

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXI NUMBER 6, NOVEMBER/DECEMBER 1989



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Scots n' Water

COVER: The "Glow"
(Paul Nickerson photo)

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Scots n' Water

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

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

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

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

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President

Larry Taggart

Thank you for selecting me to serve as your president for the following year. I feel that we have a healthy and growing class, a good and capable group of officers and governors, a loyal membership, an excellent boat and a supportive builder, and professional staff. We have grown to nearly 2000 members strong in a relatively short period. With over 4700 boats built (and most still sailing), I will certainly strive to keep the momentum set by my predecessors going.

You are the Flying Scot class — the Flying Scot Sailing Association. Your support and input is essential. Please continue this and *please* make your wishes known to your Fleet Captain, District Governor or class officers (even **Scots n' Water**).

I think that our growth in the competitive day-sailor and one-design racer market is remarkable. However, we can not remain comfortable with our past achievements. We must continue to make known the high quality of the Flying Scot, its owners and sailors, and the controlled one-design sailing our Association offers. Most of all we must promote the fun we all have in sailing our Flying Scots.

We are a strong class — a class with class — and I look forward to working with you to keep us that way. I thank Paul Moore for a job "well done!" and once again I thank you for your confidence in me. Take just a little of your time to be a leader in your fleet and the FSSA and show you care.



FSSA NEWS

1990 NAC

Dates for the 1990 NAC and Junior NAC to be hosted at Southern Yacht Club in New Orleans are as follows; the Junior NAC will be held on July 21 and 22 immediately preceding the NAC to be held July 23-27. More details appear in the issue and we hope everyone will make plans to participate.

1990 Midwinter Championship

Allan Douglas and the folks at the St. Andrew's Bay Yacht Club will host their 20th Anniversary Midwinters April 10-13. The schedule of events include the Fisher Sails Oyster Bar and the Schurr Sails Cocktail Party as well as the usual excellent racing on St. Andrew's Bay. Make plans now to attend and bring a few other boats from your fleet. The new junior sailors building is now complete and offers added restroom and shower facilities and power for more RV's. Allen promises the 20th will be the best ever.

Measurement Notices

As mentioned in the last issue of **Scots n' Water**, measurement certificates were limited to five years by the Board of Governors. This will guarantee periodic measurement of boats at the NAC without the burden on competitors to measure every time and without the work of the host club to measure every boat. Consequently, all certificates issued at the 1985 NAC or prior will not be valid at the 1990 NAC.

There has also been discussion about modification of centerboards. Facilities at Southern Yacht Club will permit all centerboards to be checked, regardless of whether a boat has a valid measurement certificate. Part of the reason for this inspection is to compare boards and possible shape differences over time between different builders. Check your handbooks for complete centerboard allowances.

Also, a reminder that Measurer, Bob Murdock is looking for input on the issue of seat cleating of the jib sheet.

1990 Regatta Dates

I need your fleet's 1990 regatta dates if at all possible. This will insure timely publication and a place in the annual regatta calendar (planned for the March issue).

Lost Trophies

We are missing the "Foremost Trophy", presented every year to the farthest traveling boat at the NAC. It is a large wall plaque with a half-model Scot on it. If you know where it is or who has it please contact the FSSA office.

Editor

Paul Nickerson

A 1990 YEAR BOOK ISSUE OF SnW?

I hope to put together a complete year-book type of issue of **Scots n' Water** next spring. To do so I would like to have a couple of paragraphs about each fleet, their sailing location, club, and activities. A picture would also be nice. Send your report to Paul Nickerson, 12664 Webster Rd., Strongsville, OH 44136. I hope that if everyone sees what other fleets have to offer it will help improve each and every fleet as well as the FSSA as a whole. If you are a fleet officer, make sure your fleet is represented!

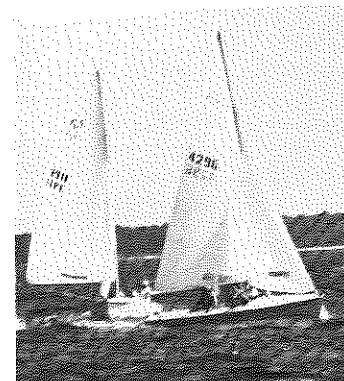
This would also be a good time to include you regatta dates for Starting Line.

FUN AND NAMES

In case you're wondering whatever happened to the burgee designs, they are still under consideration. Hopefully a final design will be picked at the Midwinters.

In our continuing effort to get everyone to contribute even just a little to **Scots n' Water** we'd like to have you turn off your television for half an hour and drop us a note on your most memorable sailing experience for 1989. As part of this, why not include a goal for 1990 so you have no excuses for not achieving it.

I'd still like to hear of any unique boat names and graphics and also other fun sailing stories you may have.

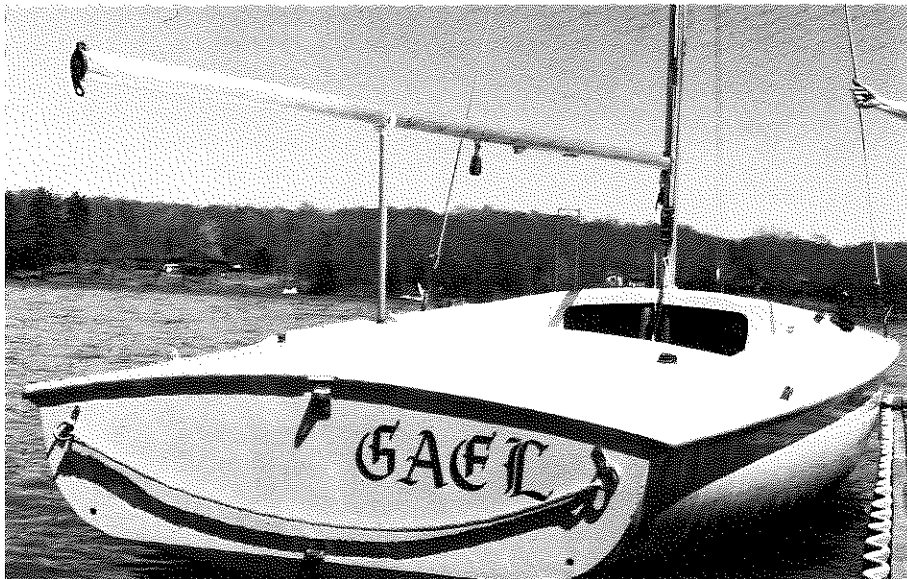


FSSA FEEDBACK

John Morey

The Morey Family

We enclose our picture of "Gael," Scot #3277. Because the Morey family is of Irish descent, we named our boat "GAEL," defined in Webster's dictionary as, "a Celtic or Gaelic speaking inhabitant of Ireland, Scotland, or the Isle of Manx." Of course, the "play" on the word GALE seemed to make it even more appropriate for naming a vessel propelled by the wind. For many people, however, neither the word GAEL, nor the Gothic lettering are familiar. A Deep Creek Lake neighbor asked us, "What do those Greek letters on the back of your boat mean?" Well, so much for the subtlety of esoteric allusions! For the Morey's, "Gael" is a fitting name for a boat designed by a pre-eminent Gael himself, one Gordon A. Douglass.



Dave Jacobsen

When it came time to name my Scot (FS 3720) a number of names were suggested and some that Cathy (my crew) and I thought of.

At first I thought "Gee," my folks are from Norway. Why not a name with Viking influence, hence the name Thor. Cathy felt we should be more physically descriptive. Case in point, when we are hiking out on the rail during racing sometimes the crew is sitting on cleats or blocks and makes for a sore (Thor) ride.

Combining the two ideas we decided on the name "Thor Tush" and of course used Old English letters.

Stephan Hartman

My favorite crew story is from the 1984 Midwinters. I was sailing three-up with Dan Shiley and Jon Domagala as crew. We were sailing out to the big bay for tuning up and Dan hadn't been on any large water before, being a pork producer from El Paso, Illinois, for heaven's sake.

Unknown to me or John was the fact that Dan had seen "Jaws" the night before on TV and was watching the water all around us intently. As luck would have it (our luck, that is) a porpoise took the opportunity to vault into the air along side our port rail, just for fun.

Well, we had a time calming Dan down

enough to quit screaming, not to mention buffing out his fingerprints from the weather coaming and two changes of underwear.

After that Dan refused to hike out. According to him he didn't want sharks or anything else to come "nibble his buns". Thereafter, he straddled the centerboard far from danger.

Dan started with the inevitable questions about whether there were sharks in this part of Florida and John and I tried to re-assure him that there have been random sightings but no real presence. Just as we almost had Dan calmed down, John got this gleam in his eye and said to me, "Hey, Farkle, what about the Slit Sharks? You know, those weird thin sharks, about one inch thick that come up through the centerboard well and bite off your goodies?" At that point, Dan was straddling the centerboard well and when he jumped up he nearly cleared the rail and fell into the water.

It was all in fun, of course, but Dan hasn't been out in salt water since.

John Northrup

First I must thank you for the excellent articles on spinnaker handling. It proved

very timely as our Fleet 139 was getting ready for spinnaker handling class and drills on the water.

Naming my boat was easy. Sailing as a hobby has been my love and passion since I went for my first sail at age thirteen in a Blue Jay. After years in the Blue Jay I sailed a Sunfish and now Flying Scot 4256. Following old sea lore, I felt our boat needed a lady's name for good luck. There was only one choice, that of my first love and passion, Sherry Ann, my wife and crew.

Suzie Knight

I've written about other regattas but the 1989 NAC has to go down as one of the best. The volunteers from Oswego outdid themselves. It's really heartwarming to see these people using such care and concern to see everyone there was taken care of and had a good time.

The race committee work was also perfect. The start lines were so square that you really had to think about where to start.

With 71 boats from everyone in the FSSA it was a great week of sailing hard to beat. Thanks to all involved for a fantastic week!

1990 FSSA Midwinter Championship

Site The 1990 Flying Scot Midwinter Championships will be held April 10 through 14 on the waters of St. Andrews Bay in Panama City, Florida. St. Andrews Bay Yacht Club is the host and organizing authority.

Eligibility The competition shall be open to all FSSA registered sailors. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees.

SCHEDULE OF EVENTS

Times are tentative and subject to change.

Monday, April 9 Registration and Sail Measurement. Afternoon tune-up race.
Board of Governors Meeting
Bayside Inn complimentary Welcome Party

Tuesday, April 10 Morning registration and sail measurement.
1100 Skippers Meeting
1300 Race (possibly two, back to back)
1800 SABYC Social

Wednesday, April 11 1200 Races scheduled back to back
1800 Fisher Sails Oyster Bar (Complimentary)

Thursday, April 12 1200 Races scheduled back to back
1800 Schurr Sails / SABYC Cocktail Party (Complimentary)

Friday, April 13 1000 Races scheduled as necessary
1800 Awards Banquet, SABYC

Racing The Midwinter Championship will consist of as many as six races. If all six races are run, there will be one throwout. Competitors shall place themselves in either the Championship or Challenger Division.

Scoring The Low Point Scoring System, Appendix 5A of IYRR, will be used.

Prizes Prizes will be awarded for the top seven finishers in the Championship Division and the top five finishers in the Challenger Division.

Measurement All sails will be inspected using the official FSSA specifications for sail. Mains and jibs that have a stamp from the 1989 NAC will be waived from measurement. All Hulls and equipment shall conform to FSSA specifications but will not be measured. All required safety equipment shall be carried on board.

Camping and Lodging

Some on site camping and lodging is available at SABYC. All motels listed are within fifteen minutes of SABYC. Docking and mooring available at SABYC beginning Friday, March 24.

Bayside Inn: 711 W. Beach Dr., Panama City, FL 32401 (904) 763-4622

SPECIAL RATES AVAILABLE

Days Inn: 4810 W. Hwy. 98, Panama City, FL 32401 (904) 769-4831

Howard Johnson's: 4601 W. Hwy. 98, Panama City, FL 32401 (904) 785-0222

Ramada Inn: 3001 W. 10th St., Panama City, FL 32401 (904) 785-0561

Entries Entry Fee is \$50 if pre-registered by April 6. Add \$5 for regatta site registration. Make checks payable to Midwinters Regatta Fund.

Contact: Allen Douglas, PO Box 752, Panama City, FL 32401 (904) 785-7500

MIDWINTER WARMUPS: Saturday, April 7 and Sunday April 8, at Fort Walton Beach YC
Contact: Mike Johnson (904) 243-1477 or George Goodall (904) 651-3541

Name _____ FS # _____

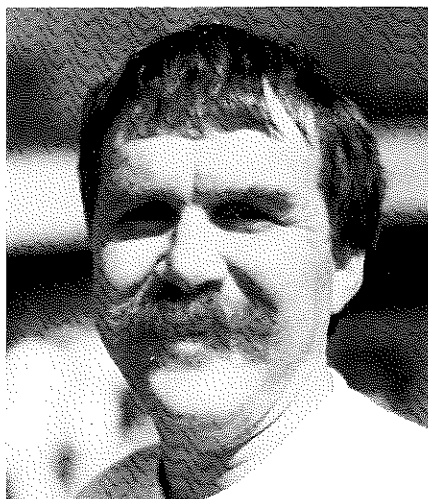
Address _____ Phone _____ - _____ - _____

Crew
Names _____

Registration Fee \$50 (\$55 for on site registration). Make checks payable to "Midwinter Regatta Fund." Return to Mrs. Betty Smith, PO Box 406, Panama City, FL 32401

1989 NAC DIARY

Sandy Eustis, FS 3850



SUNDAY

After a ten hour drive from Cincinnati, Scott Litwin and I pulled into a parking lot with about 20 Scots at 2:00 AM. We figured this must be the place and slept in the van until about 8:00. We awoke and wandered down the parking lot only to find that all the measuring was at the other end. We huffed back to the van, pulled up to the clubhouse and got in line for sail measuring. There was quite a line already as everyone seemed to be waiting until Sunday for measurement. My hats off to the sail measurers who had to process over 100 suits of sails on Sunday, non-stop during an eight hour period. My thanks to Griff Williams and crew.

Having finished with registration by 11:00 AM, we decided to check into our SUNY dormitory (adequate room and great showers), unload our gear and ponder the afternoon. I have observed two widely divergent and sometimes incompatible attitudes about their boats held by Flying Scot owners; there's one group which believes in scrubbing, polishing, and protecting from every blemish their cherished vessels, and there's another group, including me, which figures if it doesn't make you any slower then don't worry about it. However, this is a North American Championship, and so Scott and I headed off to the car wash with "Vitesse" for her annual cleaning.

We showed up late at the welcoming party (ed. everyone knew where he was because he was the topic of "Did you see that Scot rolled over at the car wash?" at the party) and enjoyed renewing acquaintances

whom we only get to see one week each year.

Back at the dorm, we listened to the NOAA weather forecast of variable, 5-15 knot winds with highs near 80 and lows in the 60's all week. It looked like it would be a fairly light air week. We sat discussing our strategy for the week having finally seen the race area and having a forecast. Our first thought about the race site was that there would be a light system breeze blowing at some angle to the shore, augmented by a lake thermal breeze which would shift to the right of course, we had talked to some locals earlier in the day to help derive some of this.

We discussed starting strategy (conservative start towards the favored end) and we read the sailing instructions. The 20% penalty was part of the rules. It can be harsh, but I have come to think it is a good idea. It seems fair in magnitude, is a motivator to avoid extremely close situations, and is safer on the water.

MONDAY

After an uneventful skippers meeting, we sailed out to the course and the breeze (5 from the WNW) was exactly what we thought it would be. A breeze that blows at a shallow angle to a long shore will be bent somewhat by the lee shore as it strikes it and bounces out onto the water. This creates a "slot" of higher velocity. The problem is figuring out how far out from shore this slot is on a particular day, so we began sailing upwind to see if we could find it before the start. We

decided that the slot passed through the starting line's windward end. The leeward end was favored, although in the lower velocity on the shore side of the slot. We started 1/3 of the way down from the windward end in the middle of the slot and followed it up the beat. We caught a nice left and finally tacked to port about 3/4 of the way to the layline. We were in the top five at the mark and the rest of the race was just a pleasant sail as we stayed left on every beat and eventually finished third.

On the last beat of this race the wind had veered about 20 degrees to the right, so the weather mark would now be farther off-shore for race two and I wasn't sure if the shore slot would be useful. We determined it now passed through the pin end so I started alone down there while arguing with Scott about trying to port tack the fleet (one good race sometimes goes to your head). Oh well, the slot led into never-never land. I came out in the mid-twenties at the weather mark and sailed the rest of the race aggressively, trying to pick up boats in the pack ahead one at a time. I got up into the high teens and then hit the weather mark on the second beat and struggled in with an 18th.

LESSONS LEARNED:

1. Come early and get prepared. Discuss probable conditions and strategies before getting to the race course.

(Continued on page 8)

1989 NAC DIARY

(Continued from page 7)

2. A winning strategy in a given condition sometimes doesn't work at all in very slightly different conditions.
3. Pride goeth before a fall.

One of the real pleasures of sailing in the NAC (I've attended 5 of the last

6) is the quality of the competition. Very little yelling at crowded mark roundings, very difficult to pass boats when you get buried in the pack. In today's second race I arrived at the windward mark on the first leg in about 25th place, and thought, "OK, so I'll just pick off the tail-enders one by one." But then I noticed the boats just ahead of me included some very good sailors who know preparation, sailing conditions, starting strategy, tactics, and boat speed (5 of the 6 factors necessary to win. The sixth being athletic ability which isn't important in the Scot in light winds and one of the reasons this 42 year old average body chose a Flying Scot.).

Monday night is usually a pretty good party night at the NAC's; about 3/4 of the competitors have fared well poorly enough to know if they will "make the cut", and most of these regard Tuesday's race as somewhat of an minor irritation on the way to Wednesday's opening races. Tonight was no exception. Following a lakeside chicken barbecue on the SUNY campus, we found several good parties in the dorm to renew acquaintances.

TUESDAY

We we got to the race course we found a moderate southerly breeze blowing from the shore. Scott and I sailed around to different parts of the course area to check for wind patterns. Eventually we decided that neither side of the beat seemed favored, but that the expected veer in the wind during the day (due to

the daily swing to the right in the lake thermal breeze at Oswego) meant we should probably stay nearer to the right side of the course and play the shifts. Of course, as it turned out, there was a huge persistent shift to the right during the race, by which time I had completely forgotten my game plan in the struggle to recover from another terrible start. This time I tried starting at the windward end (to stay closer to the right side of the course) but I arrived late on a reach, had to duck two boats stalled out head to wind right at the stake boat, and wound up way behind the line at the gun. Then I got pinned by another boat and forced to the left for a while and struggled in the middle of the pack throughout the race.

There was an interesting protest which caused much discussion during lunch at the Oswego Yacht Club. (More on that next month.) Protests at the NAC seem to be few because the better skippers generally tend to steer clear of them. Knowing the rules helps you avoid protests on the water as well as win in the protest room. It's best to prove yourself a better sailor than a better sea lawyer.

We enjoyed and the annual meeting in the afternoon and I once again let my opinion be known about half ounce spinners. The rest of the day was spent renewing friendships and making some new ones. Having made the cut for the Championship Division, we turned our attention to the NOAA radio which predicted southerly winds, with increasing chance of rain as a Wednesday. The important part of the weather was the hardest to discern. When would the front actually arrive? We determined that since we have no control of the weather it is more important to get a good start and know we have good boat speed.

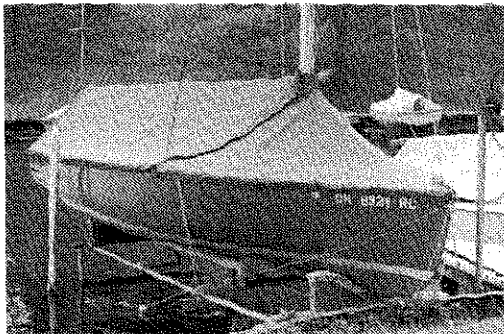
WEDNESDAY

The winds were light and dying at the start. We went for the pin end and the left corner of the course with a group that included Greg Fisher and Steve Bellows. The winds died and as we approached the windward mark the 45 minute time limit expired and the race was abandoned. After a long calm spell, the breeze freshened and shifted, our old friend the lake thermal.

In the second start we went left while the persistent shift went right and we got to the weather mark in 35th place. I stayed well to the right on the beats after that and worked my way back to 21st by the finish. This was obviously a very strong fleet of sailors because while I was back in the 30's, there were some very good sailors around me. Boat speed seemed equal for most people and the only way to play catch up was tactically by playing the shifts. There were many tight mark roundings and the congestion at the marks seemed to bring out many yellow pennants flown in acceptance of the 20% penalty.

By the start of race two, the wind had veered all the way around to due north. Since it was late afternoon, I decided the thermal was at its strongest and wouldn't shift much further to the right. We planned a mid-line start to concentrate on boat speed and playing the shifts. I was lucky at the start because I was forced to tack to port early to get out of bad air (yes, another bad start). There was still more veer in the thermal, and I was on the favored side. I arrived at the weather mark about 15th, worked up to about 10th, and then committed a stupid foul. I tried to cross a starboard tacker while

(Continued on page 9)



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1989 NAC DIARY

(Continued from page 8)

beating on port, and he claimed he had to alter course to avoid hitting me. I got what I deserved - a port tack boat in that situation never wins a protest hearing unless she has witnesses, and of course I had none. Why did I do that? I compounded my error by thinking about it the rest of the leg missed a big wind shift and got caught by several other boats. What had looked like a good race, for me, became a 16th with 8 additional penalty points.

Many boats experienced both good and bad races on Wednesday and I was right in the middle of a very tight pack at 20th. Thursday would be vital if I was to keep my goal of improving at every NAC. Since last year I was 14th, I had a lot of boats to catch in the last three races.

THURSDAY

The front came through overnight and Thursday was overcast with a northerly wind around 12 knots for race three. I had a great start near the pin end and headed out into the lake on the far left side of the course to get to the higher velocity winds I had found there in pre-race sailing. I think the wind must go right here every day by city ordinance, because there was another big persistent shift to the right on the first beat. Once again I got to the weather mark at the tail end of the pack ahead of only two boats. So I went to the right side on the next beat and learned that the left was favored, then back to the left for the last beat when another persistent shift from the right moved the wind all the way around to the northeast. To compound my problems, I had no boat speed in the 2-3 foot chop and thus finished 39th.

It started to drizzle and I was cold, wet, and depressed over my miserable performance. I was ready to go in and skip the next race but Scott persuaded me to stay out. We decided to ignore the compass, not plan a start, just sail around the course.

The winds continued to shift but the waves didn't. The race committee set a good course in horrible conditions. We lined up to start late at the windward end and go right into clear air. Much to my surprise, the day held one more persistent shift to the right and I started to get interested in the race. However, I didn't really start concentrating until I committed my second stupid close port crossing foul of the regatta. After that I bore down and sailed well enough to finish 11th (plus the foul). We finished the day dropping six

SOUTHERN YACHT CLUB TO HOST 1990 NAC JULY 23-27

by Larry Taggart

Southern Yacht Club in New Orleans, home of Fleet 96 and FSSA President Larry Taggart, has been selected to serve as host for the 1990 NAC. Racing Dates will be July 23-27, with the preceding weekend set aside for the Junior NAC, registration and measurement. Racing will be on Lake Pontchartrain.

The Lake — actually not a lake as many of our inland sailors might imagine — is a large elliptical brackish body of water connected to the Gulf of Mexico by several deep passes and another coastal lake. It is approximately 25 miles across and 50 miles long, with an average depth of only 12-15 feet. For those of you who like to drive great distances over water, the Lake is crossed by the longest continuous bridge over water, the Lake Pontchartrain Causeway. Winds during the summer months average generally in the 6-10 knot range and variable in direction. Higher winds are not out of the question. Sea conditions depend on wind strength and direction. Any current is normally wind driven and not tidal in nature.

Southern Yacht Club, founded in 1849 and laying claim to be the second oldest continuous yacht club in the country (after the New York Yacht Club) is located on the south shore of Lake Pontchartrain. The air conditioned clubhouse overlooks the race course, and is across a channel from an historic, still active, lighthouse.

With over 1,200 members, SYC's facilities offer much for the sailor and non-sailor alike. It is a full service yacht club with restaurant, bar, snack bar, swimming pool and wading pool. Water-side facili-

ties include a large asphalt dry storage area, three high speed electric hoists, a launching ramp and docking facilities. Visiting sailors are always welcome.

In making plans to attend the 1990 NAC, don't forget about New Orleans itself — the "Big Easy". A city four feet below sea level surrounded by a system of levees to keep the Mississippi River and Gulf waters out, whose boulevards are divided by "neutral city" where there's much to keep the non-racer busy during the races and everyone else when not racing. It is much more than Bourbon Street and its night life. It's fine food ("cajun" and much more) and restaurants; majestic oak trees shading St. Charles Avenue and its eloquent homes and historic street cars; the Mississippi River and the nation's second busiest port; the old French Quarter; the excellent zoo; and, nearby plantations should not be overlooked. For the more venturesome there are tours through the "Bayou Country" or deep sea fishing in the abundant waters of the Gulf of Mexico.

Some of you might be concerned about heat and humidity. The annual summer phenomenon should be no worse in New Orleans than that experienced at Lake Carlyle or Lake Norman. Average daily high's range in the upper 80's.

Forthcoming issues of *Scots n' Water* will provide more details on registration, lodging (and possible day care for children). We can't guarantee what conditions Lake Pontchartrain will provide. We can promise challenging competition and true Southern hospitality.

places and all hope gone for a good regatta. I told Mike Cullen about the killer penalty points and he responded, "Wow, that's like sailing a whole extra race!"

The keys to doing well in big fleet racing are consistency and staying out of protest situations. I've messed up on both accounts this week.

This year's fleet seemed just a little bet-

ter than the past several years. It seems that everyone is getting just a little bit better, equalizing the top of the fleet and making even the better sailors pay more for their mistakes.

Without doubt, this year's NAC has had the best administration of any that I've at-

(Continued on page 12)

LET YOUR KIDS SAIL

by Greg Fisher, FS 3961

"That doesn't seem like a good idea to me!", was my dad's unusually blunt reply after my wife Charlotte and I reported that we were going to have our two and a half year old daughter sail with us in the Flying Scot North Americans this summer. "You don't want to *have* your kids sail with you... you want to *let* them sail with you." The crux of my dad's discussion on how to get children into sailing was just that: never allow yourself to push them into it; instead, let them ask. My dad emphasized that since Martha was still just learning to talk, it might be difficult for her to ask to be taken sailing...

It's a natural inclination to take your children along as crew while racing. While it's not impossible for this situation to develop into a healthy love of the sport, more often than not, it may actually turn the kids off. It can be especially difficult if the parents have "winning" in mind as much or even more, than introducing their children to sailing. In addition, sailboat racing is *your* thing as the parent and not necessarily your child's. If it's something that they can identify with and identify with their peers, they'll be much more apt to stick with it. Obviously, a strong junior program where the kids sail their own boats, such as the Optimist, goes a long, long way.

On the other hand, kids ought to have every opportunity to sail when they want to: before races, after races in the afternoons during regattas, let them know that they can go sailing anytime they want to, just by asking. Crewing is ok too, if that's what they want. When I was about four, I had been for enough rides daysailing with my dad in his Lightning that I just couldn't wait to ride with him during a race. My mom wasn't sure the idea sounded so slick, but consented anyway. I guess I did ok nearly all the way around the race course until the last weather leg where, in the heat of the battle, my dad jammed the tiller to leeward to take advantage of a lift and puff. I had placed my forehead, it seems, directly in line with the tiller. My dad finally crossed the finish line with me screaming under his arm with a big knot on my forehead. I understand at least he won the race.

When my brother and I were just about 5 and 7, my dad got us each our *own* boats. He selected Penguins as they were very popular at the time. A Sunfish could have been a good pick, too. If Optimists were around at that time, they would have been perfect. The thing was that we had our own boats. My brother Matt and I used to sail every chance we got. We were sailing our own boats and because we weren't ever being pushed to sail, we were all that much more enthused about it. The only thing my dad ever pushed us on, and pushed us very hard, was to take care of our equipment. When it was wintertime it was time to varnish and in the summer, the covers were kept clean. Interestingly enough, the more we took care of our boats, the more proud of them we became and the more we sailed. After time, my brother and I each began to sail our own Lightnings, and of course by that time we were really hooked. We were fortunate too, because our yacht club was also especially good to us and supported our Sears Cup (3 person Junior National Championship) efforts to the fullest. When I say "our" I mean, the juniors as a whole and because of the support and enthusiasm that the club showed, we ended up with a very strong group, not only in talent, but also in numbers. I still remember times when we came from junior regattas and even though we might not have finished all that well, the club had a big party banner for us. It was obvious that they were truly behind us all. You can imagine what that did for our enthusiasm.

It was very interesting that through this time when we were first getting into serious racing, my dad was very careful about crewing for us. Of course, he was always available if we asked, but he never pushed himself on us, because again, he wanted us to learn for ourselves. He was always available to answer any questions we had, or to do a little coaching, but again, never played the "little league coach". He never once let us feel pressed, or more important ever let us feel that he was disappointed in how we did or how hard we were trying. During this period of time, while my brother and I

were just getting into competitive sailing, my dad put his sailing career completely on hold. He was careful about racing against us and also careful about allowing my brother and I to become too competitive against one another. It seemed important that neither one of us felt the other had an edge, either in talent or in equipment (although I always thought my brother's Penguin was faster!).

As Matt and I "matured" and became involved with college sailing (that's why you go to school, right?), my parents support of our sailing continued. It seemed like they went to more regattas than we did! They rarely missed the chance to show their support.

Of course, now the most enjoyable time for our entire family is still sailing. We still hit the regattas together, only now there's three boats and grandchildren. To this day I think the thing that impresses me the most about the way my father really got my brother and I charged up about the sport was giving up sailing himself and putting 100% into our careers. He was, and still is, an excellent sailor himself and it's not unusual for him to whip Matt and I soundly when we race today.

I'm sure for kids to excel they need to have the support of their family. There's obviously a fine edge between providing support and pushing a kid to the point where he "burns out". For us, that made all the difference in the world. Sailing was always fun no matter how well we did in racing. Of course, that's still the key no matter what level of talent you are in sailing, it's got to be fun.

Editor: Greg and Charlotte were joined by Martha and "Dolly" at the Glow in the Dark for the weekend series. A long nap under the seat during the first race provided Martha plenty of energy to help Charlotte helm the second race. Thinking about this, it made a lot of sense to have Martha help steer, something which she could more easily understand. It also put Greg in the position of sail trimmer which takes lots of concentration in light shifty air where you constantly have to change gears with the sails.

FSSA FACTS

by Paul Nickerson, FS 3911

Many a Scot sailor runs into other sailors from other classes and discussions of respective classes comes out. In this and future issues of Scots n' Water we'll be presenting facts on the Scot and the FSSA which I hope will make your discussions that much more factual. After all, the FSSA does have quite a bit to brag about, and as a leading one-design organization we need to maintain leadership for the good of one-design sailing, whether it's racing or daysailing.

In 1989 we reached a new high in total membership of the FSSA at 1960 members. While that may seem like a lot, our growth has barely kept up with the number of new boats built. In 1989 approximately 130 new boats were built yet our membership only increased by 138. There is no reason why we should ever lose a member of the FSSA until he sells his boat. Yet, how many used boats are sold without the new owner even knowing about the FSSA? Believe it or not the

FSSA has a lot to do with the resale value of a used Flying Scot by its existence and organization.

Unfortunately these words are probably not getting to the people that should read them. Therefore it is important for each Fleet Captain and each fleet member to spread the word, especially to less active fleet members. Bring them into the fold of the FSSA and possibly they will enjoy their boat more and participate more within your fleet.

Our 1990 membership drive is on right now and if you haven't renewed your membership yet, mail in your form and dues today. Please double check to make sure all your personal information is correct, including your local fleet or district. This is especially important when Governors or Fleet Captains request mailing labels so you can be included.

If for some reason you don't wish to renew, there must be a good reason and the FSSA would like to know just what it

can do for you.

Now here are some questions to test your FSSA knowledge.

1. What are the three biggest districts
2. Which districts had the largest membership growth for 1989?
3. What district has the most Family memberships?
4. Which state has the most members of the FSSA?
5. How many active fleets are there in the FSSA?
6. What are the biggest fleets in the FSSA?

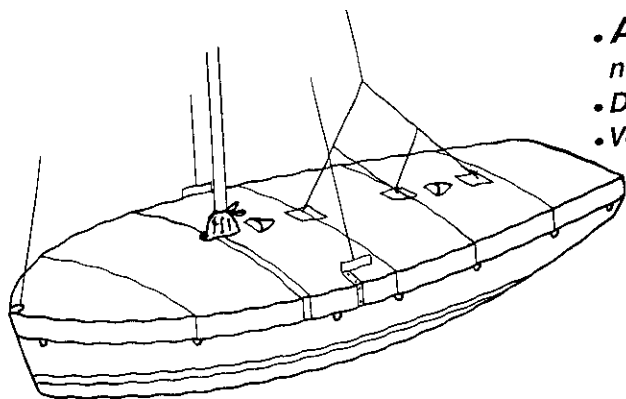
For the purpose of this article we'll list all fleets with more than 30 paid members. If you feel your fleet should be listed then contact the office for complete membership updates.

Fleet 31, Upper Barnegat Bay, NJ
(66)

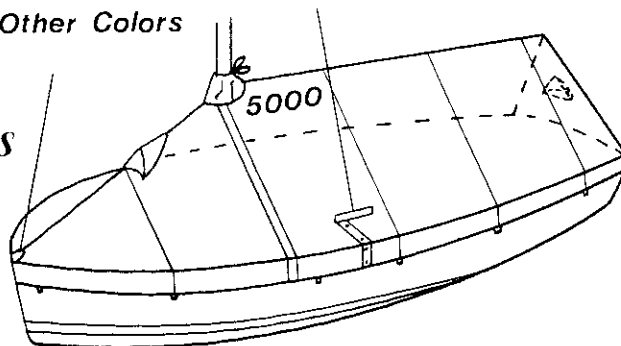
Fleet 6, Deep Creek Lake, MD (62)

(Continued on page 12)

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FSSA FACTS

(Continued from page 11)

Fleet 27, Carolina Sailing Club, NC (49)

Fleet 7, Riverside, CT (45)

Fleet 23, White Rock Lake, TX (43)

Fleet 83, Lake Carlyle, IL (43)

Fleet 80, Lake Arthur, PA (36)

Fleet 48, Lake Norman, NC (34)

Fleet 118 Lake Logan Martin (32)

Here's a rough breakdown of membership by districts.

Capitol District: 247

Carolinas District: 171

Florida District: 56

Greater N. Y. District: 298

Gulf District: 218

Michigan-Ontario District: 134

Midwestern District: 237

New England District: 105

New York Lakes District: 78

Ohio District: 280

Pacific District: 37

Prairie District: 28

Texas District: 70

Trivia: Did you know that there are six Flying Scots stationed in the Philippines with the US Navy?

ANSWERS:

1. Greater New York is the largest district with 298 members followed by the Ohio (280) and Capitol (247) districts.
2. Greater New York had the largest total growth with 26 new members Capitol District.
3. Ohio has the most with 25 while Greater New York is right behind with 24.
4. Pennsylvania has the most with 161 members followed by New York with 154 members and Ohio with 147 members.
5. There are approximately 110 fleets.

1989 NAC DIARY

(Continued from page 9)

tended. The food has been copious, the locals incredibly helpful and friendly, and the race committee superb. We have had seven races so far and everyone of the starting lines has been square. This leads to an evenly distributed fleet on the line and much less emphasis on starting position versus clear air and boat-speed. The

race committee also did an excellent job adjusting the course to the changing winds.

FRIDAY

Winds were off shore around 10 knots. We had nothing to loose so I went right as did a lot of other boats and we finished 26th in a real close fleet. At the awards ceremony (always stay for the awards, you'll want someone to applaud you someday!) I got to thinking about why I did so poorly compared to the last four years. I guess it just wasn't my turn to do anything right was my first thought. In looking at the final standings, my biggest problem was the 16 penalty points. Those 16 points could have made a difference of 10 places in the standings. Turn my 39th into a 20th (my average in the other races) and we would have been challenging the top ten. The competition at Oswego was really great and that's good for the class. After all, we came here for the event, the fun of an NAC. This was by every measure a fantastic NAC and we'll be looking forward to the 1990 NAC in New Orleans.



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NORTH SAILS WINS 1989 MIDWINTERS

THE GLOW

Paul Nickerson

The sun rose over the early morning fog creating a beautiful orange sunrise in the rear view mirror. The rest of the family lay asleep on the floor, across the seat and in the bed in the back of the van. All good sailors must be part masochist to endure the sailing conditions we sometimes face, but getting up at 3:00 AM for an eight hour trip from Cleveland, Ohio to Champaign, Illinois isn't the typical weekend for most Flying Scot sailors. This last weekend in September it would be a very typical weekend for almost 50 Flying Scots.

Every Flying Scot sailor who has met Jerry Hartman and "Sunshine" probably remembers their first encounter. It may have been at the welcoming trailer of the 1987 NAC at Lake Carlyle. That 90 degree afternoon just wouldn't have been the same without a beer under the awning of the "Bay Hilton". For others it could have been a trip to the Midwinters where their spot is permanently reserved. For me it was at Lake Norman in 1981 where Jerry was picking a spot just across the field from where we already had our tent pitched. In just a few minutes we knew we were in for a fun week with serious sailing. As new Scot sailors our main goal was to have a fun learning experience, and we did.

So now here we are motoring along westbound on I-70 just inside Indiana with a few hours to reflect on just what the FSSA has meant to the Nickersons. We've had some great sailing adventures but most of all we've made some great friends. Without the friends, the sailing would only mean half as much because many of these people are family.

About the time we met Jerry he started talking about the "Glow in the Dark" regatta at his home club on Clinton Lake. It was his dream of a big, fun, party regatta and the idea was just catching on. Over the years it has continued to grow and become the most traveled to weekend regatta in the FSSA. Our reservations have been for every other year and 1989 was a year to attend.

This year was guaranteed to be something special from the beginning as it seemed more and more people I talked to planned to attend. Then the rumor



Crossing tracks shortly after the start of race two at the Glow. (Photo by Paul Nickerson)

spread at a regatta that Jerry and "Sunshine", who has crewed with Jerry on a regular basis for many years, would be tying a few more knots than the bowlines on the spinnaker sheets the weekend of the Glow. I arrived home from the regatta to find an announcement in the mail. Subsequent conversations with other friends around the class revealed it would be somewhat of a who's who at the Glow and everyone's anticipation grew.

The early morning departure was necessitated by a Friday afternoon wedding. After all, you wouldn't want to disrupt the regatta too much for the wedding. Good traveling time and a forgotten time change got us to Champaign a couple hours early so we decided to stop by the house to see what was happening. Finding several Scots along the road made it easy to pick out the Hartman house. The two-on-two basketball game in the drive way was the southern welcome. Of course there was the last minute preparation for us to help with like wiring the patio for the band and cleaning out the pool and setting up some tables. Not everything was going perfect as linemen from the electric company repaired the power line to the house that had a large tent stake driven through it. The weather turned out perfect and the tent never was needed and the power was back in time for the reception.

As we arrived at the Shiloh Methodist Church for the wedding we were amazed to find a whole different group of Flying Scot sailors already there and waiting. It didn't take long to fill the small country church to standing room capacity. After a

brief ceremony and a standing ovation it was time for some serious regatta preparation.

The band finished tuning and started off with a Willie Nelson song. Of course these country town, college city musicians could please just about every musical request (I don't remember any polkas). A few hours later the party picked up and moved to Clinton Lake for the rest of the weekend.

Rumors spread that over fifty boats were expected and as the late stragglers rolled in it became obvious that there would be a record turnout. Now don't start thinking that the yacht club had plenty of parking and the clubhouse had plenty of room. The Clinton Lake Sailing Association is a basic picnic shelter, gravel ramp, a mowed field, and several porta potties. Yes, there is a neighboring marina that rolls out the welcome mat, but for many this is a primitive weekend, which is all part of the attraction.

The campfire, which never goes out, was ablaze when we arrived at sunset. By the time we pitched the tent we had some catching up on the party to do. The lobster pots were heating while we made the rounds of more friends. The cheese and crackers were a quick appetizer, while the lobster brought in fresh from Boston by John Clark and Jim Cavanagh served as the main dish. The Dallas, Texas contingent furnished some delicious eye watering chili and the grill was the spot for brats from Fleet 114. Some Lone Star and Dixie beer was there for to wash it all down. For me a real treat was

(Continued on page 15)

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The Glow

(Continued from page 13)

the Schoenling Little Kings from my home town of Cincinnati, courtesy of Sandy Eustis and Scot Litwin. For desert there were several flavors of Eli cheese cake from Dean Williams and the campfire entertainment started with Paul Moore on harmonica and Jack Leipper on guitar.

If all this doesn't get the regatta spirit aroused, then how about a look at some of the competition who also came to sail. Seven of the top eight boats from the 1989 NAC were there and you could sprinkle in a few others who had top five finishes at past national events. Competitive fun on the race course was part of the attraction for the weekend and while everyone tried their best, there was as much to be won on shore. In the words of Chuck Barnes "This is not a regatta, this is an event!" Chuck doesn't have a lot of time for sailing with his own business getting started, but he vows to be back every year possible. For him it's a twenty hour drive from Pensacola, Florida. Fortunately he has good friends in Steve and Blair Bellows to share the trip. Steve, with Schurr Sails, even had a special set of glowing fluorescent sails cut for the Glow. I'm not quite Schurr the rest of the class would be ready for these colorful sails.

Saturday morning dawned with a pancake breakfast. If you need a little coffee to get you started look for Paul Moore and his famous campfire brew. The recipe is a secret of Paul's and don't try a second cup if you want to steer a straight course on the water. When the wind comes up and everyone has eaten and finished with registration there is the all important picking of the fleets. Each boat reaches into a bag to pick one of four color fleets. Each fleet then races against each other fleet one time in the three race series to determine scores. Overall winners are then rewarded along with remaining fleet winners. Part of the rules are also that you may protest another boat but that the protest will not be heard at the regatta and that they will not affect standings. This would take some of the fun out of the regatta and besides it seems like there is a lot cleaner sailing because of it.

So I guess it's finally time to start the racing. Well, the wind and race committee weren't on very good terms as they tried to get the first race started. Every time a line or course was set the winds changed directions. After an hour of unsuccessful attempts, the wind cooperated

long enough to get things started. As the first fleet started a puff came in from the right and the fleet was quickly divided into two, those who got it and those who didn't. The winds remained light for the second start and the fleets inched their way around the shortened course always, pursuing and defending from the next puff to roll across the course. Mike Cullen and Jack Stewart were the eventual fleet winners. As the final boats finished and stopped by the hospitality boat, the winds filled in a little steadier for the second race.

The winds remained steadier in velocity than the first race, but there were some large shifts in certain areas that paid off big. With three shifty long beats there was plenty of time to recover from early mistakes or to continue making mistakes. Jack and Martha Stewart took their second gun after struggling from behind while in the second fleet Jim Cavanagh left the fleet behind after an early puff put him in the first fleet and he wasn't seen again.

As crazy as the winds were, they were fun races and gave everyone a dinner, supervised by Steve Hartman, followed by the usual campfire follies. The highlight of Saturday evening was the pumpkin carving contest. There were scary ones, there were gross ones, there were even creative ones. Top prize went to Charlotte Fisher and Dan Kolenich for their sailplan eyes, sailboat nose, and wavy mouth. The campfire went well into the night with plenty of singing and chatting while Mike Hartman's beverage center kept the throats moist.

Sunday morning brought a decent breeze with a cool cornfield fog. As it slowly blew off, everyone enjoyed another breakfast highlighted by a cajun sausage recipe brought from New Orleans by Larry Taggart. I'm sure we'll be tasting it again at the 1990 NAC. As everyone slowly got moving the winds looked to be holding steady for a good day of racing with just a few clouds for some relief after two days of intense sun.

To keep with part of the fun of the regatta, no preliminary finishes are posted. Unless you sail close enough to the front (or back) of the fleet to always count the boats, you're not sure just what the score is. Besides, your closest competition may not be racing against you in the last race. This makes it quite fun as each race is completely individual.

The winds had changed slightly from the day before bringing the shoreline

more in to play with the winds. Being one of the few to brave into the windward mark for an early lead. The winds continued with major shifts and velocity changes to jumble up the fleets while Larry Taggart and Harry Carpenter went on to win in their fleets. Jack and Martha Stewart finished with a third to give them the overall title.

Back at the ramps there were plenty of help to get all the boats out in a quick and efficient manor. Then it was time for lunch, the awards and all the "Thank you's". Lots of people and fleets bring a special donation for the event. Among the many from this year included a short step ladder to each participant from Fleet 3, Glow screwdrivers from the MacKenzies, and 50 pounds of sausage from Fleet 83. Special mention also goes for donations of perpetual trophies. Greg and Charlotte Fisher donated a hammock for the winner of the White Fleet and Paul Moore built a beautiful teak tool box for the winner of the Orange Fleet. I can attest that it would look good on any mantle.

As you can see, the spirit of participation is just as important as the great job that the Hartmans and Fleet 135 do of putting on this annual sailing celebration.

Final Standings

HOT ROD DIVISION

1. Jack and Martha Lee Stewart
2. Harry and Karen Carpenter
3. Richard Wade and Melodie Hammer

MELTDOWN DIVISION

1. Mike and Marcia Cullen, Char Dieterich
2. Greg, Charlotte and Martha (& Dolly) Fisher
3. Jack and Rosalie Leipper

ORANGE DIVISION

1. Paul and Christine Nickerson
2. Tony Minniti and Andy Hoofnagel
3. Jim Cavanagh and Monica Berton

BLUE DIVISION

1. Jerry and Sunshine Hartman
2. Sandy and Bren Eustis, Scott Litwin
3. Bernie and Suzie Knight

BROWN DIVISION

1. Rick and Jo Baugher
2. John Clark and Taylor Smith
3. Larry Taggart and Carrie Haydel

WHITE DIVISION

1. Jim and Betty Harris
2. Mike, Debbie and Chris Hartman
3. Bob and Norma MacKenzie

FLEETS IN

1989 NEW YORK LAKES DISTRICT CHAMPIONSHIP REGATTA

Peter Seidman, FS 4254

The 1989 New York Lakes District Championship Regatta was hosted by Fleet 43 at the Skaneateles Sailing Club on beautiful Skaneateles Lake. The weather for the two day, five race regatta was perfect; sunny and warm, with mostly light/moderate and quite steady northwest winds. The 14 Scots racing came from 5 of the 6 fleets in the District and from Fleet 24 in Danbury Connecticut.

In the first race around the Olympic course, Duffy Zornow and Tim Donovan disappeared out front. Janet Besse was in second (and virtually owned second for the weekend!) with the Rotunnos in third enjoying the moderate strength winds. The Williams valiantly fought their spinnaker down the very shifty first reach and passed several boats, but could not pick up any distance on the leaders. Coming up the last beat, Ann and I decided we could thank Bill Elkins later for putting on the regatta, and covered him closely to hold onto fifth place.

In the second race, Griff and Carol Williams decided that as defending District Champions they should not have to worry about passing other boats. They proceeded to lead the next four races. Janet Besse followed in second in this and the next two races, leaving the trading of places for those behind. The most notable thing we did was not seeing Dave Robison coming up the left side of the last beat and finishing a boat length ahead of us. Even though Dave and Adrienne were our out-of-District guests, we covered them up the last beat in the next race!

The third race on Saturday was similar to the second. The wind was fairly constant, with the left side slightly favored. We went up the left side on the beats and finished well. Duffy recovered from whatever happened in the second race to stay ahead of us for third place.

Everyone enjoyed the steak dinner at the sailing club Saturday night, and discussed the close standings. After Saturday's races, the Williams with 5-1/2 points were 1/2 point ahead of Janet Besse, and Duffy Zornow with 13-3/4 points was 1/4 point ahead of Rotunnos. The Kimballs with 16 points, and Ann and I with 17 points, seemed within striking distance of third place.

Sunday morning brought lighter winds, still out of the northwest. Once again, Griff and Janet led the fourth race, leaving Duffy, the Kimballs, and us to battle for position; the Rotunnos decided they did not like light-air sailing. At the leeward mark Ann and I passed Duffy and John and led them up the last beat to the finish. We were now 2-1/4 points out of third place.

In the last race we again went left, and found better wind than almost anyone else. Until half way up the second beat we were right behind the Williams. Janet Besse was over early and had to work her way back through the fleet. She passed Duffy at the beginning of the second beat and moved into third place. Duffy stayed left and passed Janet. We then tacked into a hole and watched Duffy sail past us up the left layline. We followed in third until the leeward mark, where we let Janet Besse get past us on the inside.

Griff and Carol Williams retained their District Champion title and will keep the permanent trophy for another year. Janet Besse finished second and Duffy Zornow finished third. Ann and I were happy with our fourth place finish.

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL
1 Griff Williams	3211	4	1	1	1	7
Carol Williams						
2 Janet Besse	4139	2	2	2	3	11
Betty Horel / Marjorie Pratt						
3 Duffy Zornow	4409	1	1	3	4	2
Tim Donovan						
4 Peter Seidman	4254	5	8	4	3	4
Ann Seidman						
5 John Kimball	3493	7	3	6	5	5
Mariene Kimball / Ken Rookey Sr.						
6 David Robison	2415	9	7	5	6	9
Adrienne Berner						
7 Richard Fleury	3565	10	6	8	8	6
Karen Fleury / Brian Fleury						
8 Chris Rotunno	3991	3	4	7	10	15
Jeane Rotunno						
9 Bill Elkins	3212	6	5	11	9	8
Nancy Mathews / Bob Koepper						
10 Jim Warner	22	12	9	9	7	10

SPRITE ISLAND REGATTA

Sixteen boats representing six Flying Scot fleets, three from Connecticut and three from New Jersey, competed in the Sprite Island Regatta on June 24 and 25.

High winds and chop greeted the competitors on Saturday in a series that would see four different winners in the five races. Jack Orr took an early lead winning the first race. In the second race it was Mario Bonaparte taking the gun while the top six boats traded places. The top five or six boats continued to fight it

out in the third race with Fred Breekland taking the bullet to wrap up the days racing. Bonaparte had a slim lead over the rest of the tightly bunched fleet for the top five.

On Sunday the winds and seas mellowed for a perfect day of sailing. Jim and Kathy Worth, now with Shore Acres Yacht Club but founders of Fleet 142 at Sprite Island continued to improve with every race and found victory in the fourth putting them in a tie for the lead with Mario and Mike Bonaparte, just two points ahead of Jack Orr with another point separating Bill Faircloth.

The last race was a close battle all the way between the top five. Fred Breekland having suffered an earlier eleventh had nothing to loose and went for another bullet while everyone else followed close behind, more worried about the guy next to them than Fred. Jack Orr managed a second for the race but Jim Worth was right behind to win the regatta.

Winning skippers were pleasantly surprised with the trophies which consisted of beautiful color enlargements of their boats under spinnaker taken by Melissa Verdier from the chase boat during the previous day's racing. The prints were developed overnight and mounted under plexiglass on mahogany plaques.

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL
1 Worth	952	6	3	2	1	3
2 Orr	3877	1	5	6	2	2
3 Bonaparte	1775	3	1	3	5	5
4 Faircloth	4287	2	4	5	3	4
5 Breekland	2499	4	11	1	4	1
6 Osler	534	5	2	8	6	9
7 Hellendale	3214	7	10	12	7	8
8 Spindler	4035	14	9	7	8	7
9 Pattee	3443	10	7	9	9	11
10 Squier	3443	12	12	11	10	6

NORTHEAST DISTRICT CHAMPIONSHIP

by Chuck Winnans, FS 3291

The Northeast District Championship was held on August 11-13 and hosted by Stone Horse Yacht Club, home of Fleet 157 in Harwichport, MA. Harwichport is situated on the southern side of Cape Cod on Nantucket Sound. Winds are typically southwest but for this regatta blew mostly from the east southeast. The weekend was one of heavy rain all up and down the east coast except for Cape Cod. While the sun did not shine except occasionally, the weather was warm and the wind velocity was 15-20 except for

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Fleets In

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the last race, when it lightened up.

Forty boats registered for the event making it one of the larger regattas in the FSSA in 1990. Despite weather predictions, eleven of the registered boats came from outside the Northeast District.

Courses sailed were either Olympic or Gold Cup. The first two races were held on Friday afternoon following registration. Jim Cavanagh from Lake Massapoag in Sharon, MA took an early lead with a first and a second after John Clark broke a main halyard and had to take a DNF. Ralph Rieu and Harry Carpenter kept close to Cavanagh with top four finishes while the rest of the fleet mixed things up.

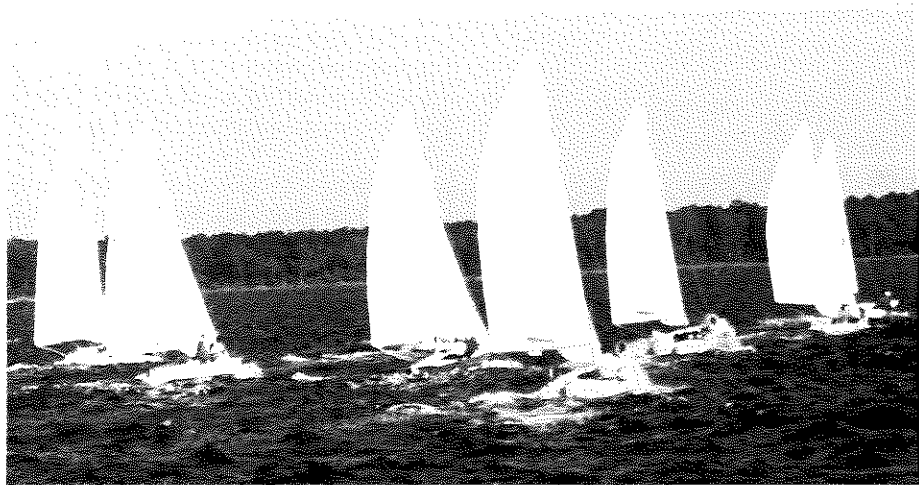
On Saturday morning race 3 was held with Cavanagh taking another bullet followed by Clark and Carl Smit. After lunch at SHYC, the fleet returned to the course for race 4. After a shift caused a heavily favored pin end and several recalls, it was Clark beating Cavanagh with Carl Smit again third, although a first race DNF had him out of contention. Harry Carpenter and Ralph Rieu continued with top five finishes to battle for second and third overall.

As the fifth race was started the winds lightened favoring the two-man boats. With a decent finish, Cavanagh had a good hold on first place. John Clark again took the lead while Carpenter was able to finish second with Chuck Winnans third. Cavanagh settled for an eighth which was good enough to win the regatta. Rieu struggled to a ninth which dropped him to third overall behind Carpenter. Alan Lovejoy from Riverride, CT. sailing the oldest boat in the fleet sailed a consistent series for fourth. John Clark, despite a DNF was able to come back for a fifth overall. The best overall finish by a member of the host fleet was by Chuck Winnans in tenth place so local knowledge did not seem to be a factor.

The 20% penalty was employed for the regatta and seemed to work very well, after lengthy explanations.

Stone Horse Yacht Club extends an open invitation to all Flying Scot Cape Code visitors to join their racing Saturday's at 1300 throughout the summer.

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL	
1 Jim Cavanagh	4499	2	1	1	2	3	13.5
2 Harry Carpenter	4609	4	3	5	5	2	19
3 Ralph Rieu	45665	3	2	4	4	9	22
4 Alan Lovejoy	213	5	11	9	11	4	40
5 John Clark	2821	1	41	2	1	1	45.25
6 Morey Waituck	3290	12	15	6	7	7	47



Flying Scot 1989 Midwinters: Challenger Division spreads out on a tight reach looking for clean air and a better angle for the spinnaker. (Photo by Pat Bolyard)

7 Gil Levin	2106	9	7	8	8	18	50
8 Jack Orr	3877	11	12	7	10	12	52
9 Joe Gulick	964	8	10	14	6	14	52
10 Chuck Winans	3291	7	16	12	15	3	53

GREATER NEW YORK DISTRICT CHAMPIONSHIP

by Eric Feldman, FS 2108

This year's Greater New York District Championship will long be remembered as the year of the super crew. Defending champion Ira Cohen signed on Greg Fisher as his crew and Gil Levin enlisted Steve Bellows while Harry Carpenter crewed for Ralph Manee. This meant that the top three skippers from the 1989 NAC were all there as crew to enhance the competitive field of Greater New York skippers. The event was hosted by Fleet 46 at Hampstead Bay Sailing Club.

Conditions on Saturday were perfect for the fleet of 29 boats, with winds northeast around 12 knots for the first race. Avoiding the patches of seaweed were part of the usual Hampstead Bay tactics as Ira Cohen lead Gil Levin and Eric Feldman around the course. The northeast winds were not the normal summer breezes for the fleet so everyone had to look hard to play the shifts and stay out of the shallow areas.

Between races the winds cranked up a gear or two to around 18 knots. Gil Levin with crew Bellows and Alex Kale, a last minute 13 year old pick-up, found the heavier air to their liking as they lead Cohen and Neil Glassberg for the second race win.

Saturday evening the fleet enjoyed a deli-style dinner including a salad as deep as Hampstead Bay.

On Sunday the winds moderated to 10-15 from the southwest. Again, Gil Levin

was able to make the lead over Ira Cohen while Ralph Manee and Harry Carpenter got things in gear for third.

This left Levin with a lead over Cohen and good gap to third place so all he had to do was beat Cohen to win. The battle ensued from the start as the two jumped out to a lead followed by Manee and Glassberg. The covering became very tight and on the last beat Manee was able to slip in by inches for the victory while Levin covered Cohen for the championship.

Ann Seidman finished just ahead of Florence Foreman as the top woman skipper for the regatta.

It was a great regatta to be part of watching some of the top skippers also doing battle as crew. It was also a great learning experience for Alex Kale who got a real taste of competitive sailing as a 13 year old junior. Special thanks also go to ISP Sailing products for furnishing some prizes awarded to visiting skippers.

FINAL RESULTS	RACE 1	2	3	4	TOTAL	
1 Gil Levin	2106	2	1	1	2	5.5
Steve Bellows / Alex Kale						
2 Ira Cohen	4343	1	2	2	3	7.75
Cathy Cohen / Greg Fisher						
3 Neil Glassberg	4552	7	3	8	4	22
Ron Pascal / Larry Spiewack						
4 Ralph Manee	4488	6	13	3	1	22.75
Harry Carpenter						
5 Bob Rich	4393	10	8	9	5	32
Bob Klein / Alan Beck						
6 Harry Klauber	2203	9	5	10	10	34
Inwin Wolin						
7 Jack Orr	3877	5	6	6	9	36
Phillip Carmichael						
8 Chris Swenson	3769	18	9	4	6	37
Denise Swenson / Trevor Davey						
9 Al Bernstein	1504	4	11	11	11	37
Joe Bernstein / Judy Bernstein						
10 Dave Jacobsen	3720	14	12	7	13	46
Dave Jacobsen						

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Fleets In

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3rd ANNUAL SARATOGA LAKE FLYING SCOT INVITATIONAL REGATTA

by Peter Seidman, FS 4254

Flying Scot Fleet 161 hosted its 3rd annual Saratoga Lake Flying Scot Invitational Regatta on September 8 to 10, 1989 at the Saratoga Lake Sailing Club. The weekend featured lots of partying and a little wind, with mid-summer-like temperatures in the 80s.

The partying began Friday evening with wine and cheese on the clubhouse porch. The racing began for the eleven Scots on Saturday morning in about four knots of wind. When the wind decreased, the course was shortened. Jim Ball and crew Mike Shrum got a great start and seemed to be in their own wind for the entire race. On the reaches, we watched them sail with a full spinnaker while the rest of us had a very light breeze forward of the beam. They finished half the final leg ahead. After trading places down the first reach, Ann and I managed to get an inside overlap at the gybe mark and lead a close four boat pack the next two legs. Jack Orr with crew Kathy Creem and Dave Jacobsen held off the Fleurys by one foot for third place.

The wind turned lighter and spottier and the lunch break extended to the Saturday evening cocktail party. Fleet members provided delicious hor d'oeuvres to go with the wine, beer, and gin and tonics (after all, it was still very hot). Ann Seidman then served her fantastic homemade Italian buffet dinner, to the delight of all.

The conditions for the first race on Sunday seemed disturbingly similar to Saturday's, but the light wind permitted a full six leg Olympic course to be sailed. Dave Robison took an early lead, but was passed on the second beat by John Kimball and Jack Orr. Rich Fleury also got by before they finish.

The wind picked up a bit for the second race, and held in the 5 to 6 knot range. Ann and I wisely let several boats get ahead of us by the first mark so we could pick up the wind shift first and get past on the inside. Once again we got an inside overlap on Jack Orr at the gybe mark, with the Fleurys and Kimballs close behind. We then carried our spinnaker on a very shy reach and opened a five boat-length lead. We very happily led this parade for the next four legs. The win left us in second 1-3/4 points behind Jack Orr, 1 point ahead of John Kimball, and 1-1/4

points ahead of Rich Fleury. Unfortunately, the race committee decided to start another race.

The wind stayed to the right making the first leg a starboard beat, the second a run, and the third a shy reach. John Kimball again opened a big lead with Jack Orr in second. After three poor legs, we managed to pass four boats over the next three legs. We finished third in the race and third in the regatta. Jack Orr won the regatta, without winning a race, by 1-1/2 points over John Kimball. Only 5 points separated the first four boats. Paul and Maria Brown, in their recently acquired Scot, sailed a good last race but held on the famed Better Luck Next Year Mermaid Fender.

In addition to good close competition and partying, the regatta had some surprising statistics. Of the eleven Scots, 5 boats (and 6 skippers) were at this year's NACs at Oswego, and 4 boats (5 skippers) were at last year's NACs at Lake Norman. Three members of the FSSA Board of Governors were present, but we did not wear our blazers.

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL
1 Jack Orr	3877	3	2	2	2	9
Kathy Creem / Dave Jacobsen						
2 John Kimball	3493	5	1	4	1	10.5
Eric Kimball						
3 Peter Seidman	4254	2	6	1	3	11.75
Ann Seidman						
4 Richard Fleury	3563	4	3	3	4	14
Karen Fleury						
5 Jim Ball	2278	1	8	6	6	20.75
Mike Shrum						
6 David Robison	2415	6	4	5	11	26
Stephanie Robison						
7 Tom Lollias	1878	8	7	7	5	27
Paul Waterfield						
8 Clark Cooper	4407	9	5	9	8	31
Tim Kelliher						
9 Rex Bird	3092	7	9	8	9	33
Tom Dunn / Jim Williams						
10 Paul Brown	3918	10	10	10	7	37
Maria Brown						
11 Mike Funk	3032	11	11	11	12	45
Ray Beirdron						

GYA JUNIOR AND LADY'S INTERCLUB CHAMPIONSHIPS

by Larry Taggart, FS 4510

Using Gulf Yatching Association member club owned Flying Scots (there are nearly 100 GYA club owned Scots), the GYA held its Junior Lipton Cup and Lady's Knost Championships this summer. The Junior Lipton Cup was held at Southern Yacht Club in New Orleans and the Lady's Knost Championships was held at Pass Christian Yacht Club in Mississippi.

In both of these events each of the GYA's 27 member clubs is permitted to enter only one club owned Scot with various combinations of crew and skipper

permitted. There are three races in each series and no person may skipper in more than one race or participate in more than two races. Three crew must be on board for each race so each club team consists of a minimum of five sailors although more may be used.

The Junior event was sailed on Lake Pontchartrain in 12-15 knots of wind while the ladies sailed in 5-10 knot winds on the Mississippi Sound. Approximately 15 clubs were represented at each of these fun events. The Junior event was preceded by a two day racing seminar conducted by Marc Eagan and Sam Hopkins.

Junior Lipton Cup

1. Pass Christian Yacht Club
2. Southern Yacht Club
3. Fort Walton Yacht Club

LADY'S KNOST CHAMPIONSHIP

1. Bay-Waveland Yacht Club
2. Gulfport Yacht Club
3. Buccaneer Yacht Club

1989 WHALE OF A SAIL (MIDWESTERN DISTRICT CHAMPIONSHIP)

by Bernie Knight, FS 4115

The week end of September 16 saw the 1989 Midwestern Districts coincide with the annual Whale of a Sail at Lake Carlyle, IL. The Districts were originally scheduled at Lake Delavan, however, since it was a drifter event and thus declared a non-championship. Most of the participants showed up at Lake Carlyle to have another try at it.

The Whale is typically a 200 boat regatta with three separate race courses and 15 or more classes participating. There were 29 Scots in attendance. Winds were light and very variable on Saturday, and Sunday was a bust because of no wind. However, two races on Saturday gave us an official championship, with Jerry and Sunshine Hartman taking the championship by 3/4 of a point over on Schultz of Madison Wisconsin.

Start lines started out square with the CSA's usual professional race committees doing their thing. Then the "very variable" factor kicked in between division starts and left the Scots, who were in division two, with a very favored committee boat in the first race. A lot of us found ourselves in the cheap seats. A high level of aggressiveness was evidenced by the general recall in the second race due to reverse sag at the middle of the line. On the eventual start of the second race, a square line suddenly turned into a "no

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Fleets In

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way to fetch the pin on starboard" with 30 seconds to go. The best starts were by those who had bailed out at the pin with 15 seconds to go with a jibe to port, reaching down the line looking for a hole to harden up in. Other than the starts, the most notable observation on the water was the use of obvious highways up the race course by those observant enough to spot them.

Ashore a new party element of good, expensive cigars was introduced to those still standing by 11:00 PM on Friday by Barry Moore's crew, Steve Ohlms.

FINAL RESULTS	RACE	21	3	TOTAL
1 Jerry Hartman	4140	2	2	4
2 Don Schultz	1901	4	1	4.75
3 Mike Cullen	2741	1	8	8.75
4 Bernie Knight	4115	7	3	10
5 Jim Harris	4296	5	5	10
6 John Domagala	3577	3	9	12
7 Bob MacKensie	2865	10	4	14
8 Lary Click	4530	8	6	14

GULF DISTRICT CHAMPIONSHIPS

by Terry Dees, FS 4211

Variety or Frustration? Those were the words heard by most at the end of the Gulf Districts held at Fairhope Yacht Club in Mobile, AL.

The variety started in race one. Light shifty winds dominated the first race as did Pete Merrifield.

The second race found fresh winds ranging from 8 to 10 knots providing a little more excitement. Steve Bellows found these conditions in his favor as he captured first place.

The third race, sailed on Sunday brought back memories of the first race. Race Chairman Charlie Dees started the second day of racing with a postponement when he found the committee boat

to be the only boat on the starting line for his prompt 10:00 AM start. The only boats in his vicinity were the mark set boats which were water skiing. After an hour had passed, the winds filled in at five knots. These light conditions were favorable for a pile up at the pin end of the line. After the clutter cleared and the premature starters restarted, the boats to the south were the first to catch the sea breeze as it filled in. As a squall moved offshore the wind freshened and shifted as did the leaders. Sam Hopkins and Eric Doyle were in hot pursuit of Peter Merrifield on the last leg.

Boom, Boom, Boom! Race four was cancelled and sailing was done.

Larry Taggart, President of the FSSA, awarded the trophies. The traditional trophies were presented for 1st through 5th and 1st in each race. A bonus for the trophy presentation were the fun trophies.

1) Split Spinnaker and Furthest traveled: John Domagala (Louisville, KY) sailed in a borrowed boat, with borrowed sails and borrowed a crew of southern girls. Were the girls the reason John ripped his spinnaker???

2) Most Seasoned Crew: Granny Dees and her crew of Carol Holman and Phillip Everett totaled the highest ages.

3) Upcoming Skipper: Pam Tripp

4) Lake Sailor: Berekely Merril (Birmingham, AL)

5) Moonlighting Award: Larry Taggart's late Saturday night may have affected his Sunday performance but it got him this award.

Thanks to all who participated.

FINAL RESULTS	RACE	1	2	3	TOTAL
1 Peter Merrifield	1	4	1	5.5	
Chuck Yarborough					
2 Sam Hopkins	2	2	2	6	
Tom Matthews, Melissa Warren					
3 Steve Bellows	4	1	6	10.75	
Chuck Barnes, Elizabeth Adams					
4 Bishop Stieffel	3	6	4	13	

Karin Lorenz, Charlie Merrigan				
5 Eric Doyle	10	3	3	16
Manning Montagnet, Ingrid Lorenz				
6 Larry Taggart	5	7	12	24
Carrie Haydel, Dodie Osley				
7 John Murray	7	9	8	24
Judd Chamberlin, Hank Schwartz				
8 Zane Yoder	6	8	11	25
Jay Buckson, Chris Dabney				
9 Carl Wainwright	12	11	5	28
Martha Rester, Mignon Arnold				
10 Berekely Merril	8	12	10	30
Peter Gambel, Daria Drury				

SOUTH CAROLINA STATE CHAMPIONSHIPS

by Jim Vaughn, FS 3428

The South Carolina State Championships were held September 16-17 in Calibougie Sound at Hilton Head, SC. Eleven Scots competed from all around the Carolina District.

Saturday's racing was delayed and finally cancelled due to bad weather. The fleet was instructed to head for cover about 1/2 hour before a thunderstorm struck and subsequent attempts to start were again foiled by the weather. Finally the races were abandoned to a hope for clear skies on Sunday.

All was not lost on Saturday as the fleet enjoyed the annual "Low Country Boil" Saturday night at the Yacht Club of Hilton Head. This feast consisted of shrimp, sausage and corn served with coleslaw and is a hit every year.

On Sunday, the initial cloud cover cleared around 10:00 AM and a near perfect day greeted the start of the first race. Winds were 5-12 knots from the NNW and a modest chop developed on the sound with slack tide. On the Gold Cup course, the racers stayed bunched throughout the race and Mike Duncan was the eventual winner.

For the second race an Olympic course

(Continued on page 20)

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Fleets In

(Continued from page 19)

was set with the tides starting to run at 2-3 knots. After a clean start, it became obvious that the tide would have a major affect. The fleet split early and skippers who sailed Hilton Head previously cashed in on their knowledge as the tide increased and the winds decreased. Due to time the race was shortened by one leg in hopes of getting in a third race. Len McLaughlin took the victory while Don Smith was close behind for his second second of the regatta.

The third race started on a short line and was hotly contested as three boats were within one point for the championship. For three legs the positions constantly changed. As the leaders rounded the leeward mark, the winds slacked and after an hour of trying to make headway the race was cancelled.

Don Smith with two seconds was the winner with Len McLaughlin beating Mike Duncan in a tie-breaker for second.

FINAL RESULTS	RACE	1	2	TOTAL
1 Don Smith	3768	2	2	4
2 Len McLaughlin	3467	4	1	4.75
3 Mike Duncan	3638	1	4	4.75

4 Zach Wagoner	3428	3	3	6
5 Barry Goodwin	DYC16	5	5	10
6 Larry Vitez	837	7	6	13
7 Bill Reinke	142	6	7	13
8 Tom Caldwell	3143	9	8	17
9 Burt Allen	2299	8	9	17
10 Dick Wagner	2195	10	11	21
11 Jim Harkins	2087	dns	10	22

WHISKEY SOUR REGATTA

by Dan Goldberg, FS 4521

The competition was as keen as ever for the 1989 Whiskey Sour Regatta, sponsored by Fleet 80 of Moraine State Park. Less than 5 points separated the top 5 boats at the conclusion of the 5-race, 1-throwout series. However, previous winner Rick, Jo and Bryan Baugher, held off the late charges of Fleet 80 locals Jim Starr (with Rick Roessler) and Dan Goldberg (with Joni Reis and Monica Berton) to finish on top.

Saturday morning started gloomy with big winds and a driving rain. The rain stopped before the first gun and a beautiful 10-15 knot breeze filled in for the day's races. The Baughers and Starr dueled for most of the race, with the "Rainbow Connection" finishing first, Starr in second and local laser convert Remor Zeppenfeld (with Srggy Lissek) in third.

Zeppenfeld won the second race outright, with Goldberg and Baugher right behind. Baugher and Zeppenfeld then finished 1-2 in the third race and threatened to turn the regatta into a two boat race.

Saturday night featured the traditional whiskey sours and a delicious fried chicken dinner.

The tables turned on Sunday, as Jack Stewart (with Martha Lee) blew by Goldberg on the first reach and never looked back. Both Starr and Goldberg finished ahead of Baugher and Zeppenfeld to make things more interesting. In the fifth race the Baughers and Stewarts lead early, but Starr and Goldberg made out big by banging the right corner. Starr edged Goldberg to win the race but the Baughers held on to third to win the regatta.

FINAL RESULTS	RACE	1	2	3	4	5	TOTAL
1 Rick Baugher	3666	1	3	1	(4)	3	7.5
2 Jim Starr	3550	2	(6)	4	2	1	8.75
3 Dan Goldberg	4521	4	2	(8)	3	2	11
4 Remo Zeppenfeld	4428	3	1	2	(11)	6	11.75
5 Jack Stewart	1342	(7)	4	3	1	4	11.75
6 John Clickner	3930	6	(8)	5	7	5	23
7 Bill Tingle	3388	8	7	7	5	(10)	27
8 Greg Madzelonka	3708	5	(11)	9	6	7	27
9 Charles Cullen	200	9	5	6	(12)	11	31
10 Art Berstein	1808	10	9	(11)	10	8	37

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Six race series with an excellent social calendar included. Racing will start on Tuesday this year with two races.

Some on-site camping is available at the SABYC grounds. All motels listed are within fifteen minutes and the Bayside Inn is offering special rates for the week. Come join the fun and bring some friends.

Contact: Allen Douglas, P.O. Box 752, Panama City, FL 32401, (904) 785-7500.

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Howard Johnson's (904) 785-0222

Days Inn (904) 769-4831

Ramada Inn (904) 785-0561

1990 HUSBAND-WIFE CHAMPIONSHIP, November

The 1990 Husband-Wife Championship is being planned by the Florida District for the fall of 1990.

1990 NORTH AMERICAN CHAMPIONSHIP and JR NAC

JR NAC, July 21 & 22,

NAC July 23 to 27

Fleet 96, Southern Yacht Club
New Orleans, LA

The 1990 NAC will be sailed out of Southern Yacht Club on Lake Pontchartrain near New Orleans. SYC is a full service club with full restaurant, swimming pool, and plenty of hoists and boat storage. It is conveniently located by New Orleans for social activities for the sailors and non-sailors. Make plans now to enjoy some Southern hospitality and participate in the NAC.

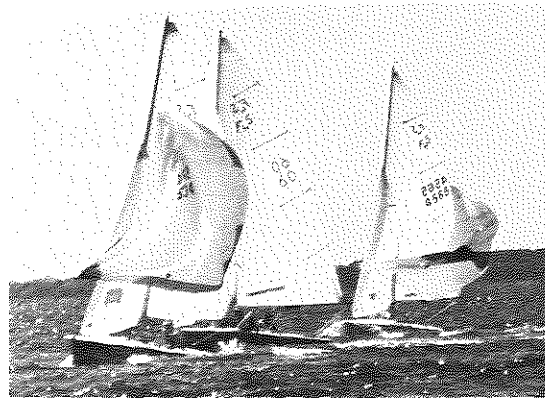
Contact: Larry Taggart, 5809 Memphis St., New Orleans, LA 70124, (504) 482-7358.

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

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

SUGAR BOWL REGATTA, December 30 - 31

New Orleans YC; New Orleans, LA

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

FLEET CAPTAIN'S REGATTA, January 13-14

Fleet 167, Upper Keys Sailing Club

Contact: Jay Kurtz, 1004 Crane, Key Largo, FL 33037, (305) 451-9972.

FUN-4-SAIL, February 4 - 5 Melbourne YC; Melbourne, FL

A "Fun" multi-class regatta.

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

WASHINGTON'S BIRTHDAY REGATTA, February 17 - 18

Lake Eustis Sailing Club

Contact: George Spencer

1990 MIDWINTER WARMUP, April 7 - 8 Fleet 28,

Fort Walton Beach Yacht Club
Fort Walton Beach, Florida

A great event to tune up and prepare for the Midwinters. Two races on Saturday and one on Sunday.

Contact: Mike Johnson (904) 243-1477

or George Goodall, 25 Poplar Ave.,
Shalimar, FL 32579 (904) 651-3541

FLEET 150 REGATTA, April 21 - 22 Fleet 150; Lake Dora

Contact: George Spencer

FLORIDA FINALE, MAY 19 - 20 Indian River, Melbourne, FL

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

EGYPTIAN CUP REGATTA, June 2 - 3 Fleet 30

Contact: Clark Ashby, 907 Briarwood
Dr., Carbondale, ILL 62901

MICHIGAN-ONTARIO DISTRICT CHAMPIONSHIP, June 23-24

Fleet 41, Crystal Lake; Crystal, MI

Great family weekend on a clean lake
with camping and swimming facilities.

Contact: Chuck Sorrick, 929 Aspen Dr.,
Rochester, MI 48063, (313) 651-2889.

Here comes the NERD

What is the N.E.R.D.? It's the North-East Regional Districts. Plans are being made for a large multi-district event to cover the northeastern section of the U.S. Although details are tentative at this time, it will probably be held at Moriches Bay near the end of Long Island and will include a five race / three day event. Look for details in the next issue.

Contact: Dave Jacobsen, 376 Old
Sherman Hill Rd., Woodbury, CT 06798,
(203) 263-0769.

ATTENTION ALL FLEET CAPTAINS

We would like your 1990 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.

View from the Back

Getting Started

I'm not so sure about this. Paul Nickerson had this idea for a series of articles about racing from a different perspective than usual. Not the usual words from Greg Fisher or Harry Carpenter, but the experiences from the opposite end of the fleet. According to Paul we would be the perfect choice to write about racing from the back of the fleet. I don't know if I like the reputation this will give us but since we write a newsletter every month we know how starved Paul is for articles so we decided to help him out reputation or not.

This year's NAC concluded our second season of sailing the Scot. My sailing experiences started about twenty years ago (at the ripe age of 13) when I learned to sail an Optimist Pram. I learned nothing about tactics or boatspeed, just how to get around marks and not to hit anybody on starboard tack. Survival is more important than tactics at that stage and it paid off. Our first pram race was in 20-25 knots. All of us from Gulfport (near St. Petersburg, not in Mississippi) proudly finished the race upright although 12 of the 24 boats didn't. By the time I reached 15, other interests (girls, cars, etc.) overshadowed sailing. Except for renting a Hobie Cat once, I did not skipper a boat for the next sixteen years. Well, one day I decided to get back into sailboat racing (not quite this simple, but that's another story) and after checking out the various classes, decided on a Flying Scot.

My wife, Anita, had only been on a boat once (which capsized) and had never been in a race. Like Joe Isuzu I told her "trust me - racing is easy and fun". After having the boat for about a month we entered our first race - the Red Lobster Cup. Wow, this was neat. There were twelve other Scots there (not to mention the other 450 boats entered). We came in last every race, not even finishing on the same leg as the nearest competitor. During the Red Lobster dinner party we sought out one of the Scot skippers and asked for help. We were told that we had to "pay our dues" for a couple of years (by coming in last) and that he had no intention of helping us go faster. After all the nice things we heard about the class, our first encounter with a "Scotter" was a big disappointment. Fortunately, the guy we bought the boat from (now sailing a

Laser) overheard the conversation and came to our aid. On the second day we at least managed to finish on the same leg of the course (barely) as the second to last place boat. The rest of our first season went about the same way except that we finished closer to the other boats each race. On occasion we could even read their sail numbers. However, during the Fleet 150 Annual regatta and Florida District Championship, the race committee took pity on us as we struggled with the spinnaker and allowed the late Terry Neidel to come aboard in the middle of the race to give us some pointers.

Two high points occurred during our first season. We met Greg Fisher and we attended the Wife-Husband Regatta at Lake Norman. After the Red Lobster Cup fiasco in December, it was obvious that we were doing something wrong. I knew that Greg would be going to the Lightning and Thistle Mid-Winters in St. Petersburg in February. Since I travel there frequently to visit the folks, I asked if we could meet and go sailing. Rotten weather kept us from sailing that day, but Greg did give us some good information on setting up the boat (more on that next time). Late in the season (ours runs from September to May) Anita and I decided to attend the Wife-Husband Regatta. This regatta was held in conjunction with the Great 48 Regatta at Lake Norman. This was our first "major" regatta with 52 boats. The wind was DEAD, but for the first time we didn't come in LAST! We finished 45th (out of 52) in the Great 48 and 20th (out of 24) in the Wife-Husband. Not only did we learn a great deal about big fleets (don't get buried at the start) but we learned something even more important. Scot people are a lot of fun. We met many friendly people that weekend, Harry and Karen Carpenter, Steve

Cal Hudson

Bellows, Ira and Cathy Cohen, and Jack and Nancy Rudy to name a few. It was after this weekend that we decided to stay with the class.

For some reason, I am driven to a compete. This frequently gets Anita a little crazy. Once I had decided to remain with the class, I was filled with the energy to try to make things better in our District. One of the reasons we decided to go to Lake Norman for the Great 48, was that we only sailed 4 races against other Scots that first year. What happens frequently in this case is that you find yourself "volunteered" for something. That summer I became the Florida District Governor. Anyway, a Florida District Series was put together to allow more racing (and member participation). More racing means more practice and the opportunity to get better. In this second year, we sailed 8 races against Scots in the same period of time. All of the following articles in this series will deal with what we have learned (usually the hard way) about beginning racing. A good race for us is one in which we learn something and one in which we improve. At the end of the second season we have beaten ALL the regular Scot racers in the Florida District at least once (Yes, even Charlie Fowler!). So look out Greg! One day that boat just inches off your transom will be us.

Editor: Cal's never ending enthusiasm has pushed him to purchase a new Flying Scot and he will also be representing Gordon Douglass Boats in the Florida area. He also keeps track of some used boats in the area for sail so if you or someone you know are in Florida and looking for a Scot contact Cal at (407) 725-3008.

CAVEAT EMPTOR

FS 753 - Sailboat 19' Flying Scot, Lofland #753; Fiberglass; Used avg. 6 times/year; mainsail, jib, all standing rigging and main halyard (stainless) replaced recently; extra main and jib, 1 spinnaker; Lofland trailer, motor bracket, anchor, life preservers, etc. etc. - \$1950. Tom Oehring at (312) 945-3911 pm's & W/E's or (312) 644-6720 days.

FS 1063 - Three (3) suits of Sails, One (1) Spinnaker, 1 Sterling Trailer, good condition. Asking \$3000 - can be seen at Crab Orchard Marina, Carbondale, IL (813) 454-5783, Donn Cevsrud.

FS 2138 - Excellent condition for racing. 1984 Schreck sails, customflex, white, main, jib and spinnaker, trailer. \$3000. Michael Rossmann, 1208 Wiley Dr., W. Lafayette, IN 47906.

FS 2406 - Douglass, yellow hull, white deck, good condition. Dry sailed. Sterling tilt trailer, motor mount, ready to sail. Bought new boat. Eugene Keegan, Eppers, PA. (717) 938-6737, \$3500.

FS 2842 - Douglass white hull, blue deck, three Schreck sails, like new. Full cover, 2 HP Suzuki outboard. Wim Dijkman, 21287 Gertrude #202, Port Charlotte, FL 33952. (813) 629-1894.

FS 3318 - Built by Douglass, Schreck Sails, yellow hull, in excellent condition. Spinnaker, outboard bracket, anchor, like new Tee-Nee trailer, spare wheel. William McNiven, Rd. #1, Box 451, Delhi, NY 13753, (607) 746-2054 evenings.

FS 3438 - Douglass; white deck and light blue hull; original owner, dry sailed, excellent condition, rarely used, not at all in 2 years; Schreck sails, spinnaker never used, 4 HP merc, galvanized trailer, full cover. \$5,000.00. John Schweppe, 1311 Montrose Drive, Shelby, NC 28150, Office (704) 487-7204, Home (704) 482-7162.

FS 3672 - Douglass ivory hull with orange boot-top. Galvanized trailer/nose-wheel jack/tie-down rig and full custom cover. Schurr sails with spinnaker and spinnaker pole, rigging, etc. Many extras: outboard bracket, compass, Harken blocks, boom vang cunningham, etc. Excellent condition - an honest 8 (of 10)! \$5000. (reduced) Contact Frank R. Middleton, III, 508 Partridge; Albany, GA 31707 or 912-883-3166 after 6 pm.

FS 3964 - Excellent Condition, Ivory with Blue Stripe. Schurr sails, Jiffy Reefing, new Spinnaker and Rig, Mast Hinge, Bridle Motor Bracket, Compass, USGS Equipment Anchor, Mooring Tent Cover, Day Sailed, Trailer. She's missed three seasons, new woman in my life. \$5000 to caring buyer. Bill Fetsch, Falls Church, VA (703) 256-9342.

FS 4003 - Douglass 1984, light yellow, white trim. Raced successfully two years in Gulf, dry-sailed lightly four years in fresh water - Shore sails/window and spinnaker, Tee-Nee trailer, tent cover, lifting bridle, mast hinge, anchor, spinnaker pole - racing equipped, Harken blocks, accessories - all excellent condition. Boat in Cleveland, Ohio. \$5,200. David Sloan (216) 752-8255 (H), (216) 586-7233 (B).

U.S. Patent Office
STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
 Form No. 10 (2-7-79)

1. Title of Publication: **Scots 'n' Boats**

2. Issue Date: **3-29-89**

3. Frequency of Issue: **Bi-monthly**

4. Complete Mailing Address of Known Office of Publication: **Flying Scot Sailing Association, 3008 Hillwood Avenue, Columbia, South Carolina 29205**

5. Complete Mailing Address of the Headquarter Office of the Publisher: **Flying Scot Sailing Association, 3008 Hillwood Avenue, Columbia, South Carolina 29205**

6. Owner: **J. Edgar Sabatino & Associates, 3008 Hillwood Avenue, Columbia, South Carolina 29205**

7. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages or Other Securities: **None**

8. For completion by nonprofit organizations authorized to mail at nonprofit rates: **None**

9. Extent and Nature of Circulation: **2400** (Average Each Issue During Preceding 12 Months)

10. Total number of copies (Net press run): **2400**

11. Total number of copies (Gross press run): **2400**

12. Total number of copies (Net press run): **2400**

13. Total number of copies (Gross press run): **2400**

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1328	Carolina	Theodore T. Odell	703 Fisher St	Morehead City	NC	28557
4604	Greater NY	Robert A. Flippinger	237 Park Ave.	New York	NY	10017
0987	Greater NY	Edward Maher	260 Lincoln Ave.	Rockville Ctr.	NY	11570
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