Flying Scot, so if you know anyone interested in a new boat or selling their old boat, they could be of help.

The fleet has made great progress towards getting Flying Scots with no formal fleet affiliation together at a new location. There are still openings for storage, which is year round, and it looks like a great opportunity for Scots in the area to get together.

Plans are also underway to host a 1990 cruise of the Chesapeake from this location. We hope you'll make plans to attend. We wish the Neff's much success in their endeavor and if you have any questions about their facilities contact them:

Selby Bay Sailing Center
Bob and Mary Ellen Neff
1032 Old Turkey Point Rd.
Edgewater, Maryland 21037
(301) 798-4146

TAMPA/CLEARWATER AREA FLEET FORMING

Cal Hudson, Florida District Governor, reports that Fleet 168 has been chartered in the Clearwater area. The Fleet will actually sail out of the "Windjammers of Clearwater" sailing club. Racing is planned to be held on Tampa Bay and Lake Tarpon. The fleet plans to cover the entire area including Tampa, Tarpon Springs, Clearwater, St. Pete, Sarasota, and Brandenton.

Charter members include Ed Wynn, Fats Jenkins, and Jim Garnett. This fleet covers a large area and anyone who has a Scot in the area should

contact Ed Wynn, 2017 Skimmer Ct. #414, Clearwater, FL 33520, (813) 572-8707. Plans are to to organize some activities for all Scot sailors in the area.

Anyone who winters in the area should also consider bringing their Scot along and joining the fleet fun, that's the prime sailing season.

PARTICIPATION IDEAS; VOTE FOR BEST REGATTA REVEAL YOUR SECRETS

This month we would like everyone to take a minute to write about their favorite regatta. This could be one memorable regatta such as a past NAC or it could just be an annual event that you believe deserves publicity in **Scots n' Water**.

We'd also like to hear a tip that you can pass on to everyone to make sailing easier, faster or more enjoyable. What is that one most important tip that every Scot sailor should know. Also, if you have one little problem that really concerns you we'd like to hear that.

Also at this time, take a moment to respond to the last issue's boat name and race experience questions.

FORGET THE "SMALL BOAT" LABEL

Al Rees of Fleet 153 has come up with this thought on "small boat" sailing. The word small has some connotations that don't agree with some of our sailing philosophies.

Look up the word "small" in the dictionary and you'll never use it again to describe a Flying Scot. Instead, lets start thinking of ourselves as "planing hull boats." This sounds much better and has an exhilarating affect in just saying it. Now when we talk about "big" boats, maybe we should use the term "displacement hulls."

"Big" tends to indicate comfortable or luxurious, yet many "big boats" have the same head facilities and berths as a Flying Scot. Also, the Flying Scot has a larger cockpit and more leg room than many 24 to 35 foot boats (imagine sailing with six crew in a cockpit the size of a Scot or smaller). With our decks and seats sloped, they become flat at the ideal

angle of heel. Try sailing on a boat with flat decks when it heels 25 degrees (a normal angle on many "big" boats).

Planing hull sailors unite. Let the sailing world know that these are "fun boats."

USYRU SPRING MEETING REPORT

The new International Yacht Racing Rules published by the USYRU should be available by now. These are furnished free as part of a 1989 membership or may be purchased now by non-members. We encourage all racing sailors to attain a copy and also encourage every fleet to attain a copy of the rules and also the new Appeals Book. These are a must for every racing program. Another good purchase for your fleet library may be the new USYRU/Red Cross Learn to Sail publication. This looks like a great resource for new sailors or a junior sailing program at the club.

The March meeting of USYRU brought no major decisions on the use of SID buttons due to the strong opposition by the One Design Council. Other ideas brought forward by the union include a hull sticker which would be issued to all members.

1990 NAC AND HUSBAND-WIFE SITES

Southern Yacht Club in New Orleans and the Melbourne Yacht Club on Florida's east coast have submitted proposals to host the 1990 NAC. Both locations have excellent facilities and should prove to be enjoyable locations. A final decision will be made at the NAC in July.

Hampstead Bay, Fleet 42, has submitted a bid for the 1990 Husband-Wife Championships. Final approval will be made at the NAC with full details to follow in **Scots n' Water**.

If your fleet or district would like to submit future bids for any of these events, plans must be made a full year in advance. All proposals must be submitted to the FSSA office.

TIGHTEN THAT RIG

Sailing with a loose rig may be fast but docking with a loose rig can be dangerous and damaging to the boat. A thought passed on from Douglass Boats is to take the spinnaker pole lift and hook it too both the forestay and jib halyard (equal tension on both) and snug it up. This will help keep the rig from swaying at the dock which causes fatigue and wear in all fittings associated with the standing rig.

STEPPING THE MAST HINT

In stepping the mast, you will gain considerable leverage if you step it standing on the seats instead of on the floor of the boat. Just straddle the seats and walk it forward slowly. The hardest part is getting it started and don't be afraid to start standing on the aft deck with the mast on your shoulder. The same is also true for bringing it down.

To step the mast single handed, tie a 10 foot line between the end of the jib halyard and the bow plate. Once the mast is up, lean on the mast and take the halyard winch handle out of your pocket and tighten the halyard. You can then attach the forestay and then release the halyard.

STARTING LINE

As the 1989 regatta season gets into full swing, all regatta chairmen are reminded that stories and results should be sent immediately to **Scots n' Water** to assure prompt and timely publication. We would also like to have pictures from your regatta in any format. Remember that no regatta is complete without a report to **Scots n' Water**.

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.

THOUGHTS ON SAILING; TALKING WITH ERIC AMMANN

Paul Nickerson, FS 3911

Editor: Some of the saddest news to come during the Mid-winters was that Eric had suffered a heart attack. Eric has undergone by-pass surgery and at the time of publication is recovering nicely. We all wish Eric the best.



During the Cleveland Boat Show, Eric Ammann and I had a few moments to stand around and talk about the Flying Scot and just where the future is leading in sailing. While the sales of Flying Scots have continued strong this year (production booked several months in advance), few if any one-design classes can boast of such growth. We have seen some of our fleets grow into mega-fleets while others have dwindled and gone out of existence. We have added several new fleets in the past year which have shown great promise of growth.

One of the major problems which face many areas is not just the cost of boats, it's the cost of water access, if available. As Eric points out, the cost of a new Flying Scot is a bargain compared to many other things. In 1972 the Scot package of boat, trailer and sails sold for around \$3,200 while a full sized station wagon was about the same price. Today the Flying Scot package is around \$8,500 while a new wagon and many other cars is over \$15,000. The dollar isn't what it used to be in many products but the Scot has held it's value, which can be seen in used boat prices.

While at the boat show we witnessed many power boats selling, with an average small "beginner's boat," a sixteen foot runabout, selling for \$15,000. With ten year financing the actual cost is doubled. Just as apparent were the number of power

boats selling in the \$40,000 to \$50,000 dollar range and some selling in the \$200,000 range. To many of these you could add thousands of dollars in electronics and other amenities.

It seems like everywhere you go there are crazy stories about costs of water access. If you have never been to Lake Erie let me dispel some rumors. First you can't see across it and second there aren't many places from which to sail a boat like the Flying Scot. All that water and little, or concentrated access. Cleveland has seen tremendous growth on the lake front, or should we call it river front. The basic yacht club and marina space has remained the same for 30 years. Now there are several stack 'em to store marinas on the Cuyahoga River adding several thousand power boats to the area. Our yacht club initiation fee has gone from \$500 to \$4000 during the 1980's but we have done nothing to encourage a drysail membership. We're not alone and in fact we're one of the best and cheapest clubs. From what we hear this is a problem all over the Great Lakes.

Eric points out that another major problem is that sailors don't bring in continuous revenues for a marina operator and therefore little is done to cater to them. There's no daily fill up of gasoline or purchase of bait to go fishing. And how about those state park concessions, engine tune-ups and the towing company. Sailors have no clout financially when it comes to

these operators. For some of these reasons, sailors have lived for years by the yacht club.

Don't think that the Great Lakes are alone on this matter. There are constant complaints about development on most bodies of water. Cowan Lake Sailing Association is fighting to keep its current docking system. The club leases the docks from the state and then rents them to members. This assures members access to docks. Non-club members have to go through a lottery (the same at all Ohio State Parks) to get a vacant dock space in a public marina. They now want the CLSA docks to go through the lottery. Since the docks are in the CLSA's name they have to pay for every one, used or not to keep them from going into the lottery.

Other small inland lakes have seen the onslaught of larger cabin boats which ten years ago were unheard of on the lakes. Though totally out of their sailing element, they serve as cottages which aren't available on the waterfront. At Berlin Reservoir in Northeast Ohio, the Corps of Engineers, which runs the lake, is not renewing private dock permits when a cottage is sold. You can have a lakefront cottage but since they own so many feet along the shoreline they control the docks.

The battle of the lakefront continues between the governments, the developers and the boaters in many other ways. Have lakefront... will

(Continued on page 7)

Thoughts

(Continued from page 6)

develop. When Sandy Douglass opened his Douglass Boat Company near Deep Creek Lake it was reasonably undeveloped. Eric tells how Sandy purchased two lots at \$4,000 each in 1960. This was prime deep water frontage. Last summer Eric reports a neighboring property with poor frontage and shallow water was listed for \$167,000. There is also talk of major condominium development on the shores of Deep Creek which has been more typically private residences. With that will come more marinas and power boats which are already sailing nuisances on light air days. Boat size limits have been put on the lake but speed and wake can get out of control.

A 1960 membership at Deep Creek Yacht Club cost \$25 a year while today it's about \$500 a year and \$500 initiation fee to join. By comparison to all these lakefront access charges going up ten to forty times, the Flying Scot has barely tripled in price.

As a class the FSSA has remained very strong for 30 years. We like to

think of ourselves as an investment in the value both financial and in enjoyment of sailing the Flying Scot. We are lucky to have a fine builder in Douglass Boats, and Eric and Mary Ammann (and everyone else). Eric says that in 1960 the break even point was 30 boats per year while that today the number has risen to 104 boats per year. How can a builder survive on building 10, 20, or even fifty boats per year? In truth, many classes are not only without a builder, but without a supplier of spare parts. Eric gets a constant stream of requests from other classes on how Scot parts can be adapted to other boats. In how many other classes can you call the builder and get parts shipped within 24 hours on account?

The whole premise of this discussion started with how do we get more people into sailing. Boat Shows are important to the builders but a major show such as Cleveland can have a tough time paying for itself (although it is important for class exposure). The strength of any class is in its

fleets. They must promote new membership and sales through taking someone sailing. Keep track of used boats in the area and try to find good owners for them. When you have a new owner in your fleet make sure he gets good personal attention on how to sail or race his boat. Keep up their interest and make him part of the fleet from day one. If you are a new owner force yourself upon the class. Contact your officers and we'll help you get active in a fleet or possibly find other boats in the area and you can create a fleet. One of the most important things any fleet (or yacht club) can do is to develop a sailing class to attract, educate and demonstrate sailing to potential sailors. This includes junior and women's programs. If a sailor's entire family takes an interest in the boat chances are much greater they will stay with sailing.

Eric stresses that continued success of the Flying Scot depends on keeping the boat one design and simple. It must stay enjoyable for the new

(Continued on page 8)



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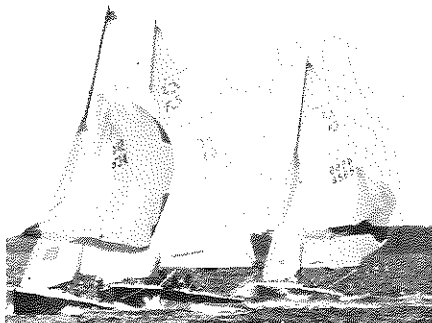
Thoughts

(Continued from page 7)

sailor to learn on because that is still a major part of our sales. Quite frankly, there are very few real "go-fasts" you can put on a Scot. Something like internal spinnaker sheets don't make the boat faster because they don't affect sail trim. Over rigging a boat can be more confusing to the crew than keeping it simple. Until we start singlehanded racing, think about the crew. The crew's enjoyment may be the determining factor in the enjoyment of sailing.

We are seeing some clubs where the Flying Scots have attracted many boats from existing classes because of the overall fun of the boat and the fleet. The Flying Scot is the "happening fleet" both on the water in competitiveness and off the water socially. Part of the attraction is that most good sailors in one class can jump right in a Scot and be competitive because it's a boat that rewards general seat of the pants sailing instincts instead of being a technical monster.

To be a good sailor you must first get hooked on sailing. It is up to the



Flying Scot 1989 Midwinters: Tight reaches give some competitors problems with their spinnakers. (Pat Bolyard photo)

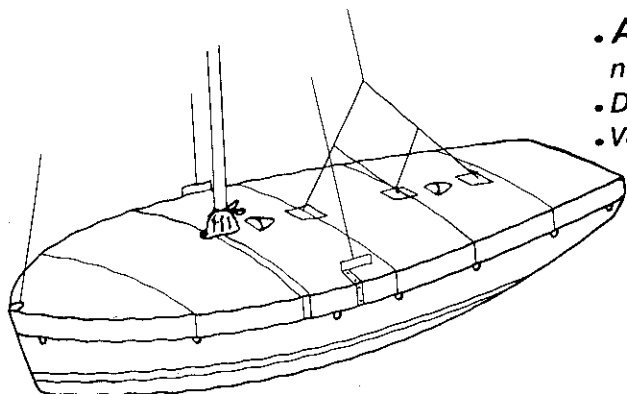
Fleets and the FSSA to help get people hooked on sailing the Flying Scot and then they can take it from there. If they don't get hooked they won't be sailing for long. Eric stresses the importance of hooking our youth on sailing. If parents and kids would take the interest in junior sailing as they do in little league baseball and soccer, think what it would do for the sport of sailing.

The legend of the Flying Scot continues to grow year after year. Eric, who was with Sandy since year one,

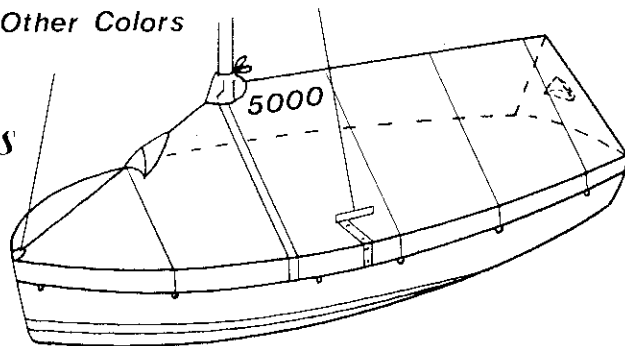
remembers dreams of reaching #100 and starting the FSSA. Orders for new boats are booked well into the summer and Eric says he is having fun building the boat and being a part of the FSSA. Number 4600 is out of the molds and FS 5000 seems within reach, not far away. Eric gives his wife, Mary, much of the credit for running an efficient office and keeping a smile on everyone's face. Harry and Karen Carpenter are always great to be around, as is John Clickner and the entire shop crew. Everyone there enjoys building and selling the Flying Scot and takes great pride in their work and the results it has created.

Remember, it is the people and the attitude that has made this class what it is and will continue to guarantee it's success into the future. You're not going to be seeing full page color ads in every sailing publication promoting the Flying Scot. The owners and the fleets enjoying their boats are the real promotion behind the success of the Flying Scot. Think about that as you hoist the mainsail this summer!

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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		

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1989 REGATTAS BY DISTRICT

NATIONAL CHAMPIONSHIPS

HUSBAND-WIFE CHAMPS; Galesville, MD,
June 24-25
JUNIOR NAC; Oswego, NY, July 16
NORTH AMERICAN CHAMPIONSHIPS; Oswego, NY,
July 17-21

CAPITOL DISTRICT

AZALEA CUP; West River SC, May 20-21
FLEET 42 SPRING THAW; Potomac River SA,
May 27-28
COMMODORE'S CUP; Swift Creek Reservoir, June 3
NATIONAL YC FIRECRACKER; Potomac River SA,
July 3
WARWICK YACHT AND COUNTRY CLUB REGATTA,
July 22-23
MILES RIVER YC; Fleet 97, August 5-6
CAPITOL DISTRICTS; Fishing Bay YC, August 12-13
LONG DISTANCE RACE & REGATTA; West River SC,
Sept. 1-3
WALTER COLLIER REGATTA; National YC, Sept. 9-10
PRESIDENT'S CUP; Potomac River SA, September
16-17
YORKTOWN DAY REGATTA; Virginia SA, September
24
WEST RIVER FALL REGATTA; WRSC, Sept. 30-Oct. 1
PUMPKIN PATCH REGATTA; West River SC, October
21-22

CAROLINAS DISTRICT

All score towards the Singletary-Helmold Series.
MIDLANDS OPEN; Lake Murray, May 20-21
HIGH ROCK OPEN; Southmont, NC, May 27-28
GOVERNOR'S CUP; Kerr Lake, June 17-18
ORIENTAL SAILING SOCIAL; Neuse River, July 8-9
MAYOR'S CUP; Lake Townsend, September 9-10
SOUTH CAROLINA CHAMPS; Hilton Head, Sept.
16-17
CAROLINAS DISTRICTS; Lake Townsend, Sept. 23-24
V.I.S.A.; Smith Mountain Lake, October 7-8

FLORIDA DISTRICT

FLORIDA FINALE; Melbourne YC, May 20-21
RED LOBSTER REGATTA; December 2-3

GULF DISTRICT

See the GYA calendar for other club events.
FSSA SOUTHERN REGIONALS; Southern YC, May
27-28
CHANDLER REGATTA; Panama City, FL, June 3-4
CHAPMAN SCOT REGATTA; Bay Waveland YC, June
10-11
CYPRE MORT YC SPRING REGATTA; Lafayette, LA,
June 10-11
GYA JUNIOR LIPTON CUP; Southern YC, August
12-13
KNOST REGATTA; Pass Christian YC, August 19-20
70TH LIPTON CUP; Bay Waveland YC, September 2-4

DIXIE SC REGATTA; Lake Logan Martin, Sept. 2-3
GULF DISTRICT CHAMPIONSHIP; Fairhope YC,
September 9-10
CYPRE MORT FALL REGATTA; Lafayette, LA, Sept.
30-Oct. 1
CAJUN COUNTRY CHAMPIONSHIP; Cypressport YC,
Nov. 18-19
SUGAR BOWL REGATTA; New Orleans YC,
December 30-31

GREATER NEW YORK

CANDLEWOOD INVITATIONAL; Candlewood Lake,
June 10-11
SPRITE ISLAND REGATTA; Norwalk, CT, June 24-25
73 FLEET 10 REGATTA; Moriches Bay, Long Island,
July 8-9
DISTRICT CHAMPIONSHIP; Middle Bay, August 4-6

MICHIGAN-ONTARIO DISTRICT

DISTRICT CHAMPIONSHIP; Lake Orion, June 24-25
HOT SCOT REGATTA; Portage Lake, Sept. 16-17

MIDWESTERN DISTRICT

SPRING THAW REGATTA; Delevan Lake, May 20
EGYPTIAN CUP; Crab Orchard Lake, June 3-4
MIDWEST DISTRICTS; Delevan Lake, June 24-25
AQUATENNIAL REGATTA; Lake Minnetonka, July
22-23
EPHRAIM YC REGATTA; Fleet 44, July 29-30
GLOW IN THE DARK; Clinton Lake, September 23-24

NEW ENGLAND DISTRICT

NEW ENGLAND DISTRICTS; Harwichport, MA,
August 18-20

NEW YORK LAKES DISTRICT

DISTRICT CHAMPIONSHIP; Skaneateles Lake, July
8-9
FLEET 161 REGATTA; Saratoga Lake SC, Sept. 9-10
GLIMMERGLASS REGATTA; Ostego SC, September
16-17

OHIO DISTRICT

BUCKEYE REGATTA; Hoover Reservoir, May 20-21
BERLIN INVITATIONAL; Berlin Reservoir, June 10-11
OHIO DISTRICTS; Deep Creek Lake, June 17-18
GREAT SCOT REGATTA; Edgewater YC, Cleveland,
July 8-9
HARVEST MOON; Atwood Lake, September 9-10
WHISKEY SOUR; Lake Arthur, September 16-17
PIG ROAST; Cowan Lake SA, October 7-8
CAVE RUN REGATTA; Fleet 165, October 21-22

TEXAS DISTRICT

TEXAS DISTRICTS; White Rock Lake, May 20-21
OPEN HOUSE REGATTA; Dallas, Texas, Sept. 16-17

1989 REGATTAS BY DATE

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

FLORIDA FINALE, May 20 - 21

**Fleet 150, Melbourne YC;
Melbourne, FL**

Contact: Cal Hudson, 986 Haas Ave., NE Palm Bay, FL 32907, (407) 725-3008

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

MIDLANDS OPEN REGATTA,

May 20 - 21

Fleet 158, Lake Murray; Columbia, SC

Becoming an active part of the Carolinas District, this is the first year the Midlands will be part of the Singletary-Helmold Series. Fleet 158 promises a great time for all.

Contact: Ed Eubanks, 3008 Millwood Ave., Columbia, SC 29205, (803) 252-5646

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

FSSA SOUTHERN REGIONALS,

May 27 - 28

**Fleet 96, Southern Yacht Club;
New Orleans**

For a memorable weekend sailing with many of the GYA's finest, make plans to attend.

Contact: Larry Taggart, 5809 Memphis Street, New Orleans, LA 63011, (504) 482-7358

HIGH ROCK OPEN, May 27 - 28

**Fleet 108, High Rock YC;
Southmont, NC**

Great sailing and social with camping at the club.

Contact: Larry Lewis, 1314 Kensington Dr., High Point, NC 27260, (919) 884-0518

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

CHANDLER REGATTA, June 3 - 4

St. Andrew's Bay YC; Panama City, FL

Part of the GYA Capdeville race series.

Contact: Terry Dees-Kolenich, Gulf Governor

PLYMOUTH BAY RACE DAY, June 4

Fleet 156, Plymouth, Massachusetts

Join us for a fun-full day of racing in Historic Plymouth Harbor. See the "Mayflower" and the "Rock" from your Scot!

We'll dine over the "line" too w/Burgers & Brew!

Contact: David M. Crawley, 208 1/2 Sandwich Street, Plymouth, MA 02360, (508) 746-1538

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: Gordon MacDowell, 5050 Campbellsport Rd., Revena, OH 44266, (216) 296-7516

CHAPMAN SCOT REGATTA,

June 10 - 11

Bay Waveland YC; Bay St. Louis, MS

A GYA open class regatta for Flying Scots.

Contact: Terry Dees-Kolenich, Gulf Governor

CYPREMORE YC SPRING REGATTA,

June 10 - 11

Fleet 153, Cypremort YC; Lafayette, LA

Join Fleet 153 for this late spring regatta and some hot sailing.

Contact: Gary Painton, 204 Shekel Dr., Lafayette, LA 70508, (318) 988-4331

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

GOVERNOR'S CUP, June 17 - 18

**Fleet 27, Kerr Lake Reservoir;
Henderson, NC**

One of the largest East Coast inland lake regattas with over 200 boats on three courses. Typically over 30 Scots participate and have a great time.

Contact: Dave Batchelor, 422 Margorie Dr., Raleigh, NC 27511, (919) 467-3512

(Continued on page 11)

1989 Regattas

(Continued from page 10)

HUSBAND-WIFE CHAMPIONSHIP

June 24 - 25

Flying Scot Fleet 97 will host the 1989 Husband-Wife National Championship on June 24 and 25. It will be held at the West River Sailing Club in Galesville, Maryland and will be a three race series. This year the championship will be held as a completely separate regatta just for the Husband-Wife fleet. Sailing will be on the Chesapeake Bay.

Galesville is due east of Washington, D.C. and south of Annapolis. Make plans early to attend and spend some time in our nation's capital and this beautiful area.

Contact: John Barnes, 7710 Chatham Road, Chevy Chase, MD 20815, (301) 652-0667; Bob Neff, 1032 Old Turkey Point Rd. Edgewater, MD 21037, (301) 798-4146

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

MICHIGAN-ONTARIO DISTRICTS,

June 24 - 25

Fleet 52, Lake Orion; Lake Orion, MI

Enjoy sailing on beautiful Lake Orion and a Saturday evening dinner dance.

Contact: James Jabczynski, 491 Bellevue, Lake Orion, MI 48035, (313) 693-9133

SPRITE ISLAND REGATTA,

June 24 - 25

Fleet 142, Sprite Island YC;
Norwalk, CT

Contact: Dave Squier, 56 Laurel Rd., New Ganaan, 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-designs 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

NEW YORK LAKES DISTRICT CHAMPIONSHIP, July 8 - 9 Fleet 43, Skaneateles Lake; Syracuse, NY

Come tune-up for the NAC and enjoy this great lake. Storage arrangements may be made for boats headed for the NAC the following week.

Contact: Bill Elkins, 203 Scott Ave., Syracuse, NY 13224, (315) 446-8362

ORIENTAL SAILING SOCIAL, July 8 - 9 Fleet 27, Neuse River at Oriental, NC

Sailed on the Neuse River, usually with good coastal winds. The seafood social is unbelievable.

Contact: David Batchelor, 422 Marjorie Dr., Raleigh, NC 27511, (919) 467-3512

FLEET TEN REGATTA, July 8 - 9

Fleet 10, Moriches Bay, Long Island

Come enjoy a the ocean breezes in sheltered waters on south Long Island.

Contact: Vincent Sweeney, PO Box 118, Remsenburg, NY 11960

1989 NORTH AMERICAN CHAMPIONSHIP and JR NAC

July 15 & 16, NAC July 17 to 21

Fleet 159, Oswego, NY

The 1989 NAC and JR NAC will be sailed on Lake Ontario out of Oswego, NY. Convenient housing and meal arrangements will be made through the State University of New York College at Oswego. This has proven fun in the past with everyone housed in dormitories where you can spend more time with your fellow Scotters and make many friends.

Summer winds average around 9 miles per hour and Lake Ontario can generate a great variety of conditions.

A week full of great social activities is also planned so make you plans now to attend. More details and a complete registration form appear in this issue.

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

WARWICK YACHT AND COUNTRY CLUB, July 22 - 23

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

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

EPHRAIM YC REGATTA, July 29 - 30 Fleet 44, Ephraim YC; Ephraim, WI

A great weekend of racing with a Saturday night Brat Fest.

Contact: Charles Sauter, 28 Bellaire Ct., Appleton, WI 54911, (414) 734-6797

MILES RIVER YC ANNUAL REGATTA, August 5 - 6

Fleet 97, St. Michael's, MD

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

GREATER NEW YORK DISTRICTS, August 4 - 6

Fleet 46, Middle Bay; Island Park, NY

Enjoy sailing in the ocean breeze on the well protected Middle Bay on South Long Island. Great sailing and fun with the Greater New York District's finest sailors. Limited RV facilities at Club.

Contact: Eric Feldman, 21 Dalton St., Long Beach, NY 11561, (516) 889-6822

CAPITOL DISTRICT CHAMPIONSHIP, August 12 - 13

Fishing Bay YC Annual Regatta,
Deltaville, VA

Contact: John Barnes, 7710 Chatham Road, Chevy Chase, MD 20815, (301) 652-0667

(Continued on page 12)

1989 Regattas

(Continued from page 11)

GYA JR LIPTON CUP, August 12 - 13

Southern YC; New Orleans, LA
Contact: Larry Taggart, 5809 Memphis St., New Orleans, LA, 70124 (504) 482-7358

NEW ENGLAND DISTRICTS,

August 18 - 20

Fleet 57, Nantucket Sound;
Harwichport, MA

Contact: Charles Winans, 15 Rolling Lane, Dover, MA 02030

KNOST REGATTA, August 19 - 20

Pass Christian YC, Pass Christian, MS

The GYA women's championship with the best of the female crews from all the GYA clubs.

Contact: John Oerting, (904) 932-5692

LONG DISTANCE RACE and REGATTA,

Sept. 1 - 3

Fleet 97, West River SC; Galesville, MD

Tune up with the "Long Distance Race" race on Saturday followed by the annual regatta on Sunday and Monday.

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

70th LIPTON CUP REGATTA, Sept. 2 - 4

Bay Waveland YC; Bay St. Louis, MS

The annual club championship of the GYA is settled every year at the Lipton Cup attracting the best sailors of the GYA sailing for their club team.

Contact: John Oerting, (904) 932-5692

DIXIE SC LABOR DAY REGATTA,

Sept. 2 - 3

Fleet 85, Lake Logan Martin;
Montgomery, AL

Join the large DSC fleet for some freshwater fun in the Gulf District.

Contact: Burl Murphy, 3318 Lexington Rd., Montgomery, AL 36106, (205) 834-2983

WALTER COLLIER REGATTA,

Sept. 9 - 10

Fleet 42, National YC;
Potomac River SA

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

HARVEST MOON REGATTA,

Sept. 9 - 10

Fleet 65, Atwood Yacht Club;
Canton, OH

A great multiclass regatta on the ever challenging Atwood Lake. Great

socials Friday and Saturday.

Contact: Don Hartzell, 1500 Farber St. SE, E. Sparta, OH 44626, (216) 673-6404

FLEET 161 ANNUAL REGATTA,

Sept. 9 - 10

Fleet 161, Saratoga Lake SC;
Saratoga Lake, NY

Like a fine wine this regatta gets better every year. So does the wine! Serious sailing and a great social.

Contact: Peter Seidman, 33 Huckleberry Ln., Ballston Lake, NY 12019, (518) 877-8731

GULF DISTRICT CHAMPIONSHIPS,

Sept. 9 - 10

Fairhope Yacht Club; Mobile, AL

The ever challenging Mobile Bay will be the location for the 1989 Gulf Districts.

Contact: Terry Dees-Kolenich, 4 Navy Lane, Spanish Fort, AL 36527, (205) 626-7175

MAYOR'S CUP, Sept. 9 - 10

Fleet 126, Lake Townsend;
Greensboro, NC

A great way to start the fall series in the Carolinas District. Centrally located and always well attended.

Contact: Fields Gunsett, 103 Monticello Street, Greensboro, NC 27410, (919) 299-2341

WHISKEY SOUR REGATTA,

Sept. 16 - 17

Fleet 80, Lake Arthur; Pittsburgh, PA

Five race series with a Whiskey Sour and Steak Fry Saturday evening.

Contact: Dan Goldberg, 1100 Penn Center #515, Pittsburgh, PA 15235, (412) 823-8579

PRESIDENT'S CUP, Sept. 16 - 17

Fleet 42, Potomac River SA

CBYRA sanctioned event.

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

GLIMMERGLASS REGATTA,

Sept. 16 - 17

Fleet 109, Ostego SC; Cooperstown, NY

A great New York lakes tradition everyone should plan to attend.

Contact: Doug Krum, Box 200 West Hill, Sherbourne, NY 13460, (607) 674-4789

SOUTH CAROLINA CHAMPIONSHIP,

Sept. 16 - 17

Fleet 134, Calibogue Sound;
Hilton Head Island, SC

Sail on Beautiful Calibogue Sound with good wind, strong current, and real porpoises. A great family sailing, beach vacation. Scots only.

Contact: Jim Vaughn, 24 Townhouse III Shipyard Rd., Hilton Head, SC 29928, (803) 842-2087

HOT SCOT REGATTA, Sept. 16 - 17

Fleet 20, Portage Lake; Pickney, MI

A five race series with a great Dinner-Social on Saturday night.

Contact: Dave Swinton, 48633 Chambury Ct., Plymouth, MI 48170, (313) 453-4168

OPEN HOUSE REGATTA, Sept. 24 - 25

Fleet 23, White Rock Lake; Dallas, TX

A great regatta which includes a Texas Barbecue. Some charter boats may be available.

Contact: Juris Laivins, 8363 San Leandro Dr., Dallas, TX 75218, (214) 320-1777

CAROLINAS DISTRICT

CHAMPIONSHIP, Sept. 24 - 25

Fleet 126, Lake Townsend;
Greensboro, NC

Sail with many of Carolina's best Scot sailors at this centrally located lake.

Contact: Larry Lewis, 1314 Kensington Dr., High Point, NC 27260, (919) 884-0518

YORKTOWN DAY REGATTA, Sept. 24

Fleet 137, Virginia Sailing Assn.

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

WEST RIVER FALL REGATTA,

Sept. 30 - Oct. 1

Fleet 97, Galesville, MD

CBYRA sanctioned event.

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

CYPREMORE YC FALL REGATTA,

Sept. 30 - Oct. 1

Fleet 153, Cypremort YC; Lafayette, LA

Part of the Fleet 153 Fall Series open to all Flying Scots.

Contact: Al Rees, 111 Ronald Blvd., Lafayette, LA 70503, (318) 233-2745

(Continued on page 13)

1989 Regattas

(Continued from page 12)

V.I.S.A. OPEN REGATTA, October 7 - 8 Fleet 71, Smith Mountain Lake; Roanoke, VA

This popular regatta now draws many Capitol District sailors and is growing every year.

Contact: Willie Robertson, 631 Dogwood Dr., Salem, VA 24153, (703) 389-8480

PIG ROAST REGATTA, October 7 - 8 Fleet 1, Cowan Lake SA; Wilmington, OH

Two fleets challenge Cowan Lake in this classic event. Camping at the club.

Contact: Don Mates, 6435 Marshall Rd., Centerville, OH 45459, (513) 436-4504

CAVE RUN REGATTA, October 21 - 22 Fleet 165, Cave Run Lake; Moorehead, KY

Come pioneer picturesque Cave

Run Lake in the midst of Daniel Boone National Forest. Camping is available at the park.

Contact: Bob Summerfeldt, 1320 12 St. Apt B-7, Huntington, WV 25701

PUMPKIN PATCH REGATTA, October 21 - 22

Fleet 97, West River SC, Galesville, MD
The final CBYRA sanctioned event for the High Point Competition.

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

CAJUN COUNTRY CHAMPIONSHIPS, Nov. 18 - 19

Fleet 153, Cypremort YC; Lafayette, LA
The climax of the 1989 sailing season in the GYA. Fleet 153 invites everyone to join in for some Cajun fun.

Contact: Gary Painton, 204 Shekel

Dr., Lafayette, LA 70508, (318) 988-4331

SUGAR BOWL REGATTA, December 30 - 31

New Orleans YC; New Orleans, LA
Come celebrate the new year with this multi-class regatta which is just part of the Sugar Bowl festivities.

Contact: Larry Taggart, 5809 Memphis St., New Orleans, LA 70124, (504) 482-7358

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.

FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
0978	Capitol	George Brooks	4601 Vineyard Lane	Va. Beach	VA	23455
3514	Capitol	Charles Dankmeyer	908 Burnett Ave.	Arnold	MD	21012
0041	Capitol	Robert A. Elveru	1606 Debra Drive	Waldorf	MD	20601
3742	Capitol	Daryl D. Hougnon	257 Schoolhouse	West Grove	PA	19380
4192	Capitol	Alfred C. Hudson, Jr.	466 Pheasant Ln.	Fairless Hills	PA	19030
2700	Capitol	Erik Karlsson	640 W. Carpenter Lane	Philadelphia	PA	19110
2406	Capitol	Eugene Keegan	1355 Stillhouse Lane	Etters	PA	17319
4250	Capitol	Dale Mantell	3647 Concord Rd.	Doylestown	PA	18901
3015	Capitol	Tom Munch	6830 Willamsburg Dr.	Sylvania	OH	43560
4346	Capitol	John W. Naas	6124 Wicklow Dr.	Burke	VA	22015
4525	Capitol	David P. Sylvia	2117 Wilroy Rd.	Suffolk	VA	23434
4388	Capitol	Edward B. Wagstaff	5318 Sundance Rd.	Salem	VA	24153
4561	Capitol	Malden B. Whipple	2745 Canby St.	Harrisburg	PA	17103
4558	Carolina	John C. Fluke	5217 Sedgfield Dr.	Raleigh	NC	27609
3473	Carolina	Morris A. Hill	101 Osprey Lane	Kitty Hawk	NC	27947
1109	Carolina	Robert Lowrance	P.O. Box 15	Davidson	NC	28036
3804	Carolina	Gary Phillips	P.O. Box 4026	Rocky Mount	NC	27803
1991	Carolina	Gordon Vestal	3004 Winstead	Rocky Mount	NC	27804
3908	Greater NY	David M. Baker	51 Applewood Rd.	Branford	CT	06405
3810	Greater NY	James R. Bleecker	25 Sunnybrook Lane	Clinton	CT	08413
4167	Greater NY	Stephen F. Brown	122 Macktown Rd.	Windsor	CT	06095
4552	Greater NY	Neil Glassberg	537A W. Broadway	Long Beach	NY	11561
2790	Greater NY	Wallace Lee	134 Braesburn Dr.	New Canaan	CT	06840
0232	Greater NY	Den LeJeune	801 Youngsford Rd.	Galdwyne	PA	19035
0777	Greater NY	John Paraskevas	1280 N. Country Rd.	Stony Brook	NY	11790
4477	Greater NY	Richard Ringhoff	72 Atlantic Ave.	E. Moriches	NY	11940
0906	Greater NY	James & Ann Sawyer	64 Benjamin Ct.	Old Greenwich	CT	06870
4452	Greater NY	Thomas Schuster	25 Alwin Terrace	Little Silver	NJ	07739
3221	Gulf	Thomas D. Russell	5803 Redbud Lane	Tuscaloosa	AL	35405
2227	Midwest	Lindy T. Cergizan	2150 Austin	Schererville	IN	46375
0241	Midwest	David M. Herron	6939 South Pascal	St. Paul	MN	55116
1424	Midwest	Ole R. Kalstrup	430 Briar Place	Libertyville	IL	60048
2235	Midwest	Larry Payonk	1037 W. Taylor	Chicago	IL	60607
2518	Midwest	Mark S. Wentzell	4905 Chicago Ave.	Minneapolis	MN	55417
4555	New England	Robert Bell	49 Trayer Rd.	Canton	MA	02021
2737	New England	Charles E. Dibble	P.O. Box 485	Contoocook	NH	03229
4455	New England	Ann & Paul Musto	207 South Main St.	Cohasset	MA	02025
3032	NY Lake	Michael R. Funk	810 Malta Ave., Ext. RD 3	Ballston Spa	NY	12020
4535	NY Lake	J. Ronald Hosie	4486 B. Limeledge Rd.	Marcellus	NY	13108
1878	NY Lake	Arthur T. Lollias	RD #5, Nelson Ave., Box 620	Saratoga	NY	12866
3318	NY Lake	William McNiven	Box 451 Peakes Brook Rd. #1	Delhi	NY	13753
2810	NY Lake	Kenneth Rookey	Rd. 8, Box 4	Oswego	NY	13126
0870	Ohio	Virginia Beyer	460 New Road	Churchville	PA	18966
1270	Ohio	Joseph A. Cline	P.O. Box 445	Zoor	OH	44697
1456	Ohio	Donald D. Davis	2362 Kuhlview Drive	Pittsburgh	PA	15237
3381	Ohio	James McMaster	418 Torrence Ct. #1	Cincinnati	OH	45202
1874	Prairie	James W. Laws	1102 Commins Dr.	Sacramento	CA	95825
2423	Texas	Irwin P. Weiner	5734 Caruth Haven Ln. #133	Dallas	TX	75206

A FISHY STORY

My family has been sailing a Flying Scot (FS 440) for over 20 years, and I have been reading your magazine a couple of years now. Here is a story that I think your readers will enjoy reading:

Last August, my cousin Sandy and I were sailing his Flying Scot (FS 3025) down the intracoastal waterway from Morehead City to Swansboro. We were heading to Camp Morehead where the Hoophole Regatta was going to be held. We had just passed by Spooners Creek and were concentrating on sailing because of the strong winds when something flew into the boat between us. We looked down into the cockpit of the boat and there was a Spanish Mackerel about ¾ of a pound flopping around in the bottom. We were both pretty stunned at first not knowing what was going on. We looked at each other in disbelief, then I grabbed it and put the fish into the cooler. When we got to Camp Morehead to register, our story was pretty hard to swallow. But after we showed them the fish, everybody believed us and got a big laugh. We ended up cleaning the fish and eating it a couple of days later.

Charles D. Parker
500 Verdant Drive
Greenville, NC 27858
(919) 752-2897

Consistently Out Front

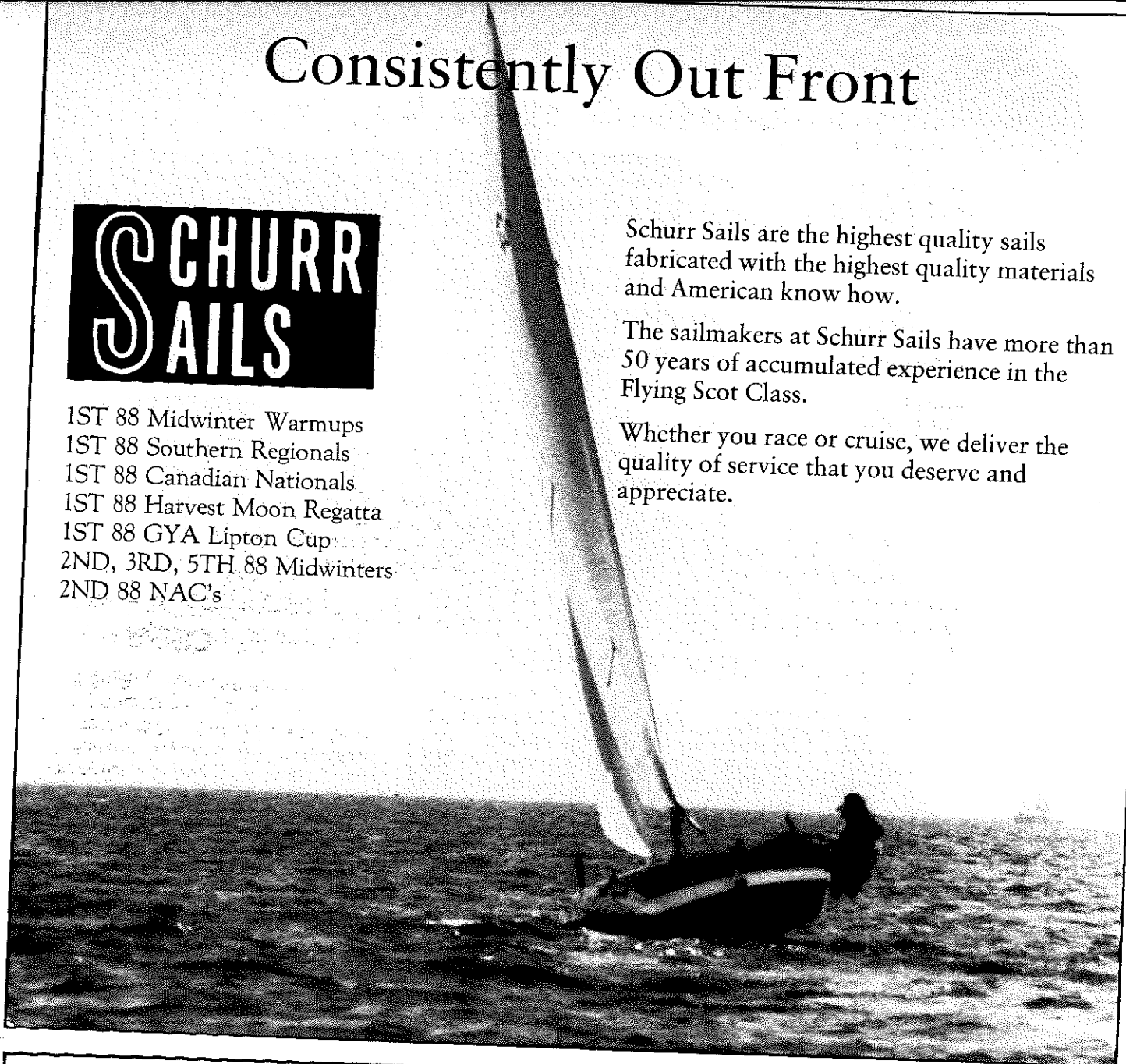
SCHURR SAILS

- 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

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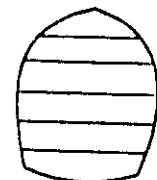


SAIL # _____

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 |
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| () Vision Window ea. | \$15 | () Kevlar Spin. Trims | \$65 |
| () Mainsheet Retainer | \$8.50 | () Spinnaker Turtle | \$35 |
| () Mainsail Cover | \$70.00 | | |

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 Comments (repair) _____



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Simulators

Continued from page 15)

Now that the IBM XT Clone is my choice of classes, I have been looking for a sailing program so I can sail year round on the North Coast. I really don't have many games for the IBM and I have never accepted it as a game computer. Once in a while I have a day that I don't do anything for **Scots n' Water** and I want to sail. A VGA color board and monitor helped arouse some game interest at Christmas and I have been shopping for sailing software ever since.

I had found a program called "America's Cup" through a disk vendor for \$2 which I have since seen on a bulletin board for downloading. I can't give the authors credit because there was no information on the disk. It has been around for a while because it dates back to Liberty vs Australia. It takes a color monitor or color simulation program (several in public domain) to run and it is well worth the minimum investment to get your hands on a sailing program.

America's Cup is a match race program which basically allows you to steer and trim the sheets to play the shifts. It is easy enough to learn and with few mistakes you can even beat the computer controlled boat. The only documentation I received was the help menu and instructions within the program. The winds seem very unpredictable yet it seems there is some way to select them which I've never figured out. The winds often seem to go 180 degrees one way or another. When the computer gets away in these conditions you might as well start the program over.

SIMULATORS AND FLEET RACING

Shopping for a "state of the art program" led me to the back pages of some sailing publications and the USYRU area on Compuserve. There were reviews about Sail Tech's "Sailing Simulator" and Posey Yacht Design's "Gold Cup Challenge" by John Lovell. I wrote these companies and several others telling them of this project for **Scots n' Water** and asked them to send me information on their programs. One thing about programs is that they are always in the state of development and hopefully improvement. That seems to especially be the case with sailing simulators.

One problem with these companies is that since there is a limited market for their product you're not going to find any full page ads to promote them. Sail Tech has done the next best thing as they have teamed up with North Sails who is distributing their program and using it in their sailing seminars. If you know of any other programs on the market I'd sure like to hear about them to review them in **Scots n' Water**.

Sail Tech and Posey each responded by sending me a copy of their program and we'll look into specifics of each in just a moment. Before we start let's ask just what we expect of a sailing simulator today. Of course we'll want to have challenging winds and the choice of light, medium or heavy air. But how about selecting our course or the size of the fleet from two to fifteen boats. The helm is very important because we all know that if you constantly sail one degree higher than your opponent at the same

speed and play every shift right you might win.

How about sail trim? You'll want every line on your real boat to be on the simulator and have the proper effect. Maybe you only sail in your Flying Scot, or maybe you have some "displacement hull" friends who know a good one-design sailor is quite an asset for his crew. Would you like a 20 footer or an 80 footer? Heavy displacement or ultralight? Masthead rig or fractional? How big of a sail inventory? About the only thing I haven't seen to choose from is a list of crew.

While each of these programs are quite good and interesting, they both offer some very different things or have a strange quirk which may cause you, because of your exposure or experience, to choose one over the other if you're in the market to buy. Please don't take my reviews as gos-

(Continued on page 17)

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Simulators

(Continued from page 16)

pel. Contact the companies direct if you have any questions.

Sail Tech's "Sailing Simulator"

by Lee Andrews and Joe Klingler

Sail Tech's Sailing Simulator comes well documented with a 140 page manual. Now if this sounds scary, don't worry, chapter one is two pages and will get you sailing without reading the rest of the manual. Of course, anyone who loves sailing and computers will have to give this quick start method a try. It will get you sailing fast, but you will still spend a lot of time with the help menus trying to get your boat going.

As the program begins, you will go through choices of difficulty, fleet size, course, setting and trimming your own sails, backwind, currents, and weather. You will be sailing a displacement hull keel boat with a mast head rig.

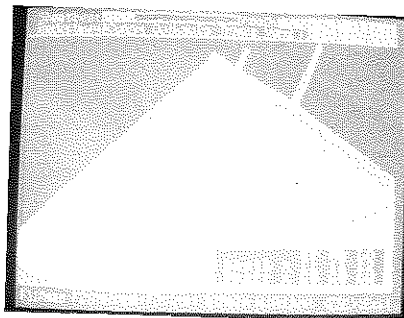
Throughout this program your performance is based on percentage of efficiency of boat speed. When you choose the degree of difficulty, you are handicapped by increasing the performance percentage of the competition while you always have the capacity to reach 100%. The more boats sailing the slower the program may run due to the computation for all other boats. Five boats is the default and is good competition to start unless you want to match race.

As the program begins, the fleet is luffing at the starting line. Your boat is the only boat which can sail, so bear off and get tuned up. You have eleven minutes (not real time) before the start. When in doubt, remember that a help menu is waiting at the push of "F10" or the "?" keys.

The helm is controlled by the cursor keys. The left and right cursor keys trim the helm in one degree increments. "Shift" or "CTRL" with the left and right cursor key move the helm in 10 degree increments. This gives you a very fine feel on the helm. For an automatic tack or gybe, press the up cursor. An auto-helm mode may also be used once you have your boat in trim for a particular apparent wind angle.

Sails may be selected from a large inventory of four headsails, three spinnakers, and a main with several

reefs. Sail trim is selected from separate menus. The sails may be viewed from two separate windows. One is the deck view which is as if



The mainsail trim screen on Sail Tech's Sailing Simulator. (Paul Nickerson photo)

looking from another boat off the quarter. Limited main and jib adjustments as well as spinnaker adjustments can be made from this view.

The mainsail view and genoa view are both seen from under the sail. Full adjustments can be made from these windows complete with instrumentation to tell boat speed and performance percentage. While in these menus the clock stops so you can optimize sail trim and not have the fleet sail away while you do it. Because of the number of controls for making some changes this seems necessary. However, it does not quite reflect the way it happens on the water. The use of telltales on the sail gives you a very good feel of just what is happening on the sail. Also you can call up draft and chord displays which will tell you just what is happening where in your sail shape.

Back on the race course there are other menus which can be accessed. The first is the instrumentation panel which gives boat speed, windspeed, true and apparent wind angles, as well as compass and mark heading.

There is also a chart of the course showing wind direction mark sequence and boat positions. You can also call up a log which shows the course you have sailed throughout the race. This is the only menu which shows you the actual wind direction.

Weather reports may also be looked at during the race at any time. These are rather complete, and in fact can take some of the guess work out of second guessing just where the wind is headed. The weather varia-

tions are one of the things that make this simulator very interesting.

Back on the main screen sailing with the fleet, the boats are rather simply displayed with just two lines. The view can be changed or zoomed in and out. This also affects the clock speed so that as you zoom out, the clock speeds up and when you zoom in the clock slows down. It is great to be able to speed things up at times but it would be nice to separate these two functions which I think will be on a future version (there are instructions hinting that it exists now). The boats never get more complicated than the twin line configuration as you zoom in.

Now maybe you're saying to yourself that this simulator seems a bit complicated, especially if you don't know your way around keel boats. Never fear because you can select to have your sails automatically selected and trimmed. This will put you in the upper ninety percentile of boat speed which gives you a speed advantage in all conditions. As the degree of difficulty is increased the rest of the fleet gets closer to you in performance. You can now sail against the rest of the fleet (from 1 to 15 boats) at whatever level and make it a purer tactical race. Imagine sailing against a fleet of fifteen boats all sailing at a 98% performance level.

When you finish sailing the simulator the first time, you might want to stop and enjoy reading the complete manual. It too can teach you a little about sailing and isn't that the whole purpose of this purchase.

For anyone who wants to sail without rules, this is a great program. The rules are on an honor system, just like on a real race course. Another thing to remember is you must tell it when you round a mark so it will update your mark heading for the next one.

Another nice feature is that you can save a race and re-sail it again later.

After having tried the Sail Tech program I was very much in awe. What else could there be in a simulator?

Posey Yacht Design's Sail Race Challenge

by Carnot Dennis Posey

When the Posey disk arrived there

(Continued on page 18)

Simulators

(Continued from page 17)

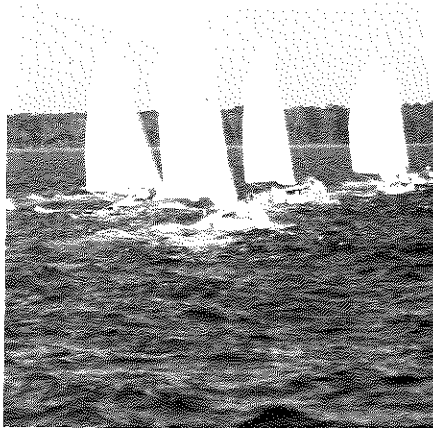
was little more than a message "Thanks for your interest ... we'd like to see your review." Evidently this is a new program because it goes beyond the reviews by John Lovell for other Posey programs. So in went the disk and in just moments I was going through some interesting questions:

- Redefine your boat? (Y/N)
- Boat Length (20 to 80 feet)
- Displacement Type (Heavy to ultralight)
- Relative Sail area (lots to little)
- Fractional of masthead rig
- One design or level racing
- Tidal Currents
- Wind speed
- One jib, One spinnaker (Y/N)
- Shoreline to N, S, E, W.
- Fleet size (3 to 10)

I wasn't sure if I should go for the 20 or 80 foot boat but then I thought of the upcoming Midwinters. So I tried for a Flying Scot set up with some current in 15 knot winds, just like the Midwinters. I was told a complete forecast including tide strength and times. Next thing I knew I was at the starting line with five minutes to go in a fleet of 8 boats...all sailing for the line.

The program is running, I'm in a crowd and don't know what to do next. Push "Q" for help. A nice top view graphic with a menu of sail controls including traveler, outhaul, luff, vang, mastbend, forestay sag, jib leads, etc. The only thing missing is a cunningham. There's also a main luffing % and apparent and true wind strength and angle reading. All this interacts with the speed reading so you can see the affect of every change.

As I get back to the race course I find myself fast approaching the start line with two minburdened with ultra fine tuning if that's what you like. All sail adjustments can be made from other parts of the program while underway, however, you need to be in the "sail view" screen to see and read all the adjustments. Other wise you just monitor how your changes affect boat speed. You can't just select a trim but rather everything toggles through the three choices so if something has a negative effect, you'll need to change it twice to get back to where you were. This is typically fast and painless.



The helm takes some getting used to because it doesn't change in one degree increments. There is a quick ease and quick trim mode, great before the start and when rounding marks. There is also a helm mode to fall off 70 degrees and to tack and jibe.

The graphic screen of boat trim is very adequate and many of the sail details and changes do appear, including forestay sag, telltales, and mast rake. Everything is a top view and the screens update fast. Graphics on the race course alternate between full course and a close up of about 5 boat lengths with your boat in the middle of the screen. On the wide screen the boats are small lines while on the tight view you have an interesting overhead depiction of hull and sails. An intermediate view would be nice that could include 10 to 15 boat lengths but on the wide view all boats are very discernible and your boat is marked. You can choose to mark one other boat for easy reference.

In the few races I have actually sailed, the winds have never shifted much (more than 10 degrees) and I'm not sure if they are ever programmed to or I want them to be programmed to.

A variable timer during the race could also help get a boring reach over faster when you get so far ahead that no one can blanket you.

IT'S YOUR CHOICE

In choosing between the two programs I think each one has certain things that I like over the other. With all boats maneuvering before the start the Posey YRC provides much more interesting starts. I also like the fact that they have some rules programmed in to keep you honest. For pure tactics in highly competitive fleets, Sail Tech's simulator will keep you on your toes. If you can sail with the best here you should be able to do it on the water.

While sailing on the Posey simulation, I like the fact that you make sail changes under way because of the realism of the timing involved. Sail Tech's program is more oriented to high tech boat tuning and you can learn a lot trimming your own sails. With good knowledge of sail trim you should be able to maintain a 95% speed rating since you can do this with time stopped.

My one complaint about both programs is the lack of a compass "on deck." Everything is computed and displayed more on apparent wind and unless you've sailed on instrumented boats it will take some adjustments.

Both programs are very good at teaching you about sailing and racing. You can't go wrong with either purchase in my opinion, because they should both help to improve your sailing and they're easy to learn and fun. I believe you'll constantly see them improve both programs and add or change features as sailors demand.

If you have any questions here is where to contact them.

Sail Tech, Inc.
P.O. Box 2892
Toledo, OH 43606
(419) 537-7385

Posey Yach^t Design, Inc.
Parmelee Road
Haddam, CT 06438
(203) 345-2685

1989 MIDWINTER CHAMPIONSHIP

Sam Hopkins Survives For Title

You knew this was going to be a great Midwinters when a record number of boats, 57, registered for the regatta. It also looked as though a perfect week of weather would greet the sailors with lots of sunshine and the always present St. Andrew's Bay breeze. A storm system sat just to the west and helped pump things up with some questionable predictions for late week storms.

The St. Andrew's Bay Yacht Club, hosting its 19th Midwinters, was a flurry of activity on Sunday and Monday as competitors made ready and checked out the latest in boat rigging ideas. Monday afternoon two practice races were held off the club to let everyone do a little warming up.

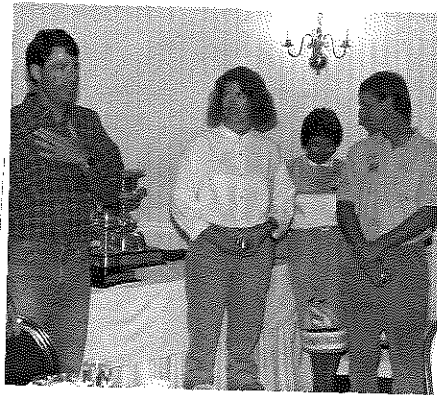
RACE ONE

Tuesday the racing finally got started with two races in the afternoon. The first race saw winds around the fifteen knot range out of the southeast with gusts a little higher. The starting lines were set very square with most racers thinking the left side of the course favored. In the Championship Division the competition was close but Greg Fisher worked into the lead and was able to hold off Sam Hopkins and Tommy Meric.

In the Challenger Division, a general recall meant the boats would be starting just as the champs were rounding the leeward mark, set fifty yards in front of the starting line. This turned the two divisions into one for a beat and meant that for the challengers to work left they would also have to work through the champs.

John Domagala, sailing with last year's challenger runner up skipper and crew, Ryan Malgram and Jeff Johnson, took an early lead followed closely by Gil Levin and Craig Wilusz.

With the ideal conditions, everyone was very happy with the Race Committee's decision to run two races, an effort to help guarantee a full six race series.



Winning Skipper Sam Hopkins and crew Pat Rayman and Luther Carpenter accept their awards. (Pat Bolyard photo)

RACE TWO

The second race looked like a carbon copy of the first except the tides, at their strongest point, turned and were just starting on their way out. While Fisher got his usual fast start and led the pack going left, Pete Merrifield banged the right corner and found more tide and wind to take a slim lead. Fisher, with his 1988 crew of Rob and Joyce Spring returning, eventually took the lead from Merrifield while Meric and Hopkins took third and fourth.

(Continued on page 21)

CAPSIZING

It Happens To The Best ...

Paul Nickerson, FS 3911

In nine years of sailing the Flying Scot I had never capsized or been involved with a capsized boat except from a distance. That was until the 1989 Midwinters. Sure, I have read several accounts and last year published a previous account on using a towing bridle for rescuing a swamped boat. What I found out at the Midwinters is how important first hand experience is in rescuing a Scot. In the six complete capsizes, there were many different circumstances and things to do or not to do accordingly. Don't ever believe someone if they tell you a swamped Flying Scot is no big deal.

I sail on Lake Erie and I realized a long time ago that if conditions are bad enough for a capsize, they are also going to hinder any type of rescue. I am a big advocate of having transom ports on Flying Scot's. This is even more important on boats sailed in areas where real waves can form.

On St. Andrew's Bay the chop turned into about three foot waves which rolled right over submerged Scot's. The rescue boat I was on fought for what seemed like an hour just to turn the boat into the wind in the waves. The Scot itself got righted without much problem but we couldn't get it turned. We had a towing bridle, made from a mooring line, but found that the bridle being behind the bow to help lift the hull, did not provide the angle to help turn the boat. Another line tied to the bow plate did not provide the lift to pull the hull up out of the water. The towing bridle has to be secured to something, i.e. the mast, so it does not twist around the hull when the boat is pulled.

Other rescue boats had the same problems with their tows. Larry Taggart was the only boat I heard of that dropped an anchor. This helped turn

(Continued on page 20)

Capsize

(Continued from page 19)

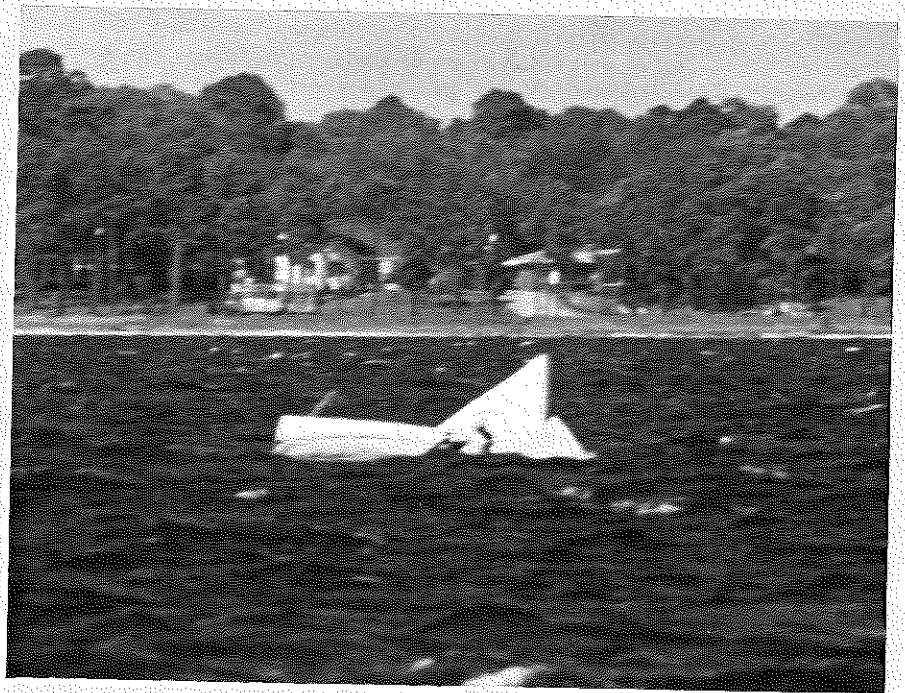
the boat into the wind for the rescue boat and kept them from drifting. Dan Goldberg's boat, after numerous attempts at towing, finally drifted up on a beach and was rescued with a trailer and four-wheel drive vehicle.

In the vicious chop it was extremely difficult to lift the bow and get the water running out without being swamped again. We had to keep the boat under a full power tow while the crew bailed with two five gallon buckets as fast as they could for five minutes, just to get the hull safely out of the water. Transom ports could have cut this time down to a minute and left the boat relatively dry.

After taking the first boat back to SABYC, we learned that there were still more boats in the bay. Greg Fisher joined us thinking his wife might be on one, and after passing her boat in tow we continued on. In the water now for about an hour were two sailors with their boat still over. A large power boat stood by but did not have a good working platform to help. They had a line on the boat but they could not get it up. The sailors were obviously tired and didn't belong in the water any longer.

At this point Greg dove in the water to help to turn the boat up figuring three people might do it. The wind and waves had subsided considerably. The mainsail luff was still in the mast and when the boat did not come up we got the main off and in the rescue boat. A Coast Guard Auxiliary standing by informed us a 41 footer was on its way. Several times we got to the top of the mast and tried to right the boat but it wouldn't float right and kept going over. We then discovered at least one piece of flotation had come out and this was not allowing the boat to float balanced once it was up. At this point we got bodies out of the water as the Coast Guard arrived.

Greg stayed with the boat to help and advise the Coast Guard. They were extremely good with the boat and finally got it to stand up tied to their boat, which we could not do with our 21 foot run-about. They then inserted an inflatable bag under the foredeck, which filled through a large CO2 canister. This provided ample flotation for the boat to be pumped out so it could be towed back. Even



Ed Eubanks Photo

Flying Scot 1989-Midwinters

with their large volume pump, it took ten to fifteen minutes to pump dry.

As we got back to the dock we caught up with the Race Committee boat. We discovered as we approached it was towing in a submerged Scot. There was nothing pretty about this whole day, but I sure hope we all learned something from it. You must know as much about rescuing your boat in case of a capsize as the guy trying to help you. Remember, your personal safety first. Get a life jacket on and tell your rescuers to have them on.

Here are some thoughts on how you can best help your own rescue after you check to make sure your crew is ok:

1. Get your sails down. Try to get them stuffed out of the way or get them on the rescue boat.
2. If you can not get the boat up, try to get an extra life jacket or bumper to the top of the mast. This will help it to float and help your rescuers find it if they try to stand you up.
3. Get any messy lines dressed and try to get the boat organized while you wait.
4. If you are drifting or staying broadside to the wind, get out the

anchor, that's why you carry it. Keep something that floats tied to the end of your anchor line, i.e. a small bumper, so you don't lose it.

5. If you suspect the rescue boat won't have a towing bridle, make one out of a mooring line or your mainsheet and have it ready. Tie the ends to the mast or something to keep it from slipping around the hull.
6. As things go floating around and out of the boat look for your bailing bucket and make sure it is available.
7. You will have to try to keep the hull balanced under the water and the bows have a tendency to go down easily in the waves.
8. If you sail in rough water consider installing transom ports. This would be a good parking lot project at the NAC when a lot of boats could be doing it together.

As good as the Flying Scot is as a sailboat, all centerboarders are susceptible to capsizes no matter how good the sailor. A great fleet project for the summer is take one over and practice rescuing it for the first hand experience of every fleet member.

Midwinters

(Continued from page 19)

The first reach proved very tight and the current really came into play around Redfish Point with boats barely able to carry spinnakers into the gybe mark. Several boats in both fleets (myself included) learned valuable tide lessons as they took target practice on the gybe mark. The new rules on hitting a mark would have been appreciated by these unfortunate sailors.

In the Challenger Division, Dan Goldberg worked out to the lead with the top five boats in a tight pack, including John Damagala, Craig Wilusz and Gil Levin. Dave Jacobsen, who had suffered a major ding in the first race and had to withdraw, came back to sail a strong second race, finishing third.

Nobody goes to the Midwinters just for the sailing, and many of the sailors enjoyed a barbecue buffet on the SABYC lawn while a local steel drum band played. It was a perfect time to talk over the day's races and try to pick brains as to what was working on the race course. The winds were

steady with some shifts to be played but the tide played a large effect in some parts of the course but couldn't be easily seen in the good breezes.

RACE THREE

On Wednesday the sun was strong and so were the winds. The western front was still pumping in the air with storm predictions for later that night. As the winds whistled through the rigs in the parking lot, many wondered if there would be any racing but it settled in at a steady 20 knots and the Race Committee lead the way to the course. A couple of extra chase boats were summoned and a few of the skippers, mostly in the Challenger Division had second thoughts about heading out. I elected to enjoy (?) this one from a chase boat to better observe what was happening on the course.

The races started with the winds still steady at twenty. Tommy Meric took the early lead in the Championship Division followed by Greg Fisher and Sam Hopkins. On the first reach

nobody flew the spinnakers until Hopkins popped his halfway down the leg. He was able to close the lead on Meric and Fisher but couldn't get over them. At the gybe mark, sail handling was all critical. Meric rounded first and tried to set his chute. The windward set was tough even for this leading crew of Tom Taggart and Chris Schrammel. Fisher, with crew Rod and Joyce Spring, had a cleaner set and passed Meric while he rounded up and then got things under control. Hopkins, with crew Luther Carpenter and Pat Rayman, was also able to get a clean set and pass Meric as the three extended their lead on the fleet. The two reaches took a total time of under twelve minutes for this lead pack.

On the next beat Fisher went right and Hopkins went left. The winds were picking up and boat control was as important as speed. Hopkins worked into the lead with the winds starting to peak around thirty as the leaders approached the windward

(Continued on page 22)



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NORTH SAIL WINS 1989 MIDWINTERS

Midwinters

(Continued from page 21)

mark. The St. Andrew's Bay chop was turning vicious with the boats really having to work the waves. Hopkins and Fisher rounded the mark and started downwind with the spinnakers. Hopkins later told how his crew had to play the jib to keep the boat upright in the puffs.

At about this time the first boat went over down on the beat and the chase boat I was on, now a rescue boat, responded. It was starting to become obvious that the race was becoming one of survival. The race committee had already decided there would just be one race as several boats limped back in with breakdowns. Others like Jerry Hartman and Sunshine thought the beach at Redfish Point would be a welcome place to rest and watch instead of continuing to race.

Some of the major puffs brought with them shifts that sent crew scrambling. No tack could be taken for granted. One puff found the Fisher boat on the run with spinnaker up and after twelve consecutive firsts in Midwinter races he was watching from in St. Andrew's Bay. While Hopkins and Meric went on for a first and second, nobody was talking about winning or losing, but surviving.

Over in the Challenger fleet, John Damagala was continuing an excellent series with a first and Ralph Rieu was a close second making his move. Dan Goldberg was in the lead pack of challengers when hit with a shift and puff that tacked the boat right on top of them and turned them bottoms up.

When the figures were all in, 17 of the 45 boats that started in both divisions did not finish. Six boats capsized while others needed assistance getting back in. When the racing was over, the process of cleaning up St. Andrew's Bay took several hours. There were many breakdowns that sent boats back to the club early such as broken halyards, booms, goose-necks and outhauls, but the real problems were in the water.

In all, six boats capsized and filled with water. While all boats were tended to by chase and stake boats, these boats were not all able to give full righting and towing support. Adding to the problem was the vicious chop and high winds that even the chase



Jack Stewart and Jack Huling check out the rigging before the 1989 Midwinters. (Paul Nickerson photo)

boats had problems maneuvering in. It was not until almost dark that the last boat finally reached the dock, submerged.

Greg Fisher showed the type of champion he is when he returned on our chase boat to check on his wife, Charlotte, who had capsized sailing with Larry Taggart. Finding them coming back in we continued back to the Bay where Greg went back into the water (what a dive) trying to help right another Scot. (For more on capsizees see "It happens to the best.")

The Fisher Sails oyster bar gave everyone time to catch up on all of the day's stories, including Monica Berten's version of Dan Goldberg's capsize and rescue. By the way, the oysters seem to get bigger and better every year.

After the oyster feast, most of the participants made it over to Jimmy Ruthven's for some chicken and more stories. Jim, a local Scot sailor, has made this party another of the great Midwinter traditions.

RACE FOUR

The front finally passed through Wednesday night and everyone feared more heavy winds for Thursday. As it turned out, the skies cleared and the winds settled in at a perfect 10 to 15 out of the south. All of the boats were ready for racing as Harry Carpenter kept the parts department open and the sailmakers kept up with some minor repairs. Dan Gold-

berg, who landed on a beach after capsizing, required the help of a few strong bodies to carry his boat over to the grass for some fiberglass repairs.

Out on the water the Championship Division was anxious to get started. They ended up a little over anxious and after a general recall and starting line adjustment they were off. Hopkins grabbed the early lead followed by Fisher and Sjoerd-Jan Vanderhorst. The leaders stayed close to each other while Dunkin McLane and Tommy Meric suffered from their worst races of the series. Fisher was finally able to grab the lead on the final beat and Hopkins followed a close second. Vanderhorst was able to momentarily break a string of bad luck and hang on for third while NAC Champion Harry Carpenter and crew John Clark finished fourth. For two-up, they were sailing a very consistent series in the heavy air but just unable to crack the top five.

In the Challenger Division, Craig Wilusz got out to an early lead followed closely by Gil Levin, Paul Nickerson and Karl Vanderhorst. These boats stayed out front by going right after the start and avoiding a large patch of seaweed. They played the right side shifts perfectly and left the rest of the fleet behind, where John Damagala and Ralph Rieu struggled for respectable finishes and tightened the standings.

As the winds shifted right, boat speed was very important as the starboard tack took you a little bit more head into the waves. Pinching was out of the question on starboard, while on port tack you could steer the waves and get excellent surges of boat speed.

After race four, the Championship Division was shaping up to be a tight six boat series with Sam Hopkins holding a commanding lead and the next five boats within a few points of each other. However, with a throwout, things were even tighter and Greg Fisher was looking good with three firsts and a DNF. Dunkin McLane and Tommy Meric were right behind Hopkins with double digit throwouts.

In the Challenger Division, Domagala, Wilusz and Levin were in a virtual tie with and without throwouts. Ralph Rieu, Neil Glassberg, Dan

(Continued on page 23)

Midwinters

(Continued from page 22)

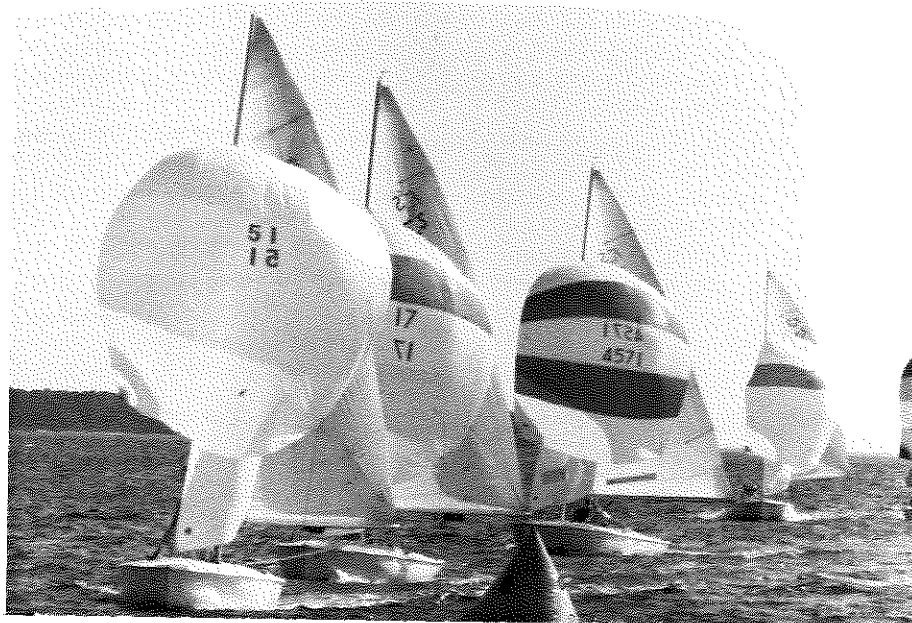
Goldberg and Steve Nolte were in a close battle for fourth through seventh, each with a good throwout possibility.

RACE FIVE

The winds picked up a couple of knots for race five and the tides were ready to show their effect. In the Championship Division, Dunkin McLane took the lead at the windward mark with Fisher a close second. Damagala, Glassberg and Rieu battled for the lead in the Challengers after disappointing fourth races. The first reach was a little tight for spinners and those who recognized this and sailed a fast, high reach with main and jib made out big. The spinners waited until the approach to the gybe mark for most but Gil Levin tried too early, fighting the chute and losing places.

Fisher stayed right on the stern of McLane and overtook him on the final beat for his fourth win. McLane's second put him only one point ahead of Meric and four points ahead of Fisher in the standings. Sam Hopkins sailed his worst race of the series for an eighth, but still held a nine point lead without a throwout. Right behind was Dave Bolyard and Harry Carpenter, each with a double digit throwout if a sixth race was sailed.

On the sidelines was the Vanderhorst boat which had to withdraw from the race when crew Joey Hunt cut his hand while handling the spinnaker pole. The cut across his palm, which he was not aware of when it happened, required eighteen stitches. It's a lesson we can all learn from to check our rigging regularly for burrs



William Weatherly (51) leads Dunkin McLane (17) and Harry Carpenter at the gybe mark, Race 2. (Pat Bolyard photo)

and nicks which can cause such cuts. Fortunately, the crew had the sense to drop him off at a committee boat for a quick trip to the emergency room.

The challengers saw Rieu hold on to win with Damagala second and Glassberg third. The top three boats were separated by just two and a half points with a throwout and there were other tight groups right behind waiting for the sixth race.

The Schurr Sails cocktail party on Thursday evening was a great time to recollect a perfect day of sailing and ponder the possibilities for Friday's sixth race. The times like these are what make the Midwinters worth the trip south. About eighteen states were represented and every district

except the Prairie and Pacific had participants.

Friday the forecast was living up to predictions of "very windy." An approaching cold front kicked up wind in excess of twenty knots during breakfast. Then things seemed to calm down a little as race time approached and participants made ready. Just before an eleven-thirty skippers meeting the winds came back at a steady twenty, plus. Allen Douglas announced that a final decision would be made at noon with racing held in the small bay, just off the SABYC. Continual heavy winds were in the forecast as the front was still approaching. Many skippers having suffered from breakdowns and prob-

(Continued on page 25)



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Midwinters

(Continued from page 23)

lems were hoping for the final race and a "last chance." Included in this group were defending Midwinter Champion Greg Fisher with four firsts and a DNF, and the top boats in each division where anything could happen. After an announcement to ready the boats, the race committee, possibly remembering Wednesday, announced the cancellation of the last race and the standings from Thursday were final.

In final analysis, it was a great Mid-

winters that will long be remembered. There were two days of absolute perfect sailing conditions and the sun was there all the time. Wednesday's race was one that will long be remembered and talked about among the participants. Record numbers of Flying Scot sailors go to Panama City every year for the sun, wind, competition and fun of being with other Scot sailors.

This year's Midwinters was everything it was supposed to be and the

folks at SABYC promise their 20th Midwinters in 1990 will be even a little bit better, so make plans to attend. A special thanks must also go out to Allen Douglas, Bo and Betty Smith, and everyone from SABYC for their great organization and warm hospitality which we all come to expect and too often take for granted every year. These people have made this an outstanding regatta and we are all very proud and thankful for their hard work.

FINAL STANDINGS CHAMPIONSHIP DIVISION

Skipper/Crew	FS#	1	2	3	4	5	Total
1 Sam Hopkins Luther Carpenter/Pat Rayman	GYA54	2	4	.75	2	8	16.75
2 Dunkin McLane Pam Schurr/Mike Kane	GYA17	6	5	3	10	2	26
3 Tommy Meric, Jr. Tom Taggart/Chris Schramel	GYA21	3	3	2	14	5	27
4 Greg Fisher Rob Spring/Joyce Spring	3961	.75	.75	27	.75	.75	30
5 David Bolyard Hank Saurage/Chad Klahorse	171	12	9	4	5	3	33
6 Harry Carpenter John Clark	4571	7	6	7	4	10	34
7 Jim Cavanaugh Jay McNeff/Taylor Smith	4499	4	17	6	12	7	46
8 Herbert Lee Sumrall Bill Ross/Brock Schmidt	3947	5	15	14	9	4	47
9 Pete Merrifield Chuck Yarborough/Kevin Northrup	4209	8	2	27	6	9	52
10 Ira Cohen Cathy Cohen/Whit Whittaker	4343	11	11	27	7	6	62
11 Brian More George More/Mike More	3886	15	16	8	11	14	64
12 William Weatherly John Galloway/Michael Hage	55	13	7	10	22	15	67
13 Larry Taggart Charlotte Fisher/Janet Gordon	4510	9	10	27	16	12	74
14 Steve Bellows Rick Zern/Scott Mathis	GYA19	10	22	5	8	29	74
15 Jack Leipper Ian Denholm/Dick Franklin	4135	26	8	9	13	21	77
16 Ewell C. Potts Peter Kable/Dinn Stallworth	4437	14	18	11	19	16	78
17 Bernie Knight Suzie Knight/Gerry Paoli	4115	17	13	12	24	23	89
18 Mike Hartman Jim Harris/Bob McKenzie	3204	20	20	27	17	11	96
19 Richard Wade Pat Manicchia	4271	19	19	13	28	17	96
20 Sjeord-Jan Vanderhorst Charles Vanderhorst/Joey Hunt	742	16	21	27	3	29	96
21 Paul Lee Tom Lee/Kerry Pebbles	D14	21	23	16	18	18	96
22 Jerry Hartman Sunshine	4140	18	12	27	20	24	101
23 Jack Orr John Callighan/Anne Seidman	3877	24	14	15	29	20	102
24 Jane Allen/Champion Ellen McBride/Sue Childree	2710	25	30	30	15	19	119
25 Bob Murdock Dave Batchelor	1720	23	24	27	23	27	124
26 Richard Newell Susan Hauser/Michael Newell	2303	28	26	27	25	25	131
27 Jack Stewart Martha Lee Stewart/Jack Huling	1342	22	30	30	26	26	134
28 Larry Klick	4530	27	25	27	27	28	134

CHALLENGER DIVISION

1 John Damagala Ryan Maigren/Jeff Johnson	3577	.75	4	.75	7	2	14.5
2 Craig Wilusz Ben Levi/Eddie Douglass	117GYA	3	5	3	.75	5	16.75
3 Gil Levin Mordy Levin/Morgan Doolittle	4434	2	2	4	2	10	20
4 Ralph Rieu Dan Waltuck/Joe Lee	4565	4	7	2	13	.75	26.75
5 Neil Glassberg Eric Feldman/Huey Malone	4552	5	9	5	11	3	33
6 Dan Goldberg Monica Berton/Jim Starr	4521	6	.75	18	5	4	33.75
7 Steve Nolte Jimmy Ruthven Jr./Erik Nolte	63GYA	8	8	6	6	6	34
8 Dave Jacobsen Cathy Creery/Peter Seidman	3720	21	3	10	8	8	50
9 Karl Vanderhorst Barry Vanderhorst/Yanny Vanderhorst	2297	13	10	7	4	22	56
10 Joseph Thorpe Patricia Thorpe/Susan Rutledge	4104	14	11	8	12	13	58
11 Dennis Dugan Ray Harling	4419	10	15	12	15	9	61
12 Paul Nickerson Christine, Christopher, and Shannon Nickerson	3911	9	16	29	3	7	64
13 Jack McClurkin Tony Minniti/Manning Montagnot	3404	7	9	29	10	12	64
14 Larry Kalata Cathy Penewitt/Terry Swift	60GYA	11	14	18	14	14	71
15 Paul E. Moore III Paul E. Moore Jr.	4300	16	13	9	27	16	81
16 Granny Dees Terry Dees/Jimmy Ruthven	4109	27	12	29	9	18	95
17 David Osler Dave Franck/Linda Packman	534	15	19	29	17	15	95
18 Raymond Folio Scott Hempstead/David McCann	4170	18	17	18	26	17	96
19 David Whitehart Lester Stern/Mike Kaufman	3864	12	20	29	19	19	99
20 John Beery Yvonne Beery/Michael Beery	4257	17	27	29	16	11	100
21 Russell Norburn Bill Swann/Will Swann	4322	29	22	11	20	23	105
22 Ted McLane Bill Thorpe/Christie Elmore	62GYA	19	25	18	22	21	105
23 Ted Glass Florence Glass	3617	20	24	29	18	25	116
24 Ted Grammes Sean Cunningham	1282	24	18	18	29	29	118
25 John Burnside Suzanne Cooper/Burnside	4228	23	21	29	24	27	124
26 Bill Russell Deb Russell/Evelyn Russell	4420	22	23	29	25	26	125
27 Jane Lisherness Joni Reirs/Will	3612	27	27	29	21	24	128
28 Cal Hudson Anita Hudson/Erin Smith	1736	27	29	29	23	20	128

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



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 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**

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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 753 - Lofland, red w/white trim and deck; 2 mains & jibs, one Spinnaker, Lofland trailer, paddle, bridle, motor bracket, anchor, lines, mooring cover, life jackets, etc.; \$2300. Contact Tom Oehring, 18 Mayfair Lane, Lincolnshire, IL 60069, (312) 644-6720 (M-F).

FS 893 - Excellent condition, race rigged per Fisher specs, fast boat, new Fisher sails, used three times, all Harken blocks and fittings. Other new parts: rudder, tiller, shrouds, center board gasket and compass. Attractive blue hull with yellow deck. Mast hinge, anchor, spare sails. Tony Chargin, Yorktown, VA, (804) 898-7675.

FS 2066 - Douglass Built. Very good condition. International orange hull, off-white deck. Main, jib, spinnaker (orange, black, white stripe). Sterling trailer, cockpit cover, mast hinge, anchor, 1988 bottom paint, fresh water only. Original owner. \$3500.00 Don Cohen, 539 Boyd Dr., Sharon, PA 16146, (412) 981-0422.

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.

(Continued on page 28)

TJ SALES

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.

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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.

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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.

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

Caveat Emptor

(Continued from page 27)

FS 2549 - Custom flex, yellow hull, white deck, 2 mains, 2 jibs, spinnaker, reefing, Harken fittings, lifting bridle, mooring cover, 3½ hp British Seagull OB, trailer, safety gear. Good condition. Bought new boat. \$3500. Call David Majni, Mentor, OH, (216) 352-6974.

FS 2631 - Customflex white, with main and jib, cover and trailer. Dry-sailed, stored inside, used very little. Sails by Schreck, boat and sails excellent. \$3,000. Could delivery part-way. Jerry Griffith, P.O. Box 58, Hoisington, KS 67544, (316) 653-4343.

FS 2769 - Douglass - Blue hull, white deck, Harken leeward sheeting for jib and chute, race rigged, 2 sets of sails. \$3,000. Dr. Charles Post, Duxbury, MA, (508) 746-8600.

FS 2918 - Douglass Built, white deck and light bull hull. Harken blocks, spinnaker, mooring cover, danforth. Heavy duty galvanized trailer. \$4,000.00. George W. Dufresne, Halter Lane, Pleasant Valley, New York 12569, (914) 635-2696.

FS 3421 - White hull and deck. Shore sails. Spinnaker. Little used in last two years. Reported to be particulary fast. Tilt trailer. \$4500.00. Al Rossow, 37 Surrey Drive, Cohasset, MA 02025. Call (617) 383-6892 (evenings); (617) 740-2408 (days).

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 3754 - Douglass, white with red stripe, garaged, dry sailed. Shurr sails, Tee Nee trailer, galvanized. Mooring cover, anchor, lines. Excellent. \$5000.00. Don Crawford, 4313 Hillsdale Rd., Harrisburg, PA 17112, (717) 652-1830 (evenings).

FS 3903 - 1983 Douglass, ivory hull and deck excellent condition, never raced, Schurr main and jib, tee nee trailer, cockpit and boomtent covers, lifting bridle, Harken vang, Waco 360, jiffy reefing, outboard bracket, mast hinge. Boat in Miami. \$5500. Maria Jorge (305) 378-1960 (Home), (305) 470-2914 (Work).

FS 3998 - 1984 Douglass, dry sailed, fresh water only. Ivory hull and deck. Red boot. Tee Nee galvanized trailer with spare. Schurr main and jib. Two covers. A very nice Scot. Asking \$6000. D.L. Clem, 652 Mountain Laurel Rd., Fairfield, CT, (203) 255-4104.

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