

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXI NUMBER 5, SEPTEMBER/OCTOBER 1989



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Scots n' Water

COVER: 1989 NAC
(J. Edgar Eubanks photo)

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Scots n' Water

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FSSA PRESIDENT'S THOUGHTS

*Paul Moore,
FS 4300*

It's early June right now while I'm writing this piece for **Scots n' Water**. In July at the Annual Meeting I turn over the president's gavel to the newly elected President. We can all guess who that will be, but until it's done it's not done.

He is experienced in the government of FSSA, having served well in those offices leading to the presidency. The active racer that he is and his ability to work with and talk to sailors equip him to well represent and effectively administer to the finest membership in sailing, the Flying Scot sailors.

He will observe members willing and able to assist sailing in any way, from helping new sailors get acquainted with their Scots to being a part in putting together a NAC. The Board of Governors will be there helping him keep the FSSA fine tuned and on course, giving him valuable advice and assisting in the decisions necessary in running our healthy, growing organization.

Much like wind shifts, issues and needs will cause him to consider different tacks or "riding out" to reach a desired goal, putting FSSA in the place we want it to be.

He will have as much fun in this time in office as he's had in his, both on his Flying Scot or holding a committee or board meeting.

When his term is up, he'll count up the accomplishments FSSA has made and hope he can feel some responsibility for it's success, but he'll know it's the players that make the game and he'll be as thankful of them.

Then he'll move on to the Commodore's job and hope he can help make his successor's job as easy as everyone made his.

That's how this organization goes and that's how I felt and that's how I feel! Thanks.

FSSA NEWS

REJUVENATING FLEET 139

Congratulations to the newly rejuvenated Fleet 139 on Lake Marburg in Pennsylvania. New Fleet Captain John Lewis reports there are six new members of Fleet 139 which is part of the Capitol District. Any other boats in the Harrisburg and surrounding areas that wish to know more about this fleet should contact John Lewis at 877 Alexander Spring Rd. in Carlisle, PA 17013.

AN FSSA CRUISE IN 1990

We are currently attempting to arrange an FSSA cruise on the Chesapeake Bay at the end of June in 1990. We plan to cruise from the Annapolis area with a loose schedule so we can go with the winds and see the sights of the Chesapeake. Anyone interested in participating should contact Paul Nickerson, Editor, so we can make plans early. We have had some good response already on this type of cruise so lets really make it happen in 1990. We are also looking for people to organize future cruises so if you have a special location please let us know.

1990 FSSA MEMBERSHIP

1990 membership forms are now in the mail. It will help tremendously if you can remember to return them immediately as

this helps our organization and saves us the cost of extra mailings. Please pass the word around at your fall activities.

NEW BOAT ORDERS

Gordon Douglass Boat Co. reports that new boat sales have been somewhat soft this summer. They have still been relatively strong compared to most other one-design classes and the general boat building industry which has had an awful year. They have also introduced a new standard hull color which is a light blue. This alone could make you want a new boat.

LOOKING FOR A CREW?

A suggestion came across the editor's desk to start publishing requests for crew at major regattas. If you are looking for a crew at an event such as the NAC, Mid-winters, or even the Husband-Wife, we will start publishing these personals as part of Starting Line as they come in. Hopefully this may help a few more boats to get together for these events and help them grow even more. You can already find quite a few multiple skipper boats from local fleets at the Mid-winters. Please remember timing and deadlines are critical and these should be submitted well in advance to **Scots n' Water**.

WHAT WE ARE?

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*Our boats are the finest, Sandy, saw to that.
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*We're scattered all over North, South, East, or West.
We're fond of each other, cause we know we're the best.*

*So let's all dip the flag, salute, and say yea!
To the greatest group ever, our FSSA!*

*Paul Moore, FS 4300
FSSA President, 1987 - 1988*

FROM THE BOARD OF GOVERNORS

During the Board of Governor's meeting at the NAC there were several major decisions which may effect all of the racing membership of the FSSA.

MEASUREMENT CERTIFICATES

This is to officially notify all membership that measurement certificates used for measuring boats at the NAC have had their usage limited to five years from the NAC of issuance. It was the opinion of the Governors that it would be best for the class to make sure boats were inspected periodically at the NAC instead of having unlimited life-time of measurement certificates. This should be a minor inconvenience for both regular NAC competitors and measurement committees.

JIB SHEETING ON SEATS

Another major concern of the Board of Governors was brought forth by Measurer, Bob Murdock involving the use of jib sheet cleats and blocks on the seat. While the use of such fittings has gone on for several years, we are starting to see variations which are becoming overly involved and potentially dangerous to crew. No official measurer's ruling was made concerning such hardware, however, more research is being done on the subject. **We invite all Flying Scot sailors to submit their opinions to Measurer, Bob Murdock.**

A straw vote of participating governors indicated a desire to limit the jib sheet rigging (which was found impossible to define) while about a third of the Governors voted to clear the seats of all jib rigging. Again, this was nothing official, and we are looking for the opinion of the general

membership on this subject. Also, be advised that this is being discussed by the Governors and we advise everyone to proceed at your own risk with any jib sheet rigging on the seat for now. A decision will be made at the Mid-winters Board Meeting in 1990, which should be in time for changes most sailors would contemplate for their 1990 sailing season.

Again, if you have an opinion about this subject, express it through a letter to the Measurer today. I will attempt to publish views in future issues of **Scots 'n Water**.

MASTERS DIVISION PARTICIPATION

Concern was expressed for the format of the Masters Division Championship at the NAC. While it appeared the format was growing the past two years, only three boats registered in 1989 and then one of those withdrew to participate in the open sailing. This is not to say that there are not some good senior sailors participating at the NAC, but many have elected not to participate in the Masters Division. Other seniors did not participate at all. We need to know what to do to attract more people to participate in the Masters or possibly make it a separate regatta, like the Husband-Wife. Whatever the problems or reasons, we need everyone's input, so please address your comments to Larry Taggart, the new FSSA President, for consideration next year.

Bay Waveland Yacht Club in Mississippi is experimenting with a separate master's style regatta this fall and hopefully we can get some ideas from them.

CHAMPIONSHIP OF CHAMPIONS TROPHY

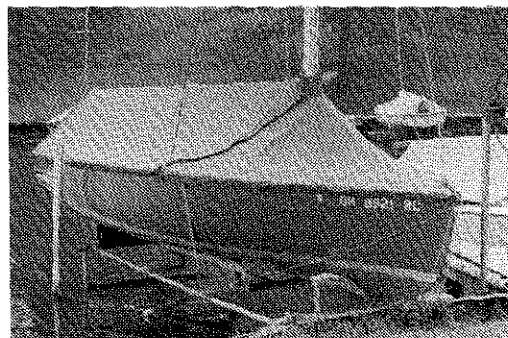
The Championship of Champions now held every year by USYRU was originated by the Flying Scot Class. It has never had a perpetual trophy and this year at USYRU's request classes were asked to contribute towards such a trophy. Feeling in part that it was an FSSA motivated event, the Board of Governors voted to donate \$300 towards the trophy to be named after Jack Brown. Jack is a long time Flying Scot sailor and has been extremely active in USYRU throughout his many years of sailing. He has also served as Chief Judge at many Flying Scot NACs. It is truly a deserving honor for Jack and a worthy donation by the FSSA.

FLEET OF THE YEAR

In other news, Fleet 97 at Galesville, Maryland and the West River Sailing Club was announced as Fleet of the Year. A fine overall sailing and racing program, as well as hosting the 1989 Husband-Wife Championship were just part of the reason for this deserving award.

20 PERCENT PENALTY

The 20 percent alternative penalty was used again at the 1989 NAC and seemed to meet with much success. Few protests made it to the Judges. Larry Taggart and the International Race Committee would like any input from competitors concerning the use of the 20 percent rule so a decision can be made for its use in 1990.



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From Editor to Editor to Editor

PAUL NICKERSON

Four years ago Pat Barry approached me with thoughts on being the Editor of **Scots n' Water**. This issue completes my second year as editor and starts my last year. You'll never know just how much fun it is to be editor until you try it for even one issue. If you have any thoughts on wanting to become the next editor, we would like to hear from you. It can be a very rewarding job and in a class with such great membership and leadership is quite an honor to serve.

One of the great sorrows as editor is to say good-bye to old friends who have meant so much to the FSSA. As the past editor, Pat Barry has been a continued influence on me and my dedication to **Scots n' Water**. He has also meant a lot to me as a person and sailor and so it is with some mixed emotions that I publish this letter to all of his friends in the FSSA.

Dear Friends,

For the first time in nine years, my name will not be listed as an officer of the Association. After 25 years of racing sailboats, most of those spent in a Flying Scot class, I have decided to move into other pursuits. This decision came not easily or quickly. In fact, I took several years to make it. I finalized it this past spring by selling my beloved FS 4060, "Moonbeam".

Since I haven't been real active in racing since 1987, I wanted to say good-bye to you, not simply drift away to only become the subject of the occasional "Whatever happened to...?" conversation at a regatta party.

What I gained in knowledge, experience, companionship, and love from you while first crewing, later skippering, and as a Fleet Captain, District Governor, Editor, and Secretary, is immeasurable. You have enriched my life in many ways, far more than you can possibly know. It has been a joy to race with/against you, share successes and failures, and learn

of each other's lives. Thank you so much.

I have become quite a domestic animal since I have had the time. My house and landscaping now gets its needed attention. In addition to continuing to teach high school, I am now teaching college as well. My family is healthy and happy.

I am not out of sailing altogether. After 20 years of wanting one, I purchased a Sunfish this spring. My family and I really enjoy it. I may eventually see you again in the Scot since my good friend and wonderful crew, Harold Gendelman, has a beautiful Scot that he dangles as bait to get me racing and traveling again. You never know, Harold, I might just bite one of these days!

In case our paths (wakes?) don't cross for a while again, or forever, I would like you to know that it has been a pleasure knowing you and serving you through our fine Association.

I wish you happy sailing under sunny skies and steady winds.

PAT BARRY



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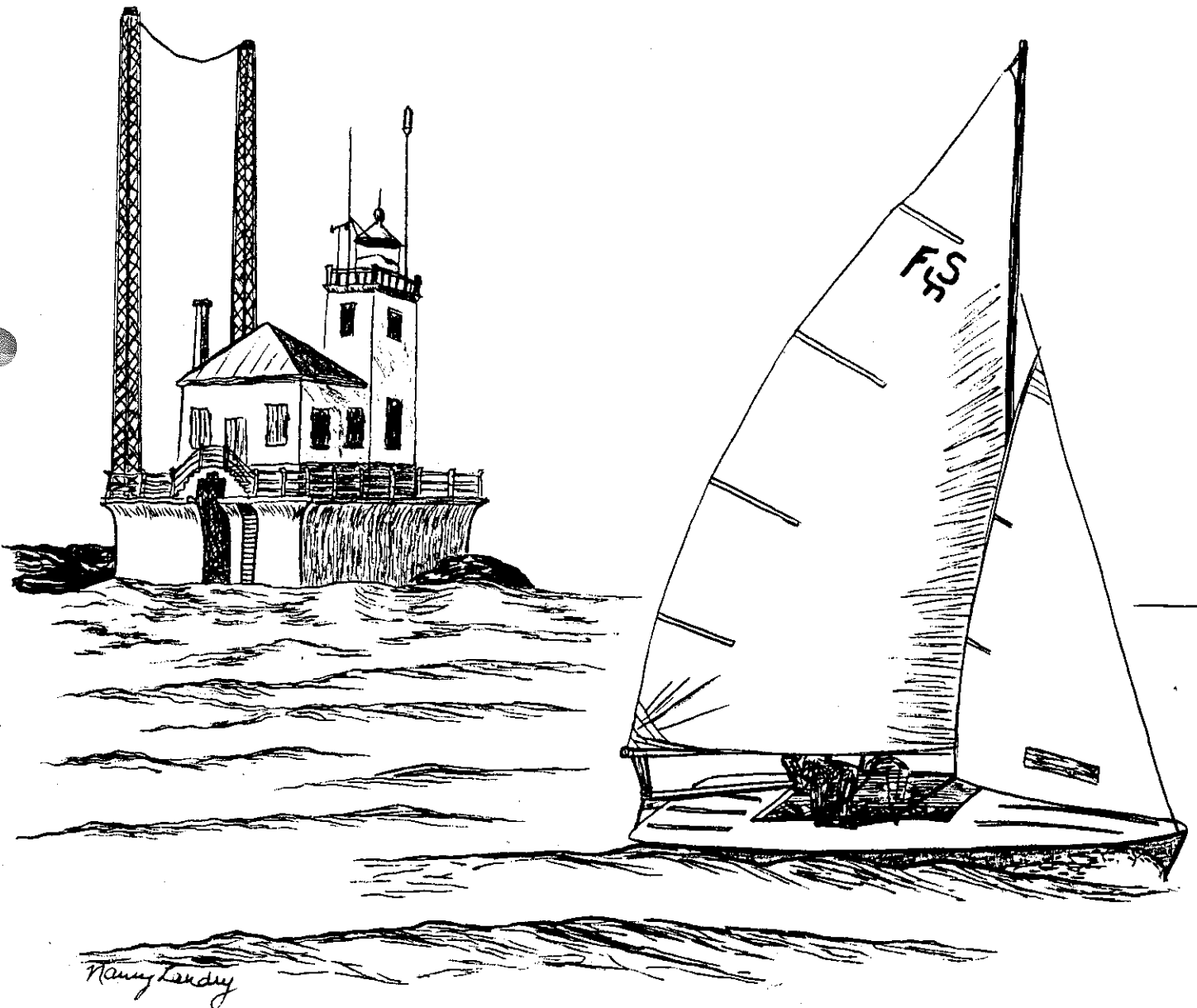
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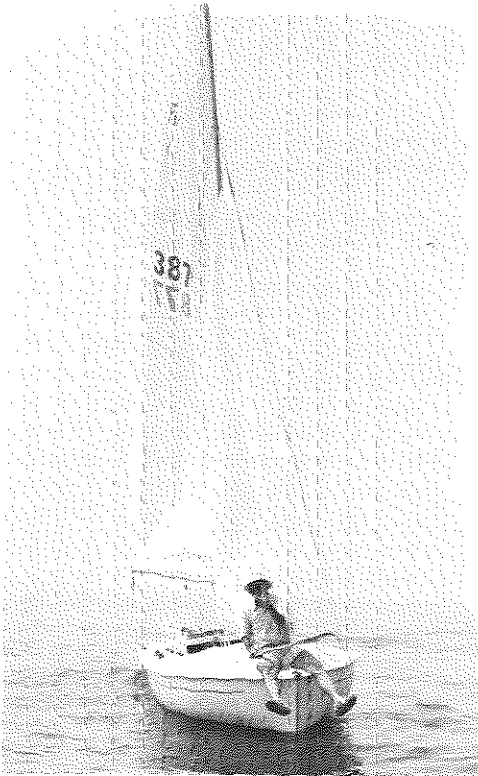
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NORTH SAILS WINS 1989 MIDWINTERS

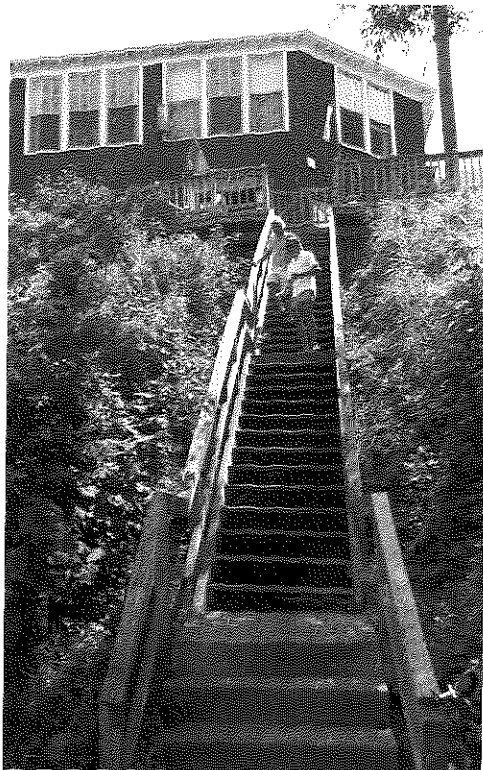
*1989 FLYING SCOT
NORTH AMERICAN CHAMPIONSHIP
Lake Ontario
Oswego, New York*





1989 NAC

Jack Orr is abandoned by his crew for a Lake Ontario swim. (Photo by Christine Nickerson)



1989 NAC

Kathy and Ira Seben descend the steps of the Oswego Yacht Club high above the harbor. Going down was much easier than going up. (Photo by Paul Nickerson)



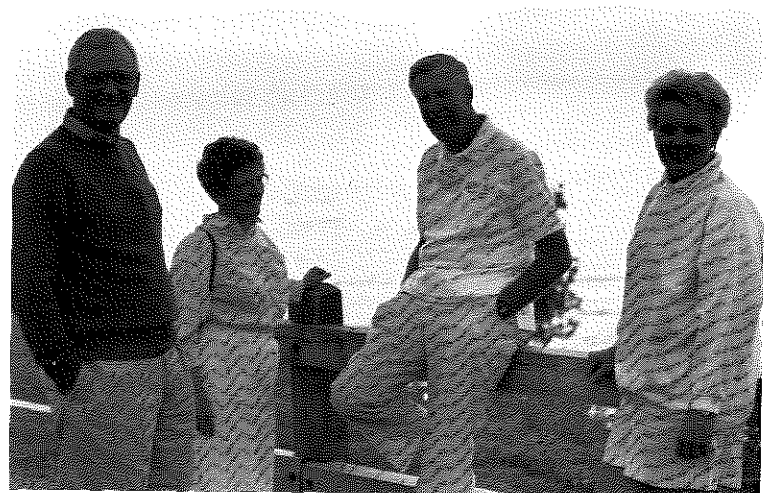
1989 NAC

Competitors enjoy the Thursday cook your own steak fry. (Photo by Paul Nickerson)



1989 NAC

Boats sail past the Oswego lighthouse coming in after a day of racing. (Photo by Paul Nickerson)



1989 NAC

The Ross' and Sweets enjoy a Lake Ontario sunset at the barbecue dinner. (Photo by Paul Nickerson)

1989 NORTH AMERICAN CHAMPIONSHIPS

by Paul Nickerson, FS 3911

The 1989 North American Championship held in Oswego, New York was a fantastic event and an overwhelming success. Many competitors remarked that they thought it was the best NAC ever. The ingredients to this recipe for a fun week of sailing included quality competition, the hospitality and organization of Fleet 159, great sailing conditions on Lake Ontario, and the rooms and meals provided at the State University of New York at Oswego.

No regatta is a success without a large turnout. Seventy-one boats representing sixteen states and Canada made the rewarding trip. This was exceptional considering the small size of Fleet 159 and the New York Lakes District.

The fleet size put high demands on the local facilities. The Wright's Landing Marina had plenty of room and ramps for the participating Scots but it took a little extra effort on their part to accommodate both the Flying Scots and their normal public usage. We thank them very much for their hospitality and hard work.

The names Chris and Jeanne Rotunno should be bronzed somewhere in FSSA history for the expert job they did on organizing the entire championship. I don't think they quite knew just how much work it would be but they did a great job and we all owe them a big "thank you". They could not have done it alone and our appreciation goes to Joanne Kraus and everyone at SUNYCO for the excellent meals and accommodations. This communal living in the dorm led to fun hallway parties which let everyone get to know each other just a little bit better.

It was also good to have Graham Hall back with the class for a week doing impeccable work as Race Committee Chairman. The starting lines were great for each race and he did an excellent job of resetting the courses for the windshifts.

Measurement went smooth with a heavy emphasis on Sunday measurement, especially of sails. A lot of boats bypass measurement through certificates, so there is more late arrival by the competitors. Since all sails must be measured (two suits per boat) this puts a heavy emphasis on late sail measuring.



1989 NAC

Looking at the daily results became one of the favorite pastimes as scores fluctuated so wildly day to day. (Photo by Paul Nickerson)

During the Sunday measuring the Junior NAC racing was held. Six boats competed in three races consisting of light and patchy winds just off the yacht club. Many of the senior participants watched from the hill overlooking Lake Ontario while awaiting measurement. It was interesting to watch from a spectator viewpoint as you could see very easily the puffs and shifts on a very calm Lake Ontario.

Oswego sailors David Tonkin and Jay Doudna were able to rebound with two firsts after a fourth in the first race to edge out Rob Fremont and Clinton Holder, of Cincinnati, by a quarter of a point.

Sunday night wound up with the JR NAC awards and a tasty New York Wine and Cheese party sponsored by Gordon Douglass Boats. The spread of snacks, cheeses and some of New York's best vintage wines was an enjoyable warm-up for the rest of the week of sailing and social events. The evening was capped by a beautiful Lake Ontario sunset.

Special thanks goes to the New York wine makers and ladies auxiliary who served the wines and answered the

tasters questions. The wines were all excellent and enjoyed throughout the week.

QUALIFYING SERIES

With the preliminary measurement and socializing over, the racing got very serious for the qualifying races. Monday morning brought a light and patchy, westerly wind. The left side of course seemed favored but most important was to keep up the boat speed through the lulls.

The first races saw Greg Fisher win in one division and Steve Bellows in the other. The early morning winds were light and shifty, finally stabilizing and becoming more onshore as the race concluded. The sailing stayed tight throughout and the quality of sailors became obvious when you saw how costly a mistake could be and difficult to recover from.

In the second race the winds were a little steadier around 8 knots and boat speed was put to a premium. David Neff and Jack Stewart were the division winners in very close racing.

The seriousness of the competition be-

(Continued on page 11)

Consistently Out Front

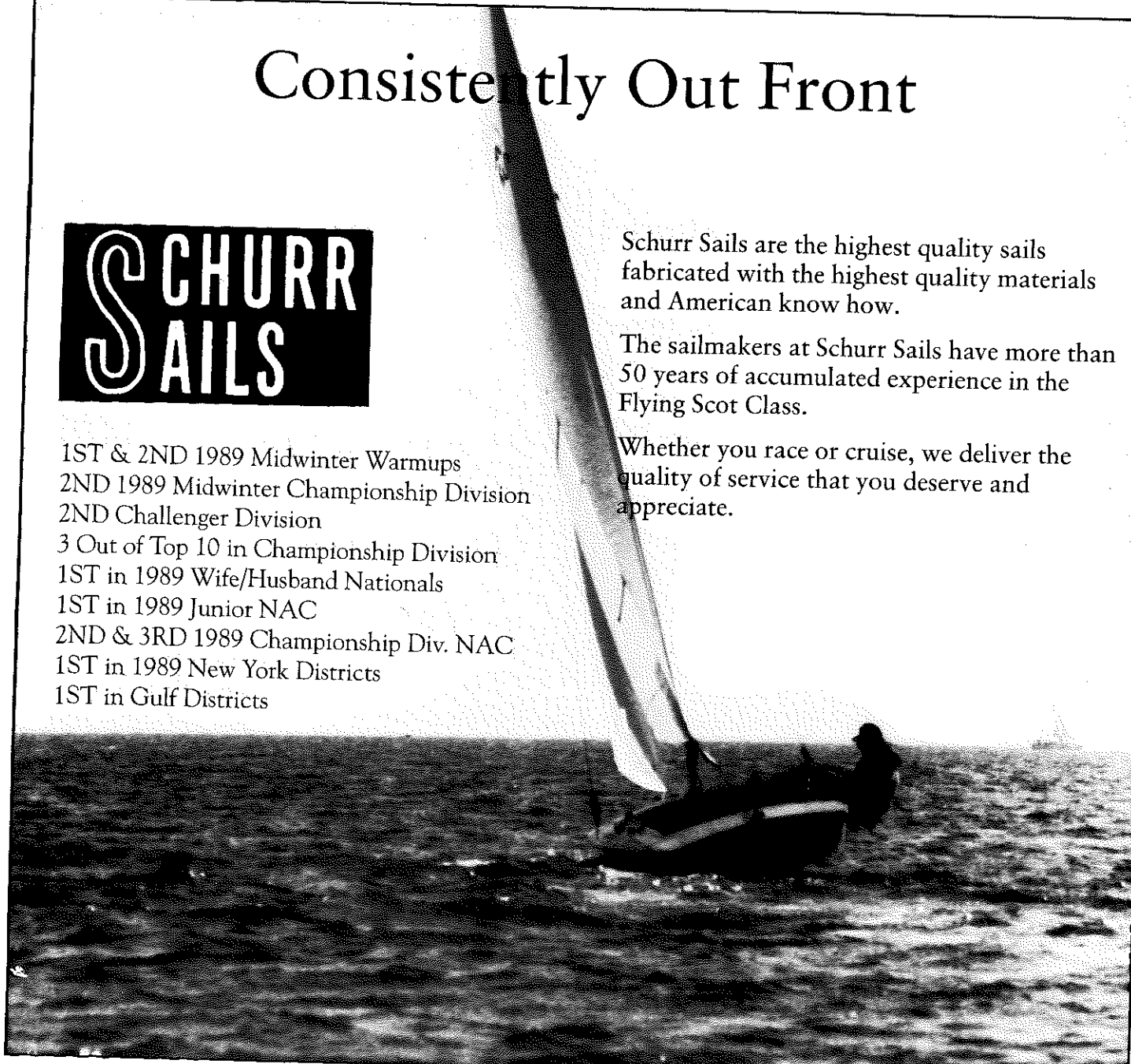


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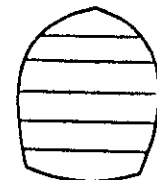


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NAC

(Continued from page 9)

came obvious as several boats were over early and failed to restart. Unusually aggressive tactics during the qualifying series resulted in several protest hearings and numerous 20 percent penalties be accepted.

Monday evening everyone enjoyed a barbecue dinner at the lakefront on the SUNYCO campus. The racers were treated to a great chicken dinner followed by another beautiful Lake Ontario sunset.

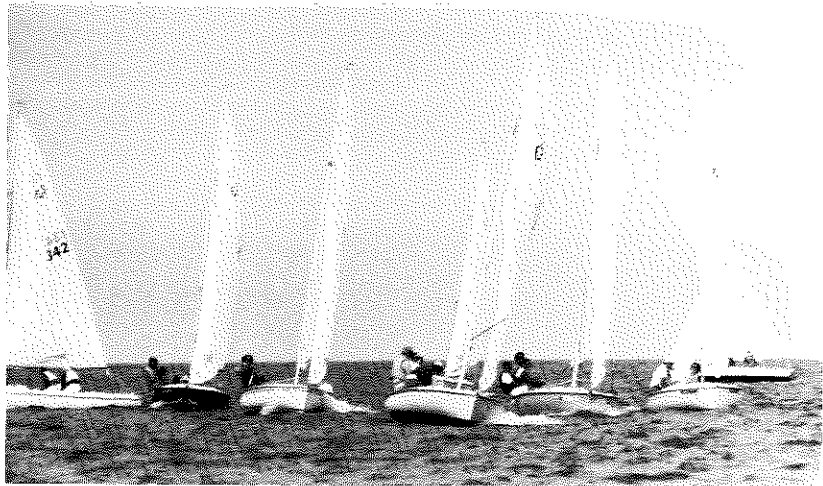
Tuesday brought the third and final qualifying race. The early start time put the racers in more light and fluky off-shore breezes. On the second beat of the Olympic course the winds started a 120 degree swing to on-shore. Depending on fleet and position sailors could enjoy three windward legs in a row. Eventual race winners were Greg Fisher, who also took a 20 percent penalty, and Larry Taggart. Taggart's win gave him claim for the second straight year to the William Singletary Trophy for the best score in the qualifying series with a first, second, and third. Right behind him was David Neff combining a second, first and fifth.

Tuesday afternoon the fleet enjoyed lunch, followed by the annual meeting and some free time to enjoy area highlights. It's always nice when you get the qualifying series out of the way on time so you can relax and get serious when the racing starts all over the next day. The top 39 boats advanced into the Championship Division leaving 32 boats to compete for the Challenger and Master title.

CHAMPIONSHIP SERIES

Wednesday morning brought a light off-shore breeze as the fleet launched. The first race was started as the breeze shifted and died. A small group of boats in the Championship Division went right anticipating a clocking onshore breeze while most of the fleet went for shore on starboard tack only to have the winds die. For awhile the boats that went right looked good but as they approached the mark the winds died completely. The same held for the Challenger Division and no boat in either division was able to make the mark in the 45 minute time limit so the race was abandoned and resailed. The boats enjoyed a quiet lunch and many sailors enjoyed a swim before the winds finally turned on and came on-shore.

The left side looked slightly favored at the start but boats that went right found a favorable shift in the 5-10 knot winds.



1989 NAC

Another close mark rounding coming up. (Photo by Richard Besse)

1988 NAC champions Harry and Karen Carpenter started up the left and then crossed the fleet to the right side of the course to take the early lead. Jim Cavanagh went right from the start to trail the Carpenters around the course. Greg Fisher was buried back in the fleet a bit but showed his tremendous boat speed to work back up to third by the finish. It was hard to tell just how favored the right side was until you sailed there. We found ourselves working the left side on the second beat with some other excellent sailors. We thought we were sailing very fast and on a good course but when we dug back in we had all lost fifteen boats on the beat. Catching up seemed nearly impossible since everyone had excellent boat speed. Still on the last beat we saw boats go left again and loose big on the beat.

Locals say that there is actually quite a strong invisible current that can come out into Lake Ontario and that what we were seeing was the effect of going right early along the shore in the current.

In the Challenger Division Joe DeCarlo took the victory followed by Gordon Collins and Gary Werden.

One thing for certain after the first race was that there was little room for error in boat speed and tactics with the quality and balance of competition in both fleets.

Race two got started in much the same conditions as race one. Fisher and crew pulled out in front early followed by Larry Taggart and Carpenter. A big part of the success of each boat came as you approached the first mark. If you could sneak through a whole or stay clean avoiding extra tacks while rounding at the first mark you could make out big getting

away from the mark. Once in bad air it was hard to escape. The same went for the gybe mark as one mistake and the fleet would parade right over you on the reach. It still seemed important to work the right side on the beats as the right side really got lifted coming into the finish.

In the Challengers three new names appeared at the top with Ralph Rieu taking first followed by David Solomon and Charles Swensen.

Wednesday evening the fleet enjoyed a cocktail party followed by the Annual Dinner. Everyone reminisced on the roller coaster ride through the fleet standings that many boats took. Fisher and Carpenter lead the champions with 3.75 points followed by Griff Williams, Mike Hartman and Larry Taggart. Below fifth place each boat had over 20 points. The challengers were paced by Joe DeCarlo, David Solomon, Danny Waltuck, Gary Werden and Jim Collins.

The dinner was capped by some brief awards. Each skipper was presented an NAC momenta, shown on the cover of this issue, personalized for their boat. Fleet 97 of the West River Sailing Club was presented Fleet of the Year in part for its outstanding work on the Husband Wife Championships. Hal Walker was presented with the Executive Secretary's Cup for his outstanding contribution to the FSSA. His service has included many years as an officer, including President in 1983-1984, and extra contributions such as serving as Chief Judge for both the 1988 and 1989 NAC. Hal has also been a very competitive sailor in FS 171 and

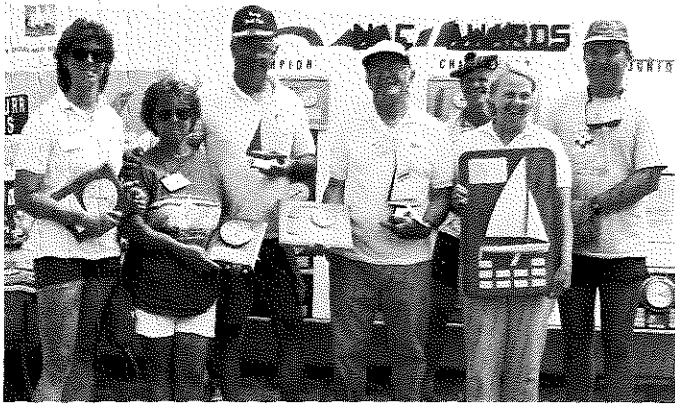
(Continued on page 14)

CHAMPIONSHIP DIVISION

FINAL RESULTS	RACE	1	2	3	4	5	TOTAL								
1. Greg Fisher	3981	3	1	1	6	1	11.25	21. Paul Blonski	2843	27	8	14	32	30	111
Charlotte Gordon-Fisher / Janet Gordon								Mary Jo, P.J. and Jodi Blonski							
2. Harry Carpenter	4619	1	3	3	7	5	18.75	22. Bob McCormack	2810	36	17	10	21	28	112
Karen Carpenter								Ronnie Plank / Scot McCormack							
3. Steve Bellows	GYA119	12	12	4	5	2	35	23. Dave Jacobsen	3720	22	11	22	35	23	113
Dunkin McLane / Elizabeth Adams								Cathy Cream							
4. Larry Taggart	4510	11	2	15	4	10	42	24. Paul Nickerson	3911	34	9	24	37	15	119
Carrie Haydel								Christine Nickerson / Christopher Nickerson							
5. Jim Cavanagh	4499	2	25	12	1	3	42.75	25. Peter Salmon-Cox	3524	39	33	5	31	13	121
Jay McNeer								Jane Schneider / Sara Salmon-Cox							
6. David Neff	2793	10	10	7	16	8	51	26. Fred Breckland	2499	24	28	26	24	22	124
Bob Neff								Mike Davison							
7. Mike Hartman	3204	6	4	28	17	11	66	27. Jeff Penfield	3998	19	39	16	34	18	126
John Carlson								Katherine Penfield / Jim Kakasik							
8. Mike Cullen	2741	25	13	9	15	12	74	28. Jack Orr	3811	12	37	31	27	20	127
Char Deitrich / Larry Knieck								Scot Johnstone / Shannon Nickerson							
9. Ira Cohen	4343	33	15	2	22	4	76	29. Joe McCloskey	4357	26	39	17	29	16	127
Cathy Cohen / Joyce Spring								David Tonkin							
10. Paul Lee	D15	16	6	20	8	34	84	30. Sandy Eustis	3850	21	24	38	19	26	128
Ken Bachulis								Scott Litwin							
11. Griff Williams	3211	4	5	11	33	33	86	31. Keith Smith	2482	18	27	23	28	32	128
Carol Williams								Trevor Davey							
12. Paul Newton	4401	32	18	13	14	9	86	32. A. Margaret Carson	4579	37	7	27	26	37	134
Mike Faugust								William Sanjour							
13. Larry Lewis	3933	37	38	8	2	6	91	33. Dan Goldberg	4521	31	22	38	10	36	137
Starr Lewis / Roxanna								Monica Berton							
14. Mario Bonaparte	1775	35	14	19	3	24	95	34. Hans Kuschnerus	D1	13	23	37	38	25	137
Mike Bonaparte								Trina Bresser							
15. Brian Davis	4418	8	29	26	18	14	95	35. Mordechai Levin	2106	38	34	33	19	17	141
April Davis								Sharon Munro / Gil Levin							
16. John Meredith	4501	28	36	6	20	7	97	36. Brian Warner	2768	15	31	36	30	35	147
Barbara Meredith / Janet Kylander								Suzanne Warner							
17. Chris Swenson	3769	5	21	29	12	31	98	37. Kenneth Wright	471	20	26	32	39	38	155
Denise Swenson								Peggy Wright							
18. Jack Stewart	1342	9	30	21	23	21	104	38. John Eilers	3753	31	35	34	33	37	170
Martha Lee Stewart								Michael Eilers							
19. Bernie Knight	4115	7	26	35	13	27	108	39. Robert Summerfeldt	264	38	32	39	36	39	184
Suzie Knight								Adele Summerfeldt							
20. Bob Cowles	D2	37	20	25	9	19	110								
Linda Armstrong															



1989 NAC
Top skippers and crews in the Championship Division. (Photo by Paul Nickerson)



1989 NAC

The Masters Division with Don and Charlotte Hott taking the big award. They have been to every NAC. (Photo by Paul Nickerson)

MASTERS DIVISION

FINAL RESULTS	RACE	1	2	3	4	5	TOTAL
1. Don Hott Charlotte Hott	3029	1	2	1	1	2	2.25
2. Richard Smith Doris Smith	2721	2	1	2	2	1	3.5

CHALLENGER DIVISION

FINAL RESULTS	RACE	1	2	3	TOTAL
1. David Tonkin Jay Doudna	4357	4	1	1	5.5
2. Rob Fremont Clinton Holder	3808	1	3	2	5.75
3. Brian Fleury Richard Fleury / Karen Fleury	3563	2	4	3	9
4. Jeff Tonkin Jeff Werth	4338	3	2	4	9
5. Ken Rockey Pat Turner / Scott McCormack	2810	5	4	6	15
6. Stephanie Robison David Robison / Laura Robison	2415	6	6	5	17



1989 NAC

Challenger Division winners Ralph and Stacey Rieu. (Photo by Paul Nickerson)

CHALLENGER DIVISION

FINAL RESULTS	RACE	1	2	3	4	5	TOTAL
1. Ralph Rieu Stacey Rieu	4565	16	1	10	1	3	30.5
2. Bob Post Brad Post	3201	12	9	2	7	6	36
3. Neil Glassberg Ron Glassberg	4552	4	14	3	9	7	37
4. Rob Cowles Kerry Pebbles	D18	18	7	8	4	2	39
5. David Solomon Bob Clark	4310	8	2	6	15	9	40
6. Jim Collins Garry Braund	4480	7	6	16	8	8	45
7. Rand Rubinstein Scott Rubinstein	1635	11	15	9	3	10	48
8. Gary Werden Henriette Rieu-Werden	3987	3	10	4	19	12	48
9. Charles Swensen Jill Liberman-Swensen	4433	19	3	11	6	17	56
10. Bill Ross Diane Ross / Don Sweet	1290	14	28	12	2	1	56.75
11. Joe DeCarlo Jo DeCarlo	2319	1	4	18	13	22	57.75
12. Danny Waltuck Morey Waltuck / Sheamus Cavanagh	3290	5	5	31	20	5	66
13. Robin Collins Beverly Hicks-Lyne	4249	17	17	14	17	4	69
14. John Kimball Eric Kimball	3493	13	13	20	10	18	74
15. Karl Kuspa Frederick Kuspa	54	26	11	7	18	14	76
16. Doug Christensen Dave Holtreter	1190	20	14	17	11	15	77
17. David Robison Adrienne Berner	2415	23	28	5	12	16	84
18. Rob Fremont Bob Fremont / Clinton Holder	3808	22	27	1	23	13	85.75
19. Gordon Collins Beverly Tait	3746	2	16	30	30	11	89
20. Robert Helledale Dave Franck	3214	9	23	15	14	29	90
21. Richard Fleury Karna Fleury / Brian Fleury	3563	15	20	13	16	27	91
22. Cal Hudson Anita Hudson	1736	6	21	27	21	25	100
23. Joe Rotolo John Dickquist	1875	28	29	21	5	19	102
24. Mary Robinson Don McGregor	3343	10	25	24	22	31	112
25. William Elkins Robert Koepper / Nancy Mathews	3212	25	18	22	24	28	117
26. Peter Seidman Ann Seidman	4254	21	24	19	30	26	120
27. Bob Lang Dot Ward	4290	30	22	26	30	20	128
28. Mary Schroeder Donna Kuspa / Jim Trick	D13	29	26	25	25	24	129
29. Jim Connelly Marcial Connelly	758	27	25	28	26	27	133
30. Chris Rutunno Jeanne Rutunno	3891	30	30	30	30	30	150

NAC

(Continued from page 11)

very instrumental in developing Fleet 48 and the Lake Norman Yacht Club.

Paul Moore also said farewell as FSSA President with the reading of his poem "What We Are?" which appears in this issue.

It was a fun evening to cap off another fantastic day of Scotting. As everyone proceeded from Hewitt Hall across the road to the dorm the weatherman's prediction of rain started to precipitate. As many sailors waited for the elevator they saw for the first time their exact standings from the day's racing finally posted in the lobby. For many that "mid-fleet finish" seemed more towards the end of the fleet than they had counted and everyone was looking forward for a better tomorrow.

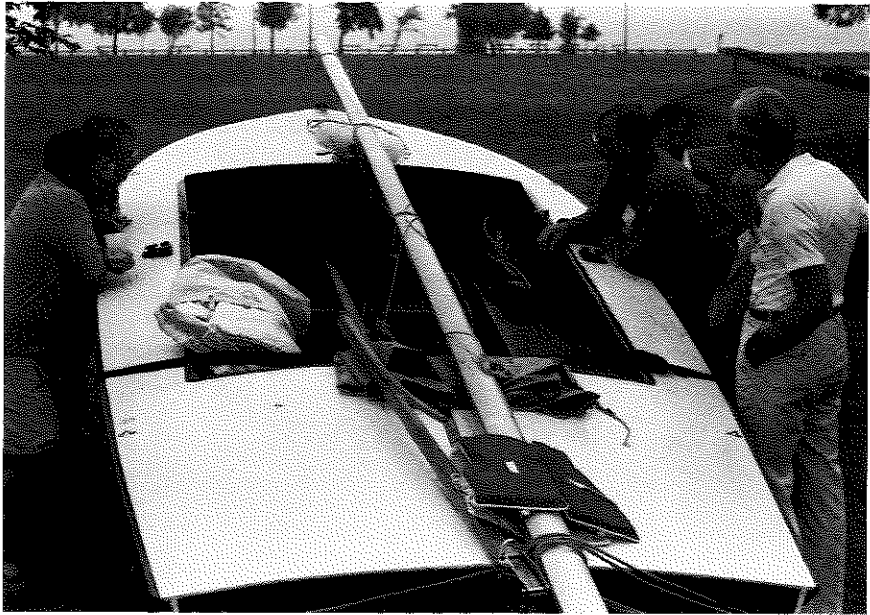
Thursday looked rather gloomy with some dark clouds and lingering showers. Things were not all that gloomy as the winds were coming onshore to start the day so it didn't look as though there would be that big morning shift to be sailed through. At about 10 knots, the winds were starting to kick up some good chop and waves coming across Lake Ontario.

Greg Fisher again got the early lead in the Championship Division followed by Ira Cohen and Harry Carpenter. Steve Bellows also started to make his move feeling more at home in the chop and taking a fifth. The winds went right a little during the race leaving starboard tack almost straight into the waves, some of which were fairly steep and could stop you cold. Steering the waves was paramount to boat speed and the right side of the course again was the favored side to play, especially on the final beat.

In the Challenger Division Rob Fremont took the gun followed by Bob Post, Neil Glassberg, Gary Warden and David Robison. Both Fremont and Robison had struggled back in the fleet on Wednesday so the balance of the challengers was also coming through.

As the final boats finished and headed back to the starting area the winds began a major shift to the Southeast. The waves and chop turned more into rollers as the winds were blowing back into them but they didn't change direction much. Graham Hall hoisted the "follow me" flag and headed off-shore to set the course.

In the confused conditions the race finally got started. Starboard tack was no place to be in dirty air as you went into the waves. Still a lot of the fleet went left on starboard while a group starting at the



1989 NAC

Flying Scot #0, the wooden plug was on display at the NAC as it is sailed in the New York lakes area. (Photo by Paul Nickerson.)

boat end went right surging down the faces of waves sailing tight into the wind. At times the sails would luff as the waves could fill the sails. Jim Cavanagh led the pack to the right playing the wind and waves just right and opening up a good lead. Meanwhile, Fisher and Carpenter duelled in the pack.

Some boats reported being so confused by the wind, waves and course that they mistook the gybe mark for the windward mark.

On the first reach, the boats sailed a beam reach with spinnakers going straight into the waves. Trying to avoid waves that would bring you to a stop was quite important.

Cavanagh maintained his early lead to win the Championship Division followed by Larry Lewis, Mario Bonaparte, Larry Taggart and Steve Bellows. Fisher kept a tight cover on Carpenter as they finished 6th and 7th.

In the challengers Ralph Rieu had no problems figuring out what to do and opened up a large lead on the fleet for his second winning race. The rest of the top ten got a little mixed up as Bill Ross finished second followed by Randy Rubenstein, Rob Cowles and Joe Rotolo.

After the wild day of racing, the fleet enjoyed a cook your own steak fry at the Oswego Yacht Club. The steaks were excellent and there was plenty of New York wine to help wash it down and start the

story hours. Everyone also enjoyed a look at the standings in both fleets.

It looked as if any of five or six boats had a shot at winning in the challengers, not to mention the possibilities of just finishing in the top seven for a trophy. Ralph Rieu held a narrow 2.5 point lead over a second place tie between Bob Post and Neil Glassberg with David Solomon only one point behind in fourth. The top ten boats all had a shot at the trophies but there was a 17 point gap between 10th and 11th place.

In the Championship Division it looked like a match race between Fisher and Carpenter as they were separated by only 3.25 points and yet were 18.25 points ahead of Larry Taggart in third. Bellows was only one point behind Taggart with Cavanagh and David Neff within striking distance. The object of these top boats was to have a good race on Friday and avoid the disasters which almost everyone had encountered in one race.

Friday morning the winds were steady out of the Southeast around 10 knots for the last race. It looked like perfect conditions would prevail for the fleets to settle their standings. The right side looked good for a while until the final approach to the windward mark. Fisher using his outstanding speed and a few shifts opened up a healthy lead while the rest

(Continued on page 15)

NAC

(Continued from page 14)

of the fleet was in a close bunch. Again, staying in clean air and getting a clean mark rounding meant numerous places and distance. Tight reaching and excellent jibes paid off in the tight packs.

The second beat became shiftier as different areas of the course seemed to pay off when battling in the pack as many boats traded many places. The left side especially paid big dividends coming in to the mark and later at the finish.

Fisher maintained his lead throughout to claim the NAC title. Steve Bellows sailed his best race for second, giving him third overall. The Carpenters held on for a fifth in the race to secure second place. Jim Cavanagh sailed to a third place finish, his third in the top three, but it turned out to be 3/4 of a point shy of catching Larry Taggart for fourth overall.

In the Challenger Division Bill Ross sailed to a victory. Rob Cowles took a second which helped move him up to fourth overall. Ralph Rieu sailed to a third and the overall challenger title. Canadian,

Robin Collins avenged the week with a fourth while Danny Waltuck finished with his third fifth of the week.

Bob Post and Neil Glassberg were locked up in a duel for second place in the challengers with Post just edging out Glassberg for sixth in the race and a one point margin for second overall.

With the racing over, everyone headed back to the Oswego Yacht Club for some local favorites for lunch. The most popular seemed to be sizzle steaks. Everyone had plenty of time to reminisce the week of sailing while some laborious protests were heard. Everyone agreed no protests should be permitted in the last race.

It was a perfect week of racing to reflect back upon. We had a good mix of winds and conditions to provide a perfect test. Everyone loved Oswego and the sailing facilities. Oswego Yacht Club and Fleet 159 were great hosts and we can't thank all those involved enough. The accommodations and hospitality at the State University of New York in Oswego were wonderful and really helped the regatta atmosphere. Some of us may have even stepped back in time a few

decades. I think everyone who participated hopes to see the NAC return to Oswego in the future.

The NAC also helped show just how healthy the Flying Scot class is. Many of the participants sailed with some form of a family crew. In the Championship Division of 39 boats, 25 finished in the top ten of one race. Only 2 boats finished in the top ten of every race. Thirty-four boats finished in the bottom third in at least one race.

The challengers had much the same mix with 27 boats out of 30 finishing in the bottom half of the fleet at least once and 21 of the boats finishing in the top 10.

With this balance of competition the NAC gets better and better every year. It may be harder to compete but it is also more fun and that is what one-design racing is all about.

We hope everyone will purchase a tube of axle grease and pack those bearings for New Orleans, the Southern Yacht Club and Lake Ponchartrain next July for the 1990 NAC.

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The Sailor's Skin

by O. David Solomon, M.D., FACS



*David Solomon (right) with crew Bob Clark after finishing fifth at the 1989 NAC.
(Photo by Paul Nickerson)*

In our last article, "The Sailor's Eyes", we mentioned the harmful effects of the sun's ultraviolet radiation on the eyes producing cataract and retinal damage after years of exposure. It is worth while to repeat again that every sailor should wear polycarbonate sunglasses specifically designed to screen out harmful ultraviolet light (UV 400). Tanning for cosmetic purposes by either sunbathing or the use of a well tanned skin is hard to resist, but hazards associated with exposure to ultraviolet radiation are of concern to the medical profession. In a recent report from the American Medical Association, sailors were included along with outdoor laborers and farmers as the group most at risk for harmful skin effects of ultraviolet radiation.

Photo aging of the skin results from prolonged exposure to UVR over many years. The skin becomes coarse, dry and leathery in appearance, changes previously thought to be part of the normal aging process. People with blond hair, light

skin and freckles, are particularly susceptible.

In addition to the adverse cosmetic changes of the skin produced by UVR, there are serious and even deadly skin cancers produced by UVR. The most common skin cancer in the United States is basal cell carcinoma. Fortunately, it is rather benign. However, malignant melanoma of the skin is frequently lethal. There seems to be an increasing incidence of malignant melanoma in the United States. In 1930, one person in 1,500 contracted melanoma while in the most recent study, the incidence increased to one in every 123 persons. Some investigators feel that the rising incidence is related to increased sun exposure and the beginning attenuation of the ozone layer in the atmosphere which filters most of the ultraviolet radiation.

Every sailor should be conscious of the harmful effects of UVR and the photo protective measures such as wearing protective clothing while sailing and using

topical sunscreens. The most commonly used material for sunscreen is PABA (para-aminobenzoic acid) or a related compound. These sunscreens are rated according to their protective factor from 2 to 50. Sailors should use a screen with a factor of 15 or greater. Physical sunscreens such as zinc oxide look funny, but have come into acceptance thanks to Dennis Connor and his white nose and lips. The AMA recommends keeping infants out of the sun as much as possible and avoiding sunscreen containing PABA in infants younger than six months. Older children should be protected by sunscreen, however.

For those of us who have reached middle age, after a lifetime of sailing unprotected in the sunshine, there is good news. The wrinkling, roughness and mottled appearance of the skin can be improved by the application of 0.1% Tretinoin Cream (see your dermatologist).

1989 Flying Scot Husband-Wife National Championship

Harry and Karen Make It Three In a Row

by John Barnes, Regatta Chairman

On June 24 and 25 West River Sailing Club and Flying Scot Fleet 97 hosted 34 teams of duly espoused Flying Scot sailors in the 1989 Husband-Wife National Championship Regatta. This was the first time that this event was run as an entity unto itself rather than as part of another event. Harry and Karen Carpenter, of Fleet 6, on Deep Creek Lake, took home top honors for the third consecutive year. The races were sailed in the Chesapeake Bay near Galesville, MD.

Friday - Tuning

Many of the folks took off an extra day to attend a sail trim and boat handling clinic put on by Harry Carpenter, of Gordon Douglass Boat Co., and Steve Bellows, of Schurr Sails. Following a shoreside rundown on methods for measuring the proper amount of slack in the rigging and getting the best set of the sails, nine boats took to the harbor for a series of windward-leeward legs while Steve and Harry moved from boat to boat helping sailors learn proper moves for tacking and jibing. One of WRSC's chase boats videotaped the maneuvers for later analysis on shore.

WRSC's traditional Friday evening picnic supper gave people a chance to unwind and get acquainted prior to the serious business of the next two days.

Saturday - Agony and Destruction

A stationary low pressure system that was part of the pattern of unsettled weather had been dogging the area for a couple of weeks produced a dense fog on Saturday morning. By departure time the fog had burned off and there was enough of a breeze to get the competitors to the outside course in time for a 12 o'clock start. Unfortunately the northerly breeze died to the point where the fleet could not get across the starting line in the face of a strong ebb tide, so the race was abandoned with only three boats on their way to the windward mark with no prospect at all of getting there in the required 45 minutes.

Along toward 3 pm the committee

moved the course a little closer to shore to take advantage of a building northerly breeze that proved to be the harbinger of a squall line. The strong gusts from the squall line soon capsized 6 boats and forced abandonment of the race. Prompt and efficient response by the chase boats, the jury boat, and the photo boat kept the damage within bounds and may have saved at least one life.

Saturday's racing ended with bruised and weary competitors anxiously wondering what the next day would bring.

The jury did, however, have to warn the competitors that rounding is no longer the way to exonerate oneself after touching a mark and that those who touch marks owe the fleet a 720. Take a good look at Rule 52.

Score for the day: no hits, no runs, lots of problems.

An ample dinner of she crab soup, sirloin steak, crab cake, rice or potato, and chocolate cake by Murphy's of Alexandria restored spirits. Lively dinner table conversations centered on the mishaps and near mishaps of the day. Most folks were, however, too tired to hang around the yacht club bar and listen to nautical ballads performed by two local experts.

Sunday - Racing at Last

Code flag "T" was hoisted at 9 am and by 9:30 the fleet was under tow. Weak southerly zephyrs at the clubhouse gave hope that something could be conjured up out on the Bay. The race committee's runabouts occupied themselves with wind scouting expeditions for the next hour or so until they collected enough patches of breeze from the SSE to get off a start around 11:40 am.

Race 1, sailed on a somewhat shrunken Olympic course, went just fine, although the judges had to use the authority that had been given them in the sailing instructions to disqualify a competitor for pumping, a phenomenon that has not previously been given much attention in Flying Scot circles.

The race committee, elated with its success, tried to jump-start the second race, but the tide had changed and the fleet found that it was being pushed over the line. Steve Kling and his committee tried everything through three general recalls: shifting the pin, Code Flag "I", and a guidance mark. With only 6 well-identi-

1989 Flying Scot Husband-Wife Championship Regatta

Regular Division		Race 1	Race 2	Total
1	4019 Harry & Karen Carpenter	2	3	5.00
2	3061 Dick & Kathy Fraser	1	5	5.75
3	3833 Larry & Starr Lewis	6	1	6.75
4	839 Larry & Carla Vitez	7	4	11.00
5	3666 Rick & Jo Baugher	5	8	13.00
6	4505 Jack & Rosalie Lepper	12	2	14.00
7	284 Bob & Adele Summerfeldt	13	7	20.00
8	3987 Gary Warden/ Henriette Rein	8	12	20.00
9	3769 Chris & Denise Swensen	15	10	25.00
10	4570 Larry and Lois Leistikko	10	15	25.00
11	2068 Charles and Nancy Fowler	3	23	26.00
12	3211 Griff & Carol Williams	17	9	26.00
13	3768 Don & Pat Smith	19	11	30.00
14	3512 Gabor & Deanna Karathi	18	17	35.00
15	4321 Jack & Nancy Rudy	11	27	38.00
16	4418 Brian and April Davis	4	PMS	39.00
17	2114 George and Sandra Kunkle	26	13	39.00
18	2303 Rick Newell & Sue Hauser	20	20	40.00
19	4343 Ira & Cathy Cohen	DSQ	6	41.00
20	4126 Tom & Lynne Phipps	24	18	42.00
21	4175 Bob & Barb Skillman	27	16	43.00
22	1143 Tom & Alison Niedbaia	21	22	43.00
23	2793 Bob & Mary Ellen Neff	9	PMS	44.00
24	3563 Richard & Karen Fleury	25	19	44.00
25	1736 Cal & Anita Hudson	22	25	47.00
26	19 Steve & Blair Bellows	WDR	14	48.00
27	3914 Dan & Lois Jenkins	14	PMS	49.00
28	3011 Tom & Melinda Mooney	23	26	49.00
29	4579 Maggie Carson/ Bill Sanjour	16	PMS	51.00
30	4228 John & Suzanne Burnside	30	21	51.00
31	3329 Dick & Ruth Strathmyer	28	24	52.00
32	2548 Thomas Terhune	29	PMS	64.00
33	4135 Richard & Carol Frankland	DNC	DNC	70.00
34	4174 Mike & Joan Mooney	DNC	DNC	70.00
Century Division				
1	4505 Jack & Rosalie Lepper	2	1	2.75
2	2114 George & Sandra Kunkle	3	2	5.00
3	4321 Jack & Nancy Rudy	1	5	5.75
4	3329 Dick & Ruth Strathmyer	4	4	8.00
5	4228 John & Suzanne Burnside	6	3	9.00
6	2548 Thomas Terhune	5	PMS	13.00
7	4135 Richard & Carol Frankland	DNC	DNC	16.00

(Continued on page 18)

Husband-Wife

(Continued from page 17)

fied infringers over the line on the fourth try, the race went to completion, although the race was shortened at the second leeward mark for the convenience of the competitors.

The Carpenters' 2nd and 3rd places were models of consistency. Their theme was "go for clear air" and "keep it moving". They never had spectacular starts, but a readiness to move from the one side of the course to the other on beats and runs always brought them close to the front by the end of the race. As the results show, competition for the first three places was quite close, and a few breaks one way or the other could have changed things a lot.

Each of the two races was about an hour long. The first beating legs were quite congested, but the second beat seemed to find the fleet pretty well sorted out. The wind velocity was about 5 knots and only minor adjustments to the windward mark were required between races.

Cleaning Up

The power boats took the out-of-towners into tow, everyone at the clubhouse pitched in with the hoisting out, the scores were tallied, the DSQ'ed competitor got his hearing, and the trophies were awarded a little after 5 pm.

Dick and Ruth Strathmyer received the "Press on Regardless" award for hanging in there and finishing every race even though they ended up last of those who did so.

Six places were awarded in the 34 boat fleet with the following results:

1. Harry and Karen Carpenter (2,3)
2. Dick and Kathy Fraser (1,5)
3. Larry and Starr Lewis (6,1)
4. Larry and Carla Vitez (7,4)
5. Rick and Jo Baugher (5,8)
6. Jack and Rosalie Leipper (12,2)

Couples whose ages totaled more than 100 were scored for additional prizes in the so-called "Century Division". First among the 7 eligible were Jack and Rosalie Leipper while George and Sandra Kunkle got the second place award.

The "Most Traveled" award was presented to Cal and Anita Hudson, who traileed all the way from Melbourne, Florida.

Bob Neff and Brian Davis would have posted respectable places for the local fleet if they had managed to stay on the proper side of the starting line in the second race.

Each competing team received a pair



1989 Husband-Wife

The winning skippers and crews. (Photo by John Barnes)

of attractive custom coffee mugs as keepsakes.

Active Scot racing centers in the eastern half of the nation were well represented with boats from Florida, a charterer from Minnesota, and boats trailed in from Michigan, Ohio, North Carolina, New York, Connecticut, and Massachusetts.

The Real Heroes

The local Scot sailors put in a lot of work shoreside and on the water. The Stars and bachelor Scots ran the Race Committee while the Jet 14's helped out with the Jury. RC Chairman Steve Kling did an outstanding job of deploying his assets to make the most of whatever wind there was. The mark setting boats were on top of the situation at all times. Jack Lynch of Annapolis Yacht Club headed up the Jury with WRSC member John Boyd as an apprentice.

Fleet 97 counts about 35 members, and most of them pitched in some way.

Vicky Brown did a great job of fielding inquiries and trying to help people who needed baby sitters. Rick Newell handled the dinner and a lot of the launching work. Bob Garvey spent three days behind the wheel of a chase boat. Irv Staats recovered from his dunking in the rescue work to man the bar. The considerable resources of the Neff clan were deployed in baby sitting, lunch preparation, and a dozen other places.

While there was no measuring at this

event, and it was scheduled only as a three race series, it was just like a NAC with regard to the advance work and the preparation for out of town guests. One need that had not been anticipated clearly enough was the need for babysitting. One couple engaged the services of a professional nurse for their two month old infant. Some hard digging among the offspring of Fleet 97 turned up a couple of teenagers to help some of the sailors' children who had been left in charge of their siblings.

A few people stayed away because of uncertainties over this, and we missed them sorely. Fleets that host this event in the future should be aware that most husband-wife teams have progeny during a goodly portion of their lives and sponsors should be ready to provide a couple of sitters, or better yet, experienced child care workers, to cope with children who would much prefer to be with mamma and papa.

Competitors should be aware that finding decent child care is a real problem, that they must make their needs known early, and they must be prepared to pay.

Fleet 97 wishes to gratefully acknowledge the generous donations from Gordon Douglass Boat Co., Fisher Sails, and Schurr Sails in support of this event.

After all is said and done, this regatta certainly upheld the image of the Flying Scot as America's finest family day sailer.

FLEET'S IN

GLOW IN THE DARK SCORING

by Jerry Hartman and Sunshine

The Glow in the Dark Regatta is hosted every fall by the Hartman family on Clinton Lake, just West of Champagne, Ill. Through many years of participating at NAC's and Midwinters, we have made many friends in the FSSA. When this regatta started, we wanted to make it a big party and envisioned a good time but we didn't know it would turn into the most travelled to regatta in the FSSA.

Last year we had 39 boats including a convoy from Texas. With this many boats we wanted to come up with a good scoring system that would allow all boats to participate equally and yet cut the fleet size in half for our somewhat small starting area. Each registrant blindly picked one of three colors from a bag for their fleet and then each fleet raced against each other fleet in the series.

The total scores were then broken down and the top six boats overall were awarded silver and the top three remaining boats in each color division were also awarded trophies. This system worked very well and kept traffic under control on the lake. It also allowed everyone to enjoy the full talent of the competition.

While the competition is important, it's the party that draws the sailors. From Texas to Florida to Massachusetts to Wisconsin, many of the best and friendliest sailors in the Scot class make the long trek for this event. There's no registration fee but everyone seems to bring in a local specialty such as live Maine Lobsters, Wisconsin sausage and cheese and Gulf Shrimp to help with the party which forms around the campfire with the FSSA Philharmonic, led by Paul Moore on harmonica and Jack Leipper on bass fiddle.

Master Chef Steve Hartman prepares numerous meals including breakfast lunch and dinner on Saturday to wash down the Friday night lobster. Mike Hartman is the beverage connoisseur who keeps the supplies flowing, even between races from the committee boat.

There is no other regatta quite like the Glow but we think other fleets with large regattas may think about our type of scoring system for their events. We love hosting this regatta and hope to see many of you in 1989.

Editor: We hope to feature the 1989 Glow in the next issue of **Scots n' Water**; it's September 29th, 30th, and October 1.

1989 MICHIGAN-ONTARIO DISTRICTS

by Jim Jabczynski, FS 187

Fleet 52 and Lake Orion hosted the Michigan-Ontario District Championship on June 24 and 25. The competition was especially hot this year as the temperatures hovered near the ninety and the winds were very light for all three races. Ray Flajole and crew Gerry Gibbons dominated the racing with two firsts and a third. The rest of the fleet was tightly packed for the top five places.

This island yacht club was also the hot spot for a roast beef dinner and dancing to the tunes of a DJ on Saturday evening.

FINAL RESULTS		TOTAL
1. Ray Flajole / Gerry Gibbons	3189	4.5
2. Rob Cowles / Kerry Pebble	D18	9
3. Bill Booth / Tom Booth	1138	12
4. Bob Cowles / Linda Armstrong	D2	16
5. Karl Kuspa / Stu Gooden	4456	16.75
6. Doug Christensen / Dave Holtreier	1190	21
7. Paul Lee / Ken Bachilus	D15	22
8. Don Loerch / Kathy Loerch	3576	28
9. Gordon Collins / Fred Collins	3746	30
10. Trina Bressler / Hans Kuschnerus	D1	30

EGYPTIAN CUP REGATTA

by Clark Ashby, FS 4

The 30th Anniversary Egyptian Cup Regatta, in recent years a Flying Scot event, ended in a three-way tie awarded to Jerry Hartman, Bernie Knight, and Paul Moore in that order. Saturday had 15-knot winds with frequently higher gusts that led to bumps and bruises for sailors and boats on Crab Orchard lake near Carbondale, IL. Early on the fleet divided itself into a half-dozen boats up front that wrapped, tore, lost and otherwise fought spinnakers, and wing-and-wingers.

Jim Harris outlasted the competition and took the first race. Bernie Knight's turn came next helped by standout spinnaker runs. The two scheduled races went so fast the local Hobie fleet manning the race committee ran a third race. Jerry Hartman successfully swapped places with cousin Mike coming into the first-place finish of that race with the line parallel to the beat from a strong wind shift.

John Domagala of Louisville, KY sailing single-handed took successively a sixth, DNF, sixth, and DNF as his boat, battle weary from the Mid-Winters had breakdowns. One solo feat included righting

his Scot after a capsize in the heavy air, and another was to be en route back from the harbor after replacing a block on his boom when the third race started, and somehow finishing sixth. John recalled Jerry Hartman's single-handed success in earlier years on Clinton Lake near Champaign, IL when John had been a student at the University of Illinois.

On Sunday the much tamer winds favored three FSSA officers as Paul Moore with son Paul III used a replacement spinnaker to take first, and past president Ted Glass with wife Florence nipped out treasurer Bob MacKenzie as crew and daughter Trish as skipper to take third. The race committee decided Glass won because they couldn't see blue from MacKenzie's boat as Ted crossed the line.

There were several interesting features of the regatta. With sailors from Kentucky, Indiana, Missouri, and Illinois, there were three-way ties for both first and tenth. Every trophy went to a family boat. Overall the skippers had a forty-year span in ages, with the oldsters holding up well. (editor, there was also a thirty-year span in boat ages with Clark sailing hull number 4.)

(Continued on page 20)



Fleet's In

(Continued from page 19)

Social events included a Fleet 30 party at the Clark Ashbys on Friday, and dinner with sailing tales at Tom's Place on Saturday. Mark your calendar now for the 1990 Egyptian Cup Regatta the first weekend in June.

RESULTS

	RACE 1	'2	3	4	TOTAL
1. Jerry Hartman	2	2	1	6	10.75
Mark Hartman	4140				
2. Bernie Knight	5	1	3	2	10.75
Suzie Knight	4115				
3. Paul Moore	3	3	4	1	10.75
Paul Moore, III	4300				
4. Mike Hartman	4	5	2	5	16
Debbie & Christ Hartman	3204				
5. Jim Harris	1	4	5	7	16.75
Betty Struckhoff	4296				
6. Clark Ashby	8	7	7	9	31
Rhoda Ashby	4				
7. Ted Glass	DNS	9	8	3	36
Florence Glass	3617				
8. Steve Hartman	9	6	11	11	37
Norm Sanders	4305				
9. Trisha MacKenzie	12	8	14	4	34
Bob MacKenzie	2865				
10. Joe Gerrity	10	10	13	8	41
Marilyn Gerrity	3474				

AMERICA'S CUP-EAST COAST STYLE

by Dan Verdier, FS 4447

The Third Annual Cat-Scot Challenge Regatta was held on June 18th at Sprite Island Yacht Club in East Norwalk,

Connecticut with the Roton Point Sailing Association. Twenty-one boats participated including eight Flying Scots from SIYC's Fleet 142 and catamarans from both clubs. The catamarans ranged in size from Hobie 14's to a Stiletto 30. The Dahm family's Pearson 26 YAHOO served as race committee with Anne Cioffi heading the race committee. Bill Warner and Charlie Neville provided the crash and photo boats.

The series started two years ago when RPSA invited our Scot fleet to cruise down to their club for a day of racing. RPSA is a multi-hull club, home of the Patient Lady series of catamarans famous for winning the Little Americas Cup and were prototypes for Stars n' Stripes. This year fleet 142 reciprocated by hosting the event at Sprite Island.

Having the home course advantage, the Sprite race committee set a modified Olympic triangular course with a long downwind spinnaker leg. As the results below indicate, this course lead to competitive racing.

The Portsmouth Yardstick was used for handicapping and based on corrected times the Regatta winners were: Joe Gulick, Jr., skipper and Joe Gulick, Sr., crew SIYC 1st overall and 1st in Flying Scot class; Stan Pastore RPSA 2nd overall and 1st in class on a Hobie 14; Hal Thormalen RPSA 3rd overall and 2nd in

class on a Hobie 14; Bill and Tigre Faircloth SIYC 4th overall and 2nd in FS class; Chip Romans RPSA 5th overall and 3rd in class on a Hobie 17; Lynda Pattee and Bob Counihan SIYC 6th overall and 3rd in FS class. The SIYC catamaran fleet finished further back in the pack but still gave the RPSA fleet good competition.

Editor: If your club has a unique series which involves your Scot fleet we'd love to hear about them for **Scots n' Water**.

CANDLEWOOD LAKE INVITATIONAL

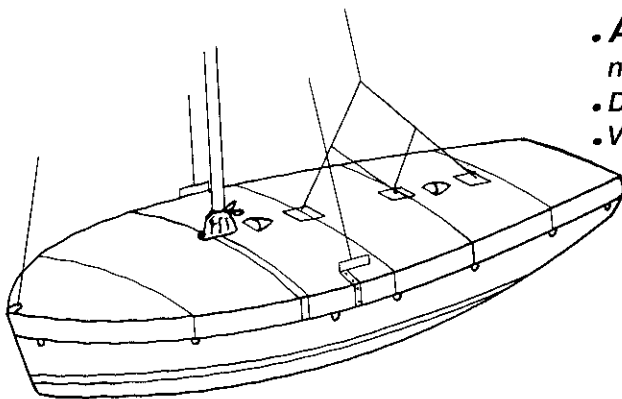
by Dave Jacobsen, FS 3720

Extremes of typical lake sailing treated 19 Scots to a rare weekend of sailing on Candlewood Lake, June 10th and 11th. It was Fleet 24's first invitational regatta and proved to be quite a success. The story of the sailing is secondary to the story of participation at such a regatta. Eleven boats trailered in representing eight fleets and three districts; Greater New York, New York Lakes, and Northeast.

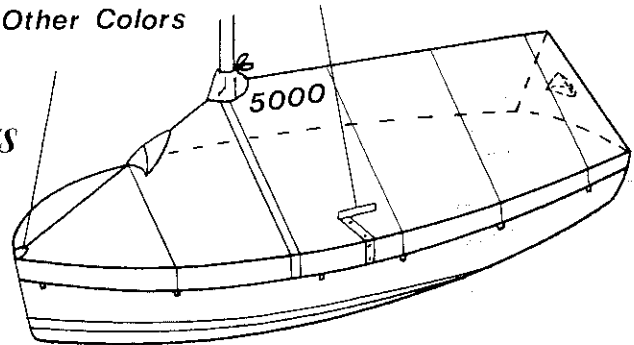
Saturday's three races provided light and variable conditions with frequent large shifts. Northeast representative Jim Cavanagh won race one and kept lots of

(Continued on page 21)

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Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
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Fleet's In

(Continued from page 20)

pressure on local Jack Orr who won the second and third races, while Cavanagh finished second. The rest of the fleet battled for consistency with a tight pack battling for the rest of the top five.

After the racing on Saturday the fleet enjoyed a buffet dinner which provided a great opportunity for everyone to get to know each other a little better. This proved necessary as over half the fleet had trailed in and were first time Candlewood sailors.

Sunday, provided entirely different conditions so everyone could enjoy the full realm of Candlewood sailing. Heavy winds, still shifting and gusting around 30 knots held all day. For most, especially the light crews, this meant hard work, white knuckles, and a lot of de-powering.

Jimmy Cavanagh (Fleet 76), with awesome consistency took another first and second as did Fred Breekland from Fleet 142. Jack Orr sailed to two thirds to finish second behind Cavanagh in the final standings while Breekland finished third.

Fleet 24 appreciated the great response to it's first invitational and hopes even more people will mark it on their calendar next June. We promise that the second will be even better than the first.

RESULTS

	RACE 1	2	3	4	5	TOTAL
1. Jim Cavanagh	1	2	2	1	2	7.5
Danny Waltuek						
2. Jack Orr	3	1	1	3	3	10.5
Phil Carmichle						
3. Fred Breekland	9	4	3	2	1	18.75
Mike Davison						
4. Bill Faircloth	7	6	6	4	4	27
Tiger Faircloth						
5. Chris Rotunno	10	11	4	5	5	35
Jeanne Rotunno						
6. John Callighan	4	10	7	8	6	35
Carolyn Weesner						
7. Marty Klein	2	9	11	9	9	40
Steve Klein						
8. Dave Jacobsen	6	8	13	6	dnf	53
Cathy Creem						
9. Geoff Kendrick	17	18	8	7	8	58
Bill Gough						
10. Rich Fleury	11	5	9	13	dns	58
Karen Fleury, Brian Fleury						

ATTENTION ALL FLEET CAPTAINS

Please send your 1990 regatta dates to the editor 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. I also need regatta reports immediately after your regatta to assure timely results.

STARTING LINE

OPEN HOUSE REGATTA, September 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, September 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, September 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.

CYPRMORT 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.

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.

GREAT SCOT REGATTA, October 7-8 Fleet 118, Birmingham Sailing Club

Contact: Berkeley Merrill, 4221 Antietam Dr., Birmingham, AL 35213 (205) 879-3917.

PIG ROAST REGATTA, October 14-15 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 to 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.

SCOTALINA TU-TU REGATTA, October 21-22

Fleet 85, Lake Martin Kowaliga Beach, Montgomery, AL

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

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.

RED LOBSTER CUP, December 2-3 Lake Monroe; Sanford, FL

The largest inland one-design regatta imaginable. Celebrity seminars on Friday with plenty of parties, the Saturday night "seafood fest", and door prizes. An unbelievable event. Contact: Cal Hudson (407) 725-3008.

SUGAR BOWL REGATTA, December 30 - 31

New Orleans YC; New Orleans, LA

Come celebrate the new year with this multiclass regatta which is just part of the Sugar Bowl festivities. Contact: Larry Taggart, 5809 Memphis St., New Orleans, LA 70124 (504) 482-7358.

NEW OFFICERS FOR 1990

The new FSSA officers for 1990 include:

President - Larry Taggart
 First Vice Pres. - Robert P. MacKenzie
 Second Vice Pres. - Bernard A. Knight
 Secretary - Jack T. Orr
 Treasurer - Thomas C. (Cal) Hudson
 Measurer - Robert H. Murdock
 Editor - Paul Nickerson
 Commodore - E. Paul Moore, Jr.
 Immediate Past Com. - Jack Stewart

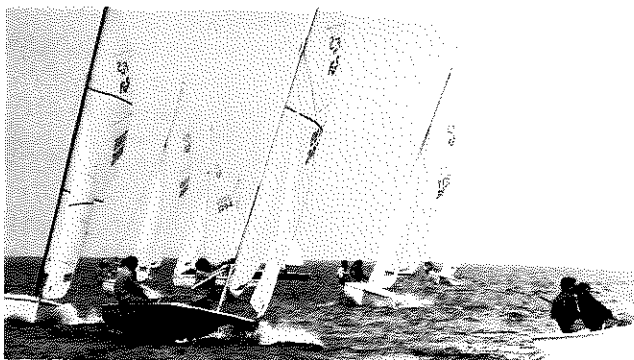
These are your elected officers and each is listed in every issue of **Scots n' Water**, complete with their addresses and phone numbers. Please feel free to contact them at any time concerning anything about the FSSA. This is your organization for the enjoyment and promotion of Flying Scot sailing.

BALANCED BUDGET

To continue the good news, 1989 was a good year fiscally with revenue projected to exceed expenses by about \$5,000. With continued good management of the FSSA and class growth we look forward to several more years of a favorable budgets and a very sound footing for the FSSA.

RECORD HIGH

1989 proved to be a record year for membership with a total of 1960 sailors. This is an increase of 132 members from 1988 and hopefully we'll see continued growth in 1990. By now 1990 membership applications should be in the mail (memberships run from September to August). Please return yours as soon as possible before you forget about it. You can save FSSA lots of money in additional mailing expenses and make the record keeping much easier.



FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
2642	Capitol	Ken Goodrich	HCR 72, Box 141-A, L.O.W.	Locust Grove	VA	22508
2995	Capitol	Ann H. Vanaman	3227 Northampton St. NW	Washington	DC	20015
3598	Capitol	Daniel M. Frakes	1220 Oak Ridge Ave.	McLean	VA	22101
3861	Capitol	Bill Lovett	Rt. 1, Box 66AA	Swanton	MD	21561
4029	Capitol	Edward Weszel	4661 Hidden Pond Dr.	Allison Park	PA	15101
4575	Capitol	Tom & Judy Curren	5521 Hawthorn Pl, NW	Washington	DC	20016
4583	Capitol	Rick B. Spengler	2208 Stewart Dr.	Hatfield	PA	19440
4643	Capitol	Robert A. Eames	37 Long St.	Annsville	PA	17003
0619	Carolina	Gregory J. Lewis	Rt. 3, Box 694	Kings Mtn.	NC	28086
4412	Carolina	John W.A. Findlay	14 Clearwater Dr.	Durham	NC	27707
1455	Greater NY	Jordan MacInnes	46 Wilton St.	Princeton	NJ	08540
2258	Greater NY	Warren H. Shutt	5 Fawn Road	Bethel	CT	06801
2696	Greater NY	Stephen M. Pratt	333 E. Alton Rd., #303	New York City	NY	10017
4280	Greater NY	Walter Heissenbuttel	47 E. Farm Lane	Ridgefield	CT	06871
4533	Greater NY	Kenneth B. Singer	35 Wychwood Rd.	Livingston	NJ	07039
2934	Gulf	David T. Gallaspy	2418 Chandabrook Dr.	Pelham	AL	35124
4019	Gulf	T. Kent Irwin	3801 Spring Valley Cir.	Birmingham	AL	35223
4646	Gulf	Roger Weinheimer	PO Box 1006	Leland	MI	49654
0185	Ont.-Mich.	Paul Thackaberry	636 Maloney	Oxford	MI	48051
1954	Ont.-Mich.	Charles H. Sorrick	929 Asper Dr.	Rochester	MI	48063
2191	Ont.-Mich.	Thomas J. Beirne	4577 Covered Bridge Rd.	Bloomfield	MI	48013
4594	Ont.-Mich.	Kenneth M. Lochner	9515 Shell Beach Rd.	Pinckney	MI	48169
0526	Midwest	John A. Sommers	1043 Rutledge St.	Madison	WI	53703
1230	Midwest	Blair Boggs	1735 N. Brojan Dr.	Elm Grove	WI	53132
2291	Midwest	Jack Lee	11011 Ridge Forest Ct.	St. Louis	MO	63126
2492	Midwest	James W. Commers	2607 Xerxes Ave. N	Minneapolis	MN	55422
3402	Midwest	George R. Craft	RR #1	Attica	IN	47918
4347	New England	Richard K. Wilkinson	18 Arrowhead Farm Rd.	Boxford	MA	01921
0708	NY Lake	Ronald B. Doyle	415 Crestwood Ct.	Endwell	NY	13760
2223	NY Lake	William White	147 East 7th St.	Oswego	NY	13126
4357	NY Lake	David Tonken	Rd. #8, Box 15	Oswego	NY	13126
2285	Ohio	Gary A. Perry	3509 Merrick Ct. #212	Lexington	KY	40502
4567	Ohio	Luis G. Marerro, MD	528 W. Bath Rd.	Cuyahoga Falls	OH	44223
4610	Ohio	Leland Henry (Co-Owner)	4480 Ravine Dr.	Westerville	OH	43081
4610	Ohio	Dale Bell (Co-Owner)	5032 Smoketalk Lane	Westerville	OH	43081
3787	Florida	Lawrence R. Burnett	2441 New Found Harbor Dr.	Merritt Island	FL	32952



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FS 3377 - White with red and blue trim. Race equipped, all Harken blocks, excellent rigging. Good race record. Compass, lifting bridle, cover, tilt trailer. Three sets of sails, recent Shore sails, two spinners. Dry sailed in fresh water, indoor winter storage. Excellent condition. \$5000. Ken Tempelmeyer, Annapolis, MD 301/280-0973.

FS 3581 - Douglass 1981. Always sailed in fresh water - white with red stripe and blue bottom - 1989 Schurr sails/windows, never used - Hard spinnaker - new tent cover - motor mount - mast hinge - tee-nee tilt trailer - all excellent condition. Located in South New Jersey. Asking \$6,000.00. Contact Jack Mann at 609-567-9597 or 603-539-2094.

FS 3787 - Douglass (March 1983) ivory hull + deck, blue trim. Schurr main jib + spinnaker, new condition. Always dry sailed and covered. Tee-nee trailer. This boat has been in the water twice! Sad but true. All extras included, \$6,000. Daniel Blankstein, Jacksonville, FL (904) 350-9521 or (904) 268-9942.

FSSA 3903 - 1983 Douglass, ivory hull and deck excellent condition, never raced, Schurr main and jib tee-nee trailer, cockpit and engine covers, lifting bridle, Harken and Waco 360 jiffy reefing, outboard bracket, mast hinge. Boat in Miami, \$5,000. Maria Jorge, (305) 378-1960 (Home), (305) 470-2914 (Work).

FS 4235 - Douglass, White hull, red trim, used very little, dry sailed in fresh water, stored in garage winters. Schurr Main & Jib, mast hinge, lifting bridle, anchor, life jackets, spinnaker pole, Tee-nee trailer. Asking \$6500. Write George Spencer, 521 Trader Mill Road, Columbia, S.C. 29223, or Call (803) 736-3188.

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Locust Grove, VA 22508
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Cary, NC 27511
(919) 467-3512

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While other classes have come and gone, the Flying Scot is still growing strong after 30 years.

At Gordon Douglass Boat Company, our commitment to quality is uncompromised and unchanged since Sandy Douglass built the first Scot in 1957.



And to make sure your Scot is always ready to sail, we maintain a complete parts service department. No searching or waiting. All parts are available and most parts can be shipped within 24 hours. And because you are a Scot-owner, yours is an open account.

We build new boats to order - boats built to last.

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