

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXII NUMBER 1, JANUARY/FEBRUARY 1990





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SCOTS N' WATER

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Scots n' Water

COVER:

Flying Scot 2482 sails past the Oswego Lighthouse during the 1989 NAC (Ed Eubanks Photo).

Scots n' Water

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EDITOR: Paul Nickerson, 12665 Webster Road, Strongsville, OH 44136, H: (216) 238-9378 **LAYOUT DESIGN:** Nancy H. Cooper.

1990 FSSA Midwinter

Site The 1990 Flying Scot Midwinter Championships will be held at the St. Andrews Bay Yacht Club in Panama City, Florida.

Eligibility The competition shall be open to all Flying Scot owners, class membership and yacht measurement members and must have a valid membership as of 1/1/89.

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.

Skippers Meeting

1300 Race (possibly two, back to back)

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 throw-out. 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 Midwinter 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 p73
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

Flying Scot
Sailing Association
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Columbia, S.C. 29205
750 8416

PROFILE

LARRY TAGGART, 1989/90 FSSA PRESIDENT

by Charlotte Gordon-Fisher, FS 3961

Most Flying Scot sailors don't need any introduction to our new President - Larry Taggart. Larry has been racing Flying Scots for 15 years and has owned a Scot since 1975. Larry sailed FS 2710 for many years and purchased FS 4510 in 1989.

Larry has been very active in the Scot Class both in the forefront as well as behind the scenes. After serving the class as Chief Measurer, Treasurer and 1st Vice-President, he is now proud to be President of the Flying Scot Sailing Association.

Those of you who were members of the class in the late seventies will vividly remember the heated rigging controversy. Larry was obviously in the thick of things as Chief Measurer. He recalls, "Everyone's goal was the same - to insure that the Flying Scot Class remained a fairly rigid one design class. We all just had different ideas on how it should be done." But he also adds, "I was glad to get it over with!" Larry, "Sugardaddy", remained Chief Measurer for six years, from 1979 to 1985. He still shudders when someone mentions Waco 360's!

Now, many of you probably wonder how such a nice, pleasant, upstanding Scot owner could have a name like "Sugardaddy". The exact story began sometime back in '76 or '77 and isn't nearly as bad as you can imagine. To sum it up: Larry's crew usually consists of one or two young, most likely single, fairly good looking girls, who cruise with him in his fancy van to regattas need I say more? But, Larry is now a Grand Sugardaddy!

Behind the scenes, Larry has been an integral element to the success of the Scot Class. For instance, Larry played a key role in the 1987 Championship of Champions which was held in Flying Scots at Southern Yacht Club. Larry was essential in orchestrating the real work that went into such a fine, but complicated regatta and



Martha and Kent Fisher just can't wait to be part of Grand Sugardaddy's crew.

made it such a success. Fine tuning and equalizing twenty GYA club boats, each for a national champion was no small feat.

This past Labor Day weekend, Larry was chief measurer at the Lipton Cup Regatta - the prestigious Gulf Coast. Championship which many of us have heard of. This was not Larry's first involvement in the Lipton Cup and Larry can be found assisting with many GYA events during the year. Larry will be dedicating much of his time in 1990 organizing the North American Championship at SYC, July 23-27. Few classes have someone who unconditionally gives so much time and effort.

Larry feels that people have the most to do with his involvement in the Scot Class. "Scot sailors are friends both on and off the water. I think there is a certain camaraderie". As Larry points out, he can't remember an NAC with a protest among the top ten competitors. Larry has made every NAC since 1975, so he should know!

To add to Larry's sailing record of attending the last fourteen NAC's (with a couple of thirds and fourths to boast) he has been

to almost as many Midwinter Championships. He also has been Gulf District Champion twice and is the reigning Cajun Country champ.

As president, Larry would like to concentrate on growth and participation. "We have experienced a lot of growth in the past few years. I would like to continue that trend. The class is a popular one design class and is "sailable" for many people. I would like to help increase the awareness to the general public. I also feel very strong about increasing the input from the general membership to Scots n' Water. We need to hear more from each member so we can better serve their needs."

All who know Larry not only admire his dedication to the class, but enjoy his friendship, warmth and sense of humor. He is a true friend to many of us Flying Scot sailors and makes us proud to be part of our class. He adds so much to any event he attends (and he attends a lot).

Larry - good luck as FSSA president. We are all behind you.

THOUGHTS ON RIGGING THE FLYING SCOT

by Dan Goldberg, FS 4521

There isn't a sailor alive that I've met who also isn't some form of "gadgeteer". We're always looking for a perfect way to rig our boat that someone hasn't thought of yet and maybe it will give you an edge (until someone sees it and copies it). There are always certain considerations that must be made for your particular crew and their strengths and weakness. This includes number of crew, experience, age, size, muscular strength, speed and agility, and overall knowledge of sailing. Most important, the crew should have a major say in how they want the boat rigged since they will be handling most of the lines most of the time. Cruisers can learn a lot by looking at the latest ideas the racers are using because nobody makes a change to make something more difficult. When all is said and done, it's still a matter of personal preference and if you know someone using a rigging idea, talk to them and ask them how and why they like or dislike it. What the Olympic champion crew does may not be right for Mrs. Weekend Sailor.

Boatbuilders tend to build stock boats with simple rigs for several reasons. "Nobody has agreed on the perfect rigging" is just one of them. Also, extra rigging cost extra money. When you are at a boat show and a new sailor is looking at your boat to buy, he doesn't want to be confused by crazy rigging. When you are selling at a show, chances are some of your major competition for the new sailor market are under built and under rigged "cheap" boats that are not much different in size but there is a big difference in price. These customers do not necessarily understand the value or quality of what they may be buying.

When buying a new boat, no one knows the boat better than the builder and there are many things he can do to assure proper attachment of fittings when the boat is in pieces. He'll also be glad to take your money to custom rig the boat. I bought FS 4521 in March, 1989 and since it's used a lot for racing, it has a lot of non-standard hardware. The design of the rigging was based on my previous experience with FS 3637, sailing on other Scots, and input from my crew and Harry Carpenter.

The purpose of all the extras is to make my crew's life easier. Nothing on the boat will make it faster, but I figure that a crew that handles the boat with maximum efficiency and minimum effort will pay off in the long run. We typically sail with a total of three people.

Boom Vang

Photo #1 shows the vang, which has 6:1 purchase. Some boats use 8:1 or 12:1 but we find a 6:1 sufficient for even the strongest wind. The vang does have a long tail so it can be adjusted from anywhere in the boat. We have seen much more sophisticated and complicated systems but this works just fine for us.

Outhaul

Photo #1 also shows the outhaul, which is a 4:1. The block forward of the cleat makes it easy to tighten with a simple downward pull. The "floating" block gives the forward part a 2:1 advantage, and the block at the aft end of the boom gives the other 2:1. The line goes through the aft block, through the clew of the sail and dead-ends on the boom. With all of the sailmakers suggesting tight outhauls, this

is an important adjustment.

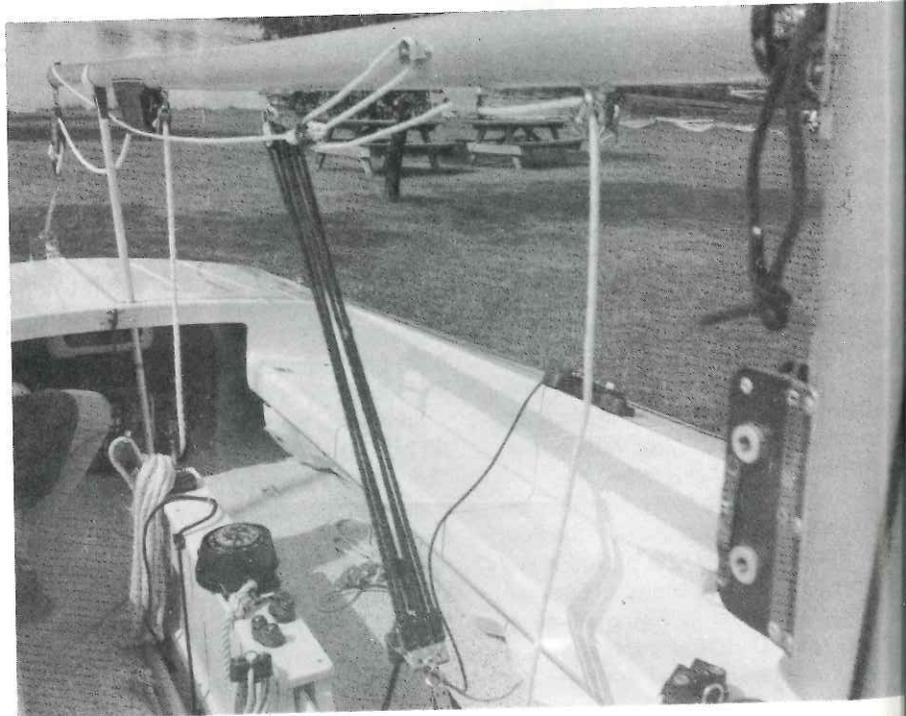
Cunningham

We use a 2:1 cunningham, shown in photo #2. It is lead through a block to a cleat at the edge of the port coaming.

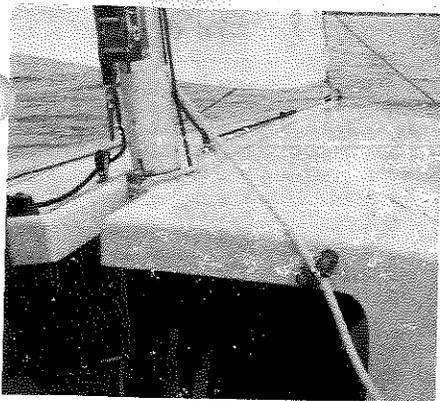
Jib Sheeting

We use cross sheeting, with the fairlead shown in photo #3, and a turning block (factory standard) as shown in photo #4. Some people prefer leeward cleating because it is "cleaner", but we find we can sweat the jib in very tight with weather cleating. Some people eliminate the turning block and go directly from the fairlead to reduce the jib sheeting angle. We find we can get the same angle by use of our weather sheet cleats. These are shown in photo #2. These cleats are angled on the coaming for the weather jib sheets. Our sailmaker recommends weather sheeting for the correct shape in the jib, and in heavy air it is hard to weather sheet by hand for long periods of time. The weather sheet comes out of the cleat by itself when w

tack.
For reaches, runs and light air, we reduce some "clutter" by use of jib cleats mounted



A look down the boom reveals the outhaul and vang rigging. Photo #1.



Cleat on coaming is for the weather sheet on the jib. Cunningham is cleated on the port side. Photo #2.

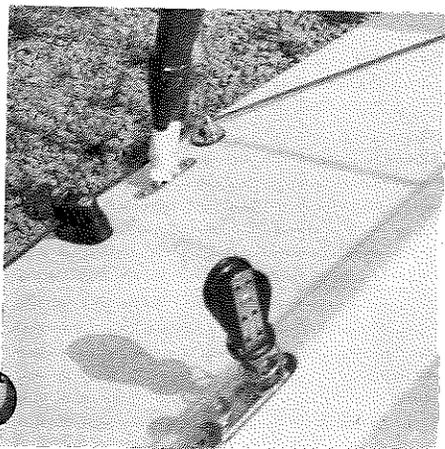
on the centerboard cap, shown in photo #5. This works well when the jib trimmer is to leeward or sitting on the seat to windward.

Centerboard

We use a Waco 360, shown in photo #5, mounted on the starboard side of the centerboard trunk near the forward end of the cap. The Waco can be adjusted from anywhere in the boat. Some skippers like to lead the centerboard line further aft so that they can raise and lower the board. This may apply more to husband-wife crews, but with three I prefer to have the crew to handle the heavy board and long line. It is easier for them to pull it hand over hand for quick trimming.

Hiking Strap and Compass

Both are shown in photo #5. The hiking strap must not extend beyond the gunwale and must not contain a loop. We use a Sunto compass, since it's color-coded and I have a bad memory for numbers. Harry Carpenter designed the wooden mount which bolts easily into the centerboard cap



Spinnaker guy captive hook with cleat immediately aft helps reduce stretch in the guy. Photo #3.

and can be easily removed for trailering.

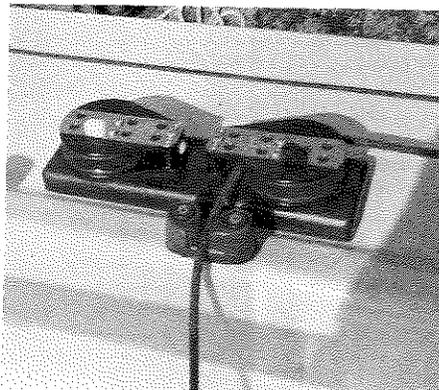
Spinnaker Lines

The lines are lead to aft blocks shackled to the factory bulleyes about 18 inches from the transom. They are lead forward to turning blocks mounted back to back with the jib blocks as shown in photo #4. Some people prefer internal sheeting, which cleans the deck. We tried it and didn't like it since the cleating angle is easier in our setup, and the ratchet can be turned on or off easier. However to some degree, it's a question of what you're used to.

We also have kevlar tapered spinnaker sheets. They are strong enough for heavy air with little stretch and light enough for light air. To help reduce stretch on the guy we also use cleats just behind the shrouds (photo #3). However, you must remember to uncleat them before jibing, and also remember not to sit on them while hiking! The guy hooks (Micro-Fico) work much better to us than the shroud hooks with plastic retainers, which always seemed to break.

Topping Lift

This is lead through the deck, down the

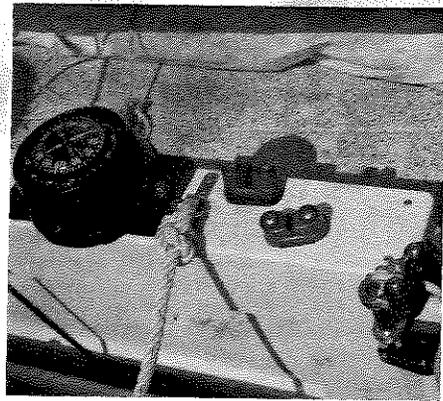


Spinnaker block rear and jib block forward. Notice also the kevlar tapered spinnaker sheets. Photo #4.

tabernacle and along the center board trunk aft of the compass. From here it can be adjusted without sending anyone forward. There is 2:1 purchase which is all derived after the turning block on the tabernacle. The topping lift dead-ends on a floating block. The final 2:1 line and floating block is adjusted so when the topping lift is released the block acts as the stopper and limits how low the pole goes, keeping it from hitting the deck.

Spinnaker Downhaul

This rig serves several purposes including keeping the pole forward while the spinnaker is initially hoisted and trimmed, and preventing the pole from skying. We rig 3/16" shock cord from the mast to a block



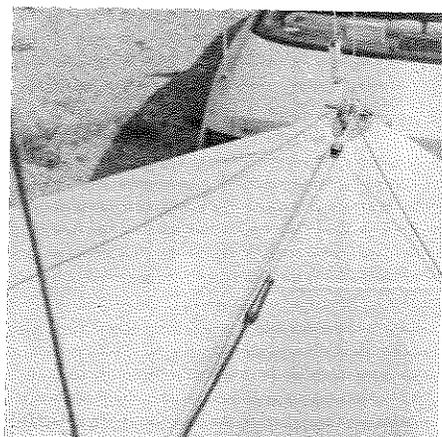
Compass, hiking line, jib cleats and centerboard pennant located forward on the centerboard cap. Photo #5.

lashed to the bow handle back towards a block eyestrapped to the deck about 6 inches in front of the mast (photos #6 & #7). Before it reaches this block it is tied to a line which then goes to the hook where the topping lift is tied. The secret is to tie this line the right length so it will limit the height the pole will go, preventing "skying" the pole. This rig also keeps the topping lift in place and eliminates the need to shackle the lift to the mast ring. An added use of this rig is in docking. It makes a convenient place to stuff the jib under to prevent it from falling overboard and keeps people from walking on it.

Spinnaker Halyard

We lead this through the deck on the port side and down along the centerboard trunk aft to a cam cleat. The skipper always raises and lowers it, which frees the crew to trim and do the pole. We originally tried a self-cleating rig but didn't like it in heavy air. One word of caution is to always coil the halyard after raising to prevent jams

(Continued on page 8)



The spinnaker downhaul needs just the right amount of stretch from the shockcord and just enough line to keep the pole from skying. Photo #6.

when you lower it.

One More Tip

We tape everything that moves. Cotter pins, rings, sharp edges, anything where there is a potential for trouble.

Summary

We have sailed the Flying Scot for a few years and have found many systems we like and dislike. Think twice about every change you make. Try a system on someone else's boat before you install it yourself or you may be sorry about the expense and extra holes you put in your boat. When in doubt, keep everything as simple as possible. What worked in another class boat might not be best in the Flying Scot. Don't make any changes without consulting your crew. Now, take some time during the winter months to analyze your rig and plan any changes. Most of all, remember that none of these changes will actually make your boat faster, they only make it easier to handle.



Dan, Monica and Joni work to get the most of FS4521. Here you get a good look at topping lift and downhaul for the spinnaker.

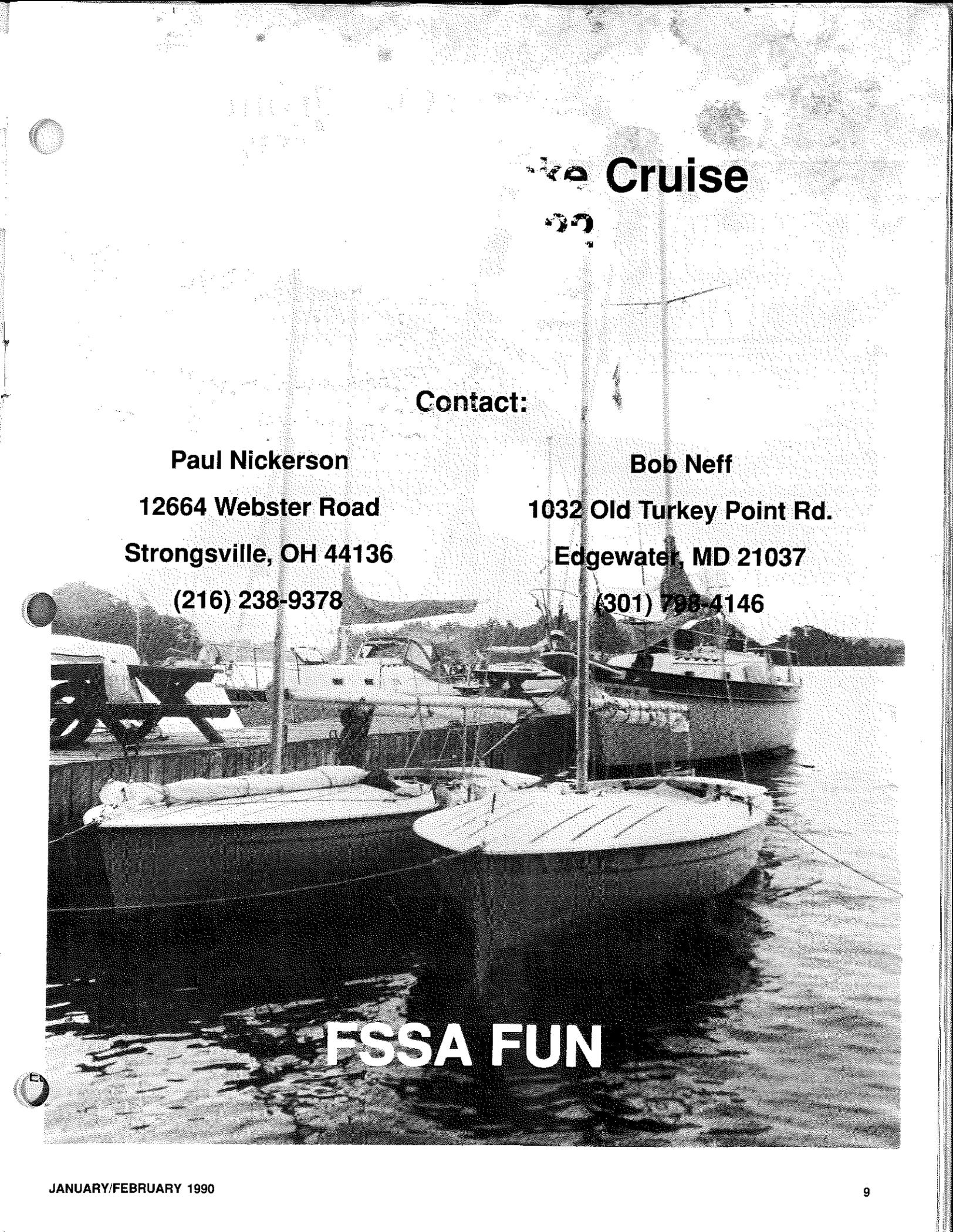


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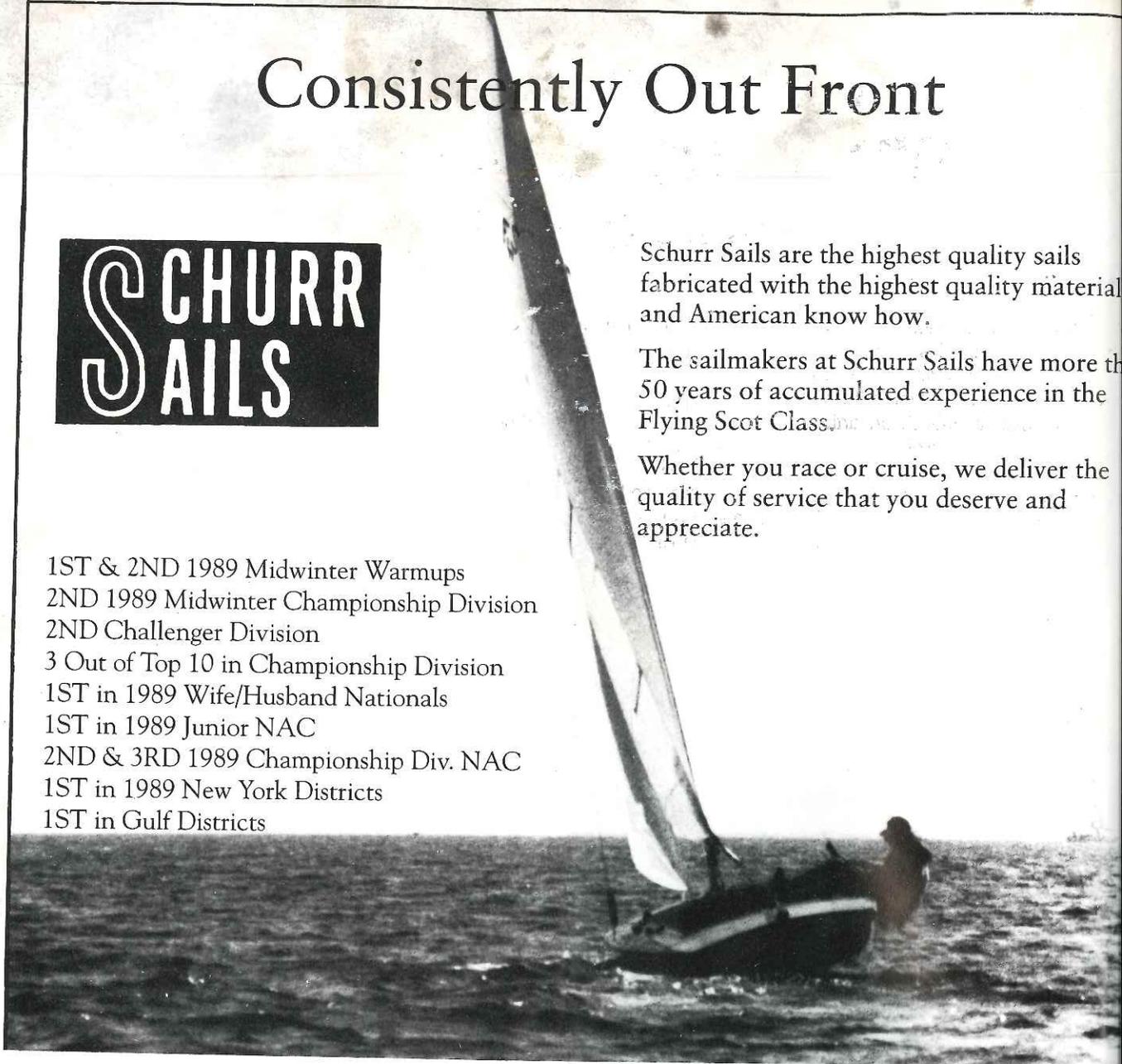
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TIGHT REACHING WITH THE SPINNAKER

by Ken Stover, FS1998

Editor: I have received more response from the July/August 1989 issue of Scots n' Water on spinnaker handling than any other issue I have been involved with. My original intent was to publish an article which would help every level of sailor enjoy sailing with the spinnaker a little bit more. I actually think putting the issue together helped my own spinnaker work immensely on the race course and hopefully it has helped some daysailors to hoist the spinnaker for the first time or a little more often. From the response I've had, this issue may make for a good night of re-reading this winter.

Ken Stover shares with us some tips on tight reaching with a spinnaker that he has found after many years of avid Flying Scot sailing in the Midwest.

any teamwork maneuver. There are good references to this in *Sailing Smart* by Buddy Melges and *Winning in One Designs* by Dave Perry; also this bit of information was given to me by personal communication from John Kolius (of sailmaking and 12 Meter fame).

We have two-boat tested this in Flying Scots and Olson 30s and both sailed faster by using this pole position.

Now, note the Flying Scots on pages 13, 15 and 19 in the July/August 1989 issue of Scots n' Water. You can see this "leeward positioning" of the spinnakers. There is not much forward moment in these chutes. Remember, if you can't see it, ease the sheet while trimming the guy to bring the pole aft of the forestay by some 2 feet. The

helmsman should play the main according to his helm while communicating with his trimmer. Do not raise the pole! This flattens the entry and the draft moves aft which powers the sail too much.

One other comment has to do with gybing. An important maneuver while squaring the pole during the gybe is to take up the slack in the "old" guy as the pole is being removed from the mast. This keeps the sail close to its original position for sailing efficiently until the pole is set on the other side. Plus, importantly, there is less oscillation potential in the sail when the forefoot of the boat digs in or there is any unwanted boat movement during this maneuver. There is less swinging of sheets that are now difficult to snatch for reattachment of the pole.

We keep the pole perpendicular to the mast when possible to obtain clean air and we also like to keep the pole square to the wind (better, actually somewhat aft). This applies to beam reaches as well. There is, however, one specialized position not known by many but easily understood. When sailing tight reaches (higher than a beam reach), the spinnaker trimmer has to trim the chute by pulling on the clew with such force that the entire sail moves to leeward including the luff of the sail. The luff now is behind the jib and forestay. Even Harry Carpenter stated in his article that Karen was trimming the spinnaker on tight reaches because he couldn't see it from his position. Actually, the pole position should be at least 2 feet off of the forestay in those tight reaches in order to keep the luff of the sail more toward the centerline of the boat. This keeps the sail more forward than to leeward.

The latter position provides too much lateral moment and, in fact, the aft half of the spinnaker has component forces in the wrong direction, to the side and backward. The spinnaker is surprisingly easy to fly in this position. The boat sails faster in this mode than if the sail were more to leeward. Keep the entry round by dropping the pole slightly (draft forward). The trimmer and the helmsman must communicate as in

GOING SAILING *by Tom Pinkel, FS 4300*

The boy awoke early this morning. He could hardly contain his excitement. After all, this was the day he and his dad were going sailing with their neighbor, Joe. Joe had a Flying Scot, which he said was good for racing but also a lot of fun daysailing. The boy had often watched the wind before a storm and knew it could bend the trees and blow the leaves, but how could a boat be pushed by the wind?

It was an hour drive to the lake and in that time, Joe seemed eager to answer his many questions. How could anyone sail against the wind? It was a beautiful day and Joe told him the wind was great! To the boy, it didn't seem like much compared to the storms.

Throughout the day, as they tacked, reached and jibed it seemed to the boy that he was not with his father and Joe, but just two other boys. In the afternoon, Joe got the boat up on a plane and the only other time the boy had that feeling

was when he rode his bicycle down the long steep hill at home.

The day passed quickly and only when the boat was put away did the think about the sandwiches Mom had packed. Joe told his dad that the club had a summer camp for kids and the boy would be welcome. Maybe his dad would let him go. That evening, his father seemed happier than usual and on his way to bed, the boy said, "Gee Dad, that was a great day together. Could we buy a Flying Scot?"

Editor: Tom recently purchased FS 4300 from Paul Moore. For the past five years he raced catamarans at Lake Carlyle, but was abandoned by his wife and crew, Sandy, when he purchased a new, faster and better cat two years ago. Sandy told him, "If you buy a Flying Scot I'll be glad to again crew." They are now looking forward to sailing and racing next summer.

MOST EMBARRASING

by [unclear]

Skipper/crew interactions can be even more fun when roles are exchanged. My husband, Jim Harris, and I usually sail FS 4296 with him on the tiller and me crewing. But we both want me to also feel comfortable skippering the boat. So we will occasionally change roles for a series of club races at Lake Carlyle.

One such occasion was a day of brisk autumn winds. We needed more weight and E. Paul Moore, III (son of the recently retired FSSA President) accepted our invitation to join us. As we rounded the windward mark, Jim hoisted the spinnaker. Something didn't feel right about the boat. I leaned over the leeward side and saw our spinnaker flying full and SIDEWAYS! I laughed out loud. Here was a foul-up that I was not responsible for and that I didn't have to fix. But Paul was laughing even more. He said: "Finally, after 14 years."

A young teenager, Paul had crewed for Jim at a Midwest Districts on Lake Michigan, at Wilmette. And yes, he raised the spinnaker sideways. Anyone who knows Jim knows how much ribbing Paul had to endure over the years for that flub.

I think changing roles has made Jim a better skipper and me a better crew. We still aren't very tolerant of each other's mistakes but we understand just a little better why mistakes can happen.



Charlotte Fisher presents the Fisher Sail perpetual Trophy to Betty Struckoff at the Special instructions were included so Jim wouldn't hang it sideways.

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FLEETS IN

...wife or fa-
...the
...in the
...wind conditions
...promised for the 1990 Mayor's
...held September 8-9, a good
...petition, great facilities and
...large group of Scots is a promise. Fleet
126 and Lake Townsena Yacht Club would
...to invite all Scot sailors to attend this
...social.

Cup - no
NOAA reports did
for the area, and there was talk
about. But, the Lake Townsena
experience with hosting regattas with
or no wind. The 1988 regatta was con-
ducted under similar conditions. Two years
in a row without wind! The LTYC and Fleet
126 worried that drifting conditions would
hurt participation. If the memories of the
Carolinas District sailors was any longer
than 51 weeks, only the most patient and
dedicated of Flying Scot sailors would at-
tend.

By mid-morning our fears of low participation had been alleviated. A total of 18 Flying Scots had registered, making Scots the largest fleet participating in the 47 boat regatta. At the start of the first race, race committee chairman, Roy Bolyard, had the shorten course flag ready to fly. The breeze picked up enough to start the race and begin the regatta. Kent Taylor, FS 1296, gave lessons on how to sail under light air conditions finishing nearly a complete leg ahead of the rest of the competition. Kent also showed consistency, finishing in the top three of every race. The breeze picked up a little for the second race. Larry Lewis, FS 3933, lead the way across the finish line on a shortened course as the fleet hoped for more wind on Sunday.

The breeze picked up enough on Sunday to allow the posted course to be sailed in its entirety. Mike Duncan, a previous Mayor's Cup winner, won the race with the help of his crew and daughter, Laura.

The LTYC awards two special trophies to the competitors of the regatta. The first trophy, the Mayor's Cup, is awarded to the Skipper of the fleet who on a high point system has the best score. The second trophy, the Bryan Cup, is awarded to the skipper who has the best low point score when all times for all competitors have been adjusted by their Portsmouth rating. The Mayor's Cup has been consistently won by the winner of the Flying Scot fleet, a tribute to the excellent participation of Scots in local regattas. This year Kent Taylor won both of these trophies, a tribute to his excellent over-all sailing.

Another note of participation is that all of

FINAL RESULTS	Race	1	2	3	Total
1 Kent Taylor	1296	1	2	3	5.75
2 Larry Lewis	3933	5	1	4	9.75
3 Mike Duncan	3638	3	10	1	13.75
4 Sam Eicon	2237	7	5	2	14
5 Bill Robertson	1292	8	6	7	21
6 Bill Byrd	4043	14	4	5	23
7 Jim Horney	4125	4	11	8	23
8 Harold Ausley	2175	2	7	16	25
9 McVey	1104	18	3	6	27
10 Kleeman	4121	15	8	9	32

GREAT SCOT REGATTA

by David Whikehart, FS 3864

Fleet 118, located at the Birmingham Sailing Club on Lake Logan Martin in central Alabama, hosted its Great Scot Regatta on October 7-8. Twenty-two boats competed from New Orleans to Oakland, Maryland. Gordon Douglass Boat Company's Harry and Karen Carpenter sailed to an impressive victory with three bullets out of the five races. In second place was Steve Bellows with borrowed crew Lillian Fletcher (in her first race ever); third: Larry Taggart and colorfully clad Carrie Haydell; fourth: Peter Gambel with his brother Gene; and fifth: Kent and Elizabeth Hassell from Atlanta.

Fleet 118 members made a strong showing, considering the competition. The fourth, sixth, seventh, ninth and tenth places went to: Pete Gambel, Mike Graham, Bob Newbourne, Kent Irwin and John McCary. The first day's races were sailed in moderate winds out of the north in beautiful balmy weather. Saturday night's dinner was a great tasting chicken with a good social gathering.

On Sunday, the winds freshened into the 15 plus category making it a bit more challenging for the two-man crews (a rare condition for a morning race at Logan Martin). It was a clean race with no pro-

tests and nice long spinnaker legs. We were pleased to have a number of out-of-town racers, especially Whitt and Lisa Kendall from Chatanooga who were joined by Bob Fowler from Atlanta. These folks are trying to organize Flying Scot fleets in their areas. They came over, borrowed a boat and managed to get a respectable 13th place. Fleet 118 member Chuck Newell was so impressed with the new boat that the Carpenters brought with them that he bought it on the spot and member John Fundin bought Chuck's old boat. How's that for a ripple effect?

FINAL RESULTS	Race	1	2	3	4	5	Total
1 Harry Carpenter		1	3	1	1	2	7.25
Karen Carpenter							
2 Steve Bellows		6	5	2	2	1	15.75
Lillian Fletcher							
3 Larry Taggart		2	2	9	3	5	21
Carrie Haydell							
4 Peter Gambel		4	1	13	4	7	28.75
Gene Gambel							
5 Kent Hassell		3	9	3	5	9	29
Elizabeth Hassell							

WEST RIVER FALL REGATTA

by Tom Niedbala, FS 1143

The 1987 West River Fall Regatta started out as a quiet, low key event for folks to get together and enjoy the nice fall weather. But as people started pulling into the parking lot Saturday morning, everyone was abuzz at the number of tough local competitors making an appearance for what was shaping up to be a very challenging regatta. Everyone was kept guessing as to who would do well in the regatta.

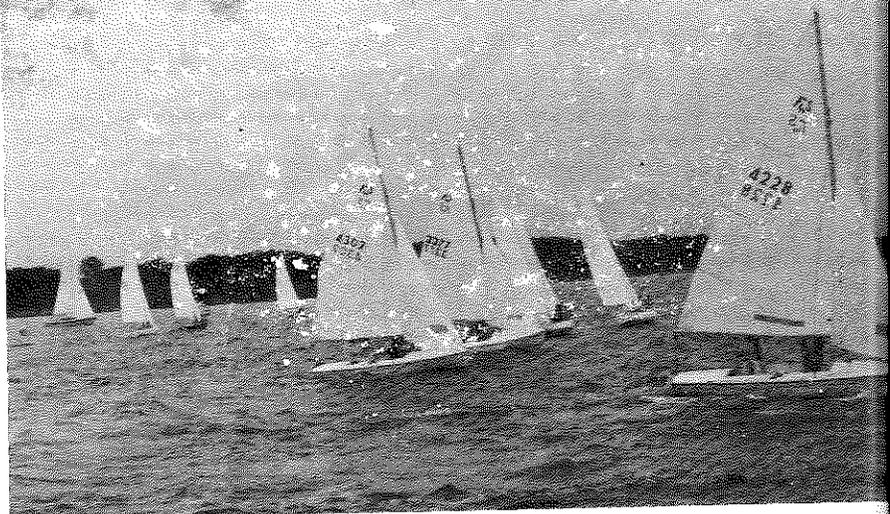
The Fall Regatta, hosted by FSSA "Fleet of the Year", Fleet 97, and the West River Sailing Club on the Chesapeake Bay, has been a popular event for reasons contrary to what one would expect. It is a very simple event, with no frills, modest provisions (some pretzels and potato chips), no entertainment, but plenty of the essential racing and the usual picturesque scenery.

Twenty-two Flying Scots were milling around the starting line in 7-11 knot NE winds with an overcast sky which threatened to be sunny at times. The race committee, consisting of the members of the International Canoe Fleet at West River S.C. set an Olympic course at the mouth of the river. Immediately after the start, the

(Continued on page 14)

fleet split evenly to each side of the course. As the boats approached the gybe mark, Marty McHugh #2148 was in the lead followed closely by David Neff #2793 with his mom, Mary Ellen crewing. The two boats broke away from the pack, followed by Frank Gibson #3709 and Gabor Karafiath #3512. By the second windward leg the wind shifted left, allowing the fleet to parade up to near the windward mark on port. Neff broke out ahead of McHugh on the downwind leg and never relinquished the lead after that. McHugh hung on for second while by Brian Davis #4418 who had moved up to third was edged out by Ken Templemeyer #3377. Ken, who hails from Fleet 83 and Lake Carlyle spent the summer racing with Fleet 97 while on a temporary business assignment in the Washington area. It was nice to have Ken visit and participate for the summer. For the second race, the wind dropped to 5-9 knots out of the North and the race committee issued a general recall as nearly the entire fleet crossed the line early. The line was lengthened and the fleet once again split evenly over the course. Margaret Carson #4579 arrived first at the weather mark, followed

(Continued on page 15)



The fleet splits to either side of the course just after the start of race one at the West Fall Regatta. Photo by Tom Niedbala.

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by Neff, with Doug Gregory in third. This group held on through the gybe and leeward mark with Gibson and Templemeyer in hot pursuit. Neff and Gregory broke away on the second beat while this pack held on for the top five.

The final race on Saturday had a steady 10 knot NNE breeze. Most of the Fleet headed left, while Neff played the center of the course, conservatively anticipating another shift. At the windward mark it was Neff, Templemeyer, Gregory and Davis. Neff showed blistering windward speed and pulled ahead while Carson and Laurus Newby #3553 joined the pack for the top six.

On Sunday, the skies were more overcast, but the Neffs kept shining with two more firsts. Ken Templemeyer was consistent with two seconds, wrapping up second place for the regatta. The battle of the regatta was heating up in third through fifth place. Davis suffered a ninth place finish in race four while Doug Gregory was a little more consistent in the top five to take third overall. Davis recovered for a third in race five to take fourth followed by Margaret Carson in fifth.

The final talk of the regatta was the consistency of David and Mary Ellen Neff who showed a real edge in boat speed the entire regatta. This mother/son team really proved themselves and left the fleet pon-

dering how they do it. As one competitor lamented: "It used to be that you could come out a little rusty and still do okay, but not anymore!"

FINAL RESULTS	Race	1	2	3	4	5	Total
1 David Neff Mary Ellen Neff	2733	1	1	1	1	1	3.75
2 Ken Templemeyer	3377	3	4	2	2	2	13
3 Doug Gregory Dave Ivory	1039	6	2	3	3	5	19
4 Brian Davis Jim Davis	4418	4	5	4	9	3	25
5 Margaret Carson Bill Sanjour	4579	8	2	5	6	7	29
6 Gary Sullins Steve Carson	1693	10	8	9	4	4	35
7 Marty McHugh Scott Davis	2148	2	7	8	13	6	36
8 Frank Gibson Gabor Karafiath A. Feller	3709 3512	5 7	9 10	8 10	13 5	6 8	39 40
10 John Burnside Suzanne Cooper/Burnside	4228	14	13	11	10	11	59

HOT TO TROT REGATTA

by Marilyn Poulter, FS 4336

Twenty-four Flying Scots gathered on Portage Lake for Fleet 20's annual Hot To Trot regatta in mid-September. Saturday's racing started out wet and got even wetter.

The wind was on the light side as the boats sailed race number one which dampened the spirits even more. The rain built and so did the wind for race two as the crews kept busy bailing before the start.

With everyone soaking wet and getting cold, the air diminished for race three as the crews prepared to revolt. Tom Ehman Jr. dominated the day's racing as he and crew Ken Lockner took several firsts and built a commanding lead.

Even with spirits dampened by the weather, the participants enjoyed a fantastic steak cookout hosted by the Huron Portage Yacht Club Interlake fleet just as the rain stopped.

The skies cleared on Sunday for two perfect races with 12-15 knot winds. These conditions were so nice that everyone almost forgot about Saturday's rain. Ehman continued to dominate the racing, finishing with four firsts. Dave and Jane Winston managed to win one race and sail consistently for second followed by Dan and Tom O'Haver.

Plans are currently being considered to move the date up to mid August for the 1990 Hot To Trot and you're all invited to attend.

FINAL RESULTS	Total	
1 Tom Ehman Jr. / Ken Lockner	4594	8
2 Dave and Jane Winston	3280	17.75
3 Dan and Tom O'Haver	4529	20
4 Dick Weaver / Dave Hirschberg	4307	28
5 Doug Christensen / Andy O'Haver	1190	33

CAROLINA'S DISTRICT CHAMPIONSHIP

by Larry Lewis, FS 3933

The 1989 Carolina's District Championship was held on September 23rd and 24th as scheduled, despite Hurricane Hugo, high winds, and a power outage at the host club. We watched the weekend develop with great concern as Hugo was scheduled for the Friday morning before the regatta.

Despite our concern, no one expected Hugo to do much damage to Central and Western North Carolina. On Thursday, I even received a call from an anonymous Lake Norman sailor who jokingly asked us to move the regatta up to Friday so we would be assured of "decent" wind.

Hugo was no joke. Charlotte, NC was hit with 60 to 80 mile per hour winds and local tornadoes. Lake Norman Yacht Club was damaged extensively, with damage to 70 out of 72 cruising boats; 29 were sunk. Almost all the docks were destroyed. Most

(Continued on page 16)



Clean sweep winners David and Mary Ellen Neff cross the finish line in race two at the West River Fall Regatta. Photo by Tom Niedbala.

of the beautiful trees on the grounds were knocked down and there was some damage to the "A" frame. Due to home damage, power outage, and downed trees, not a single boat from Charlotte and Lake Norman was able to attend the championship.

Despite Friday's high winds and downed trees, thirteen brave skippers and crews showed up on Saturday ready to race. The power outage was solved with an auxiliary generator. As Hugo traveled North, conditions improved rapidly. By race time, winds were perfect at 10 to 15 miles per hour from the Southwest. After three great races, to almost everyone's surprise, a boat with three teenagers from Fleet 27's Junior Program was in first place. This boat skippered by Charlie Grant, a high school sophomore had a big lead with only 4.75 points. Sam Eich, Fleet 126, was in second place with 7.75 points. Dangerous Dick Schultz, Fleet 126 was in third with 8.75 points. Lee Currin, Fleet 27, was in fourth place with 13 points.

As the outdoor social started, a low pressure system came through with more high wind and cold temperatures. The group quickly voted to continue the social at Green's, a local bar and supper club. After

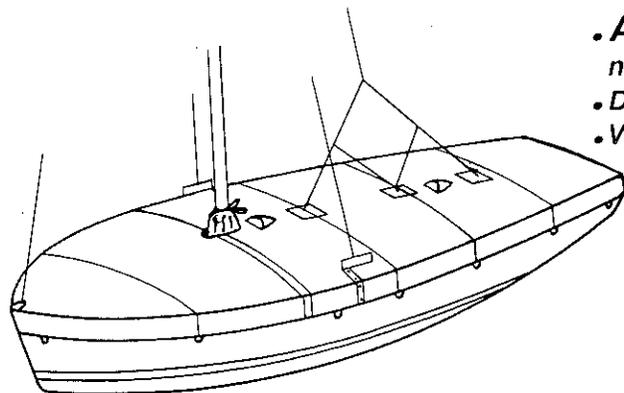
just the night a dancing, ev weather S frostb boat race, Jan F to set up a tie a 9.75 points going into the fifth race. While the "Young Guns" may have had a lot of years of experience, they proved during the fifth race to know and understand the term cover, as they led at the first mark and covered the fleet to win the last race and the regatta. Despite Hugo, the most common remarks after the regatta were "great wind", "super racing", "man, am I tired", and "where did those kids come from".

FINAL RESULTS	Fleet/Race	1	2	3	4	5	Total
1	Charlie Grant	27	1	2	2	5	10.5
2	Dick Schultz	126	5	3	1	4	16.75
3	Sam Eich	126	4	1	3	2	18.75
4	Dave Batchelor	27	8	5	5	1	20.75
5	Lee Currin	27	2	4	7	3	23
6	Jim Horney	126	6	8	6	7	30

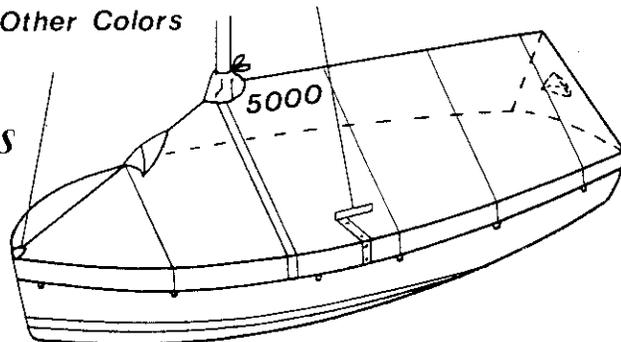
... Lake Cowan's ... and some unsea- ... in the 1989 Pig Roast ... October 6th and 7th. Local ... the champion Lynn Goodwin and longtime crew Paul Piazza eventually prevailed over 20 entrants in the closely contested "Hogs" division, while Clevelander Art Bernstein and his nephew Mike Cassidy dominated the 14 boat "Oinkers" division.

A slow moving cold front from the northwest passed through the Cincinnati area on Saturday night, preceded by cool overcast conditions that left the competitors shivering over delicious toasted bagels and hot coffee for breakfast in the clubhouse. The winds were generally light (4-8 knots) and patchy for Saturday's 3 races. Lynn Goodwin got the first puff off the middle of the line in race one and opened up a commanding leading while most of the boats back in the fleet battled the entire race for the next puff creating congestion at every mark.

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Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
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Jack and Martha Lee Stewart, fresh from a win at the Glow in the Dark regatta, were on the wrong side of almost every shift in Saturday's first race until they caught the days biggest shift just right on the last leg for a respectable finish. They then continued to sail consistently to finish third. Locals Bob and Lynn Peterson sailed consistently in the top six to finish fourth while everyone else wished for a throw-out.

The social scene featured Saturday night's traditional pig roast followed by good conversation around both the indoor and outdoor fireplaces. A frosty night saw several extension cords for electric blankets run to some vans and tents (most of the participants camp in some manor at the club). Hot racing is always a tradition, even during the fall's first frost, at the Pig Roast Regatta.

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HOGS DIVISION

FINAL RESULTS	Race	1	2	3	4	Total
1 Lynn Goodwin	3889	1	5	1	4	10.52
Rick baugher	3666	2	6	2	1	10.75
3 Jack Stewart	1342	8	1	8	2	18.75
4 Bob Peterson	3699	6	2	6	6	20
5 Dan Goldberg	4521	15	4	4	7	30
6 George More	3886	3	11	3	14	31
7 Sandy Eustis	3850	7	10	13	3	32
8 Rob Freemont	3808	5	15	5	9	34
9 Jack Rudy	4321	4	8	15	11	38
10 Peter Morris	4331	9	7	10	13	39

COLUMBUS DAY REGATTA

by Cal Hudson, FS 4660

Jimmy Signor fired off five straight bullets to win the Columbus Day Regatta in Coconut Grove on October 14-15. Sailing conditions were picture perfect with medium wind and smooth (for Biscayne Bay) water. Twelve boats made it out for the first points event of the 1990 Florida District Series.

The first race on Saturday was a little weird. Charlie Fowler valiantly stayed by the hoist until the last Scot left. Fats Jenkins broke his jib tack extension and we helped him get going with a makeshift repair. The end result was that four of us got to the starting line about halfway through the first race. Ed Wynn didn't make it at all with a transmission break-down on his new (classic mega-mobile) "land yacht". Saturday's third race was abandoned when the leeward mark slipped anchor and proceeded up the bay.

After all the on-water weirdness on Saturday, the Fowler family prepared a steak cookout and rum punch. With Chris Fowler slinging steaks on the grill, the smell was great to all of us non-vegetarians (right Fats).

Sunday gave us another great sailing day with medium winds and plenty of sun. Racing was a good deal closer with boats fighting it out all the way around the course. This regatta was a great success and an impressive start to the 1990 Florida Series. Thanks to Charlie, Nancy, Jim and Chris Fowler and to all the boats that made this event a great success.

FINAL RESULTS	Race	1	2	3	4	5	Total
1 Jim Signor	1736	1	1	1	1	1	3.75
2 Charlie Fowler	2068	7	2	3	2	3	17
3 Dick Slosar	1130	3	3	4	3	6	19
4 Fats Jenkins	3914	9	4	2	5	5	25
5 Bill Naylor	4334	4	6	8	6	7	31
6 Cal Hudson	4660	8	9	7	7	4	35
7 Jay Kurtz	311	5	8	6	10	8	37
8 Bob Sandifer	3529	6	7	10	9	9	41
9 Ed Wynn, Jr.	3676	dns	dns	5	4	2	43
10 Sally Russell	3508	2	5	dns	dns	dns	55

FLEET 142, 1989 AWARDS

by Dan Verdier, FS 4447

Fleet 142 held its annual awards dinner this past October at the home of Fred and Judy Breekland. The evening's feast was stupendous, with fleet members supplying the hors d'oeuvres and desserts, as Judy had prepared a huge roast turkey and roast beef. Fleet 142, based at Sprite island Yacht Club on Long Island Sound in East Norwalk, Connecticut, reflected upon the past season as the awards were presented by Fleet Captain Dave Squire.

Sunday afternoon means Scot Races. A few years ago we changed our format, making the fleet championship based on a series of races held Labor Day weekend. This takes some of the pressure off the Sunday races, there by encouraging newer racers to participate and making the races a learning experience. The Cox/Sprague Scoring System is used to properly weigh the results factoring in the number of boats racing each week. A blackboard session around the hors d'oeuvres table usually follows with refreshment in hand.

The Fleet Championship series was held on Labor Day weekend. The first day a series of three short Olympic courses were raced in a strong North easterly of 15-20 knots with shifting gusts up to 30 knots. Several boats added a third crewman and consequently were able to sail flat and point hard to the wind. The reaches were decision time: fly the spinnaker in the shifting gusts or play it safe and surely loose position to the gusty salts.

The second day the winds were a more tolerant 10-15 knots out of the Southwest. The course was a 6 mile dogleg triangle. The tide and scattered puffs were a big factor. Playing the shallows by Cockenoe Island gave a big edge at the end with steady favorable wind and tide.

The fleet raced together, although divided into two groups for the awards. The Blue Division was for the fleet champion-

(Continued on page 18)



ship, and the Red Division for less experienced sailors. Entry into the Blue division was open to any boat.

Trophies as well as framed photos of the winner's boats with spinnakers flying were awarded to the top boats in each division.

FLEET 142 CHAMPIONSHIP

FINAL RESULTS	Race	1	2	3	4	5	Total
Blue Division							
1 Breekland	964	1	2	1	1	1	5
2 Feick	3594	2	3	3	3	3	14
3 Faircloth	4287	4	4	4	2	2	16
Red Division							
1 Squire	4272	6	8	8	4	4	29.5
2 Heissenbuttel	4280	8	10	7	6	6	37
3 Sykes	4108	7	7	10	8	8	40

This year a new special award was initiated, the Sandy Douglass Trophy. This will be a perpetual award, for the skipper that most exemplifies the ideals that Sandy preached and practiced; sportsmanship, enthusiasm, and persistence in racing. This year's recipient was an obvious choice, Lynda Pattee. Lynda was relentless on the race course (the lash marks on her crew, Club Commodore Bob Counihan are testament to that!). Organizing Ladies Day sailing on Wednesdays shows a dedication to bringing the enjoyment of sailing to others. CONGRATULATIONS Lynda, you'll be a tough act to follow.

Another perpetual award that has been in the fleet for three seasons now was reluctantly passed on by last year's recipient, Joe Gulick. The "Invertus Maximus" Award, a top section of a scot mast in the inverted position, denotes the position required to qualify for this cherished honor. This year's winning performance was locked up by Dan Verdier and crew Dave Scot during the first day off the Championship Weekend. In accepting the award, Dan thanked his crew as it was a team effort, and Joanne Granger for her able assistance in the crash boat. Runner up was Joe Gulick III, who made a stellar performance in the mooring area while demonstrating his sailing prowess to a new and soon to be former girlfriend. Current Fleet Captain Dave Squire and his wife, Sue were the first to receive this envious honor. Dave Squire recognized the efforts of Racing Chairman Peter Feick and his committee for truly professional performance this season. In addition, special recognition was bestowed upon Bill Faircloth, who's countless hours spent on the island and the boat show have helped make Fleet 142 the success it is today.

RED LOBSTER CUP Humugus Crustacean Returns to Florida by Cal Hudson, FS 4660

Charlie Fowler braved wind and cold to score a come from behind victory at the 1989 Red Lobster Cup. With eighteen boats, the Flying Scot class was the LARGEST CREWED MONOHULL CLASS (and fourth largest overall class) at this MEGA-EVENT. Saturday's racing began in very light conditions with temperatures in the 80's. The first race was called shortly after the start when a wind shift allowed us to run to the "wind ward" mark under spinnaker. The course was quickly reset and with the new wind filling in, the first race was started again. Unfortunately, the wind hadn't quite got settled down and a persistent shift set in that would strand those on the left side (most notably last year's champion Don Smith). Larry and Starr Lewis played this one perfectly and with phenomenal boatspeed aced the first race. Following Larry across the line were Florida speedster Jimmy Signor and the "Grandmaster of Fast" George Spencer. By the second race, conditions were ideal with medium winds and flat water. But the lateness of the hour caused the race committee to hoist the "S" shorten course flag. Larry Lewis was off to another great race and didn't notice the "S" flag until Dick and Sharon Slosar crossed the finish line. A quick about face to the finish caused Larry a sixth place finish. Following Slosar across the line was Jimmy Signor and Don Smith. So at the end of Day 1, Jimmy Signor was in first place followed by Larry Lewis, George Spencer, and Dick Slosar.

During the evening a cold front blew in and Sunday started off with temperatures in the low fifties and winds up to 25 mph. To everyone's credit, virtually every boat made their way to the starting line in what can only be described as BRUTAL conditions. By the time of the first race, all but seven turned back to shore. In the first race, Charlie Fowler showed once again that no one is faster than him in a blowout. Following Charlie was Ed Wynn with crew Carl Roth and (out for his first ride in a Scot) Lindsay Lioen. Jay Kurtz hung on for third place. The second race was a repeat of the first except that Gus Chennells with sons Aaron and Dustin placed third. Well, it was all over and we all emerged unscathed, tired, and happy. Thanks to all the folks who made this the best attended Red

Lobster Cup yet. A special thanks to Don Smith, Larry Lewis, and Harold Ausley from North Carolina and to Dick Smith from L.O.W. Virginia. Plans for next year will include a FLYING SCOT PARTY and COOKOUT on Friday night so that we can really greet our out of state guests.

See you next year.

RED LOBSTER RESULTS	Race	1	2	3	4	Total
1 Charlie Fowler	20686	10	1	1		17.5
Nancy/Jim Fowler						
2 Dick Slosar	1130	8	1	4	5	17.75
Sharon Slosar						
3 Jay Kurtz	311	7	4	3	4	18
Jack Anderton						
4 Gus Chennells	3059	11	11	7	3	32
Aaron/Dustin Chennells						
5 Ed Wynn, Jr.	3676	17	17	2	2	38
Carl Roth/Lindsay Lioen						
6 Jim Signor	1736	2	2	DNS	DNS	42
Jody Ebbert						
7 Larry Lewis	3933	1	6	DNS	DNS	44.75
Starr Lewis						
8 George Spencer	24	3	5	DNS	DNS	46
Jeff Spencer						
9 Harold Ausley	4056	4	8	DNS	DNS	50
Caroline Ausley						
10 Fats Jenkins	3914	5	7	DNS	DNS	50
Lois Jenkins						

A NEW FLEET 13

Fleet 13 is being reorganized at Privateer Yacht Club in Chattanooga, TN. To show our commitment to the club as a new fleet, we threw the annual PYC Christmas Party. Fun was had by all, and though there was only one boat at the festivities (thanks Rob and Patricia), a long list of hopefuls was developed.

There are now four boats in the fleet, owned by the Fowlers, Ruffners, Browns, and Kendalls. In addition, we expect three more this spring, and two more before the fall schedule begins.

According to Rob Fowler, fleet captain, the Scots will be used to help encourage sailing at various levels. "We want to be involved with our Junior Program, and the local high school and college clubs," said Fowler. He also said that family participation and fun are high on our list.

All the current fleet members are planning to travel to most of the regional regattas and support the class. There are also plans to run clinics with sailmakers such as Greg Fischer, along with boat maintenance, sail care, and tuning tips.

We look forward to seeing all of our friends in Birmingham, Montgomery, Mobile and other regional fleets in 1990.

STARTING LINE

1990 MIDWINTER CHAMPIONSHIPS

April 10 - 14,

St. Andrews Bay Yacht Club
Panama City, Florida

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
Motels: by proximity to SABYC Bayside Inn (904) 763-4622
Howard Johnson's (904) 785-0222
Days Inn (904) 769-4831
Ramada Inn (904) 785-0561

1990 HUSBAND-WIFE CHAMPIONSHIP

November 10-11

The 1990 Wife-Husband Championship will be held in Melbourne, Florida on November 10 and 11. This weekend will coincide with Veterans Day so many people may have a three day weekend to help ease any travelling. Melbourne is located on the east coast of Florida just south of Cape Canaveral. Besides the great racing, there are plans for plenty of "real Florida cooking". Make plans to attend now!
Contact: Cal Hudson, 986 Haas Ave. NE, Palm Bay, FL 32907 (407) 725-3008

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 nonsailors. 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

FUN-4-SAIL,

February 4 - 5

Melbourne YC; Melbourne, FL

A "Fun" multi-class regatta.

Contact: Cal 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, 16705 E. Shirley Shores Dr., Tavares, FL 32778 (904) 343-2376

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, 16705 E. Shirley Shores Dr., Tavares, FL 32778 (904) 343-2376

SANDY DOUGLASS REGATTA,

April 21 - 22

Lake Norman Yacht Club;
Charlotte, NC

Flying Scots, Thistles and Highlanders pay tribute to Sandy Douglass in this annual event. Camping at LNYC and plenty of nearby hotels. Contact: Hal Walker, P.O. Box 847 Davidson, NC 28036 (704) 892-1276
Bill Ross, P.O. Box 725 Mooresville, NC 28115 (704) 364-12277

ATLANTA YACHT CLUB INVITATIONAL,

April 28-29

Lake Altoona; Atlanta, GA

A great way to start off your spring regatta travels. Beautiful camping at the AYC or just minutes from motels. Traditional Saturday night party is always great! Contact: Kent Hassel, 7345 Brandon Hill Rd., Atlanta, GA 30328 (404) 395-7343

LAKE OF THE WOODS

INVITATIONAL,

April 28

Fleet 160,

Lake Of The Woods;
Fredericksburg, VA

This is the place you've been dreaming about all winter! Come celebrate spring with us. Three races, one day, chicken barbeque, and a perfect forecast. Contact: John Beery, Box 305 LOW, Wilderness, VA 22508 (703) 972-7411

GREAT 48 REGATTA,

May 5 - 6

Fleet 48, Lake Norman; Charlotte, NC

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

Contact: Bill Ross, P.O. Box 725
Mooresville, NC 28115 (704) 364-12277

FLORIDA FINALE, MAY 19 - 20

Indian River, Melbourne, FL

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

BUCKEYE REGATTA, May 19 - 20

Fleet 37, Hoover Reservoir;
Columbus, OH

The Ohio District's spring kickoff, this regatta offers great racing and competition and a great social atmosphere. Hoover will be the site of the Ohio Districts later in the summer.

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

HOG WILD REGATTA,

May 26-27

Fleet 133, Grande Maumelle SC;
Little Rock, AR

Come celebrate the wild hog and race on the most beautiful lake in the country. There is no registration fee. Trophies for one out of every four Scots. Free lodging with Fleet 133 is encouraged on a first come basis.

Contact: Doug Buffalo, 1107 Ronwood,
Little Rock, AR 72207 (501) 225-4531

(Continued on page 20)

EGYPTIAN CUP REGATTA,

June 2-3

Fleet 30, Crab Orchard Lake;
Carbondale, ILL

An early season Midwest District classic event. 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 (3123) 651-2899

MIDWESTERN DISTRICT CHAMPIONSHIP,

June 23-24

Fleet 83, Lake Carlyle; Carlyle, IL

A three race series with plenty of social activities scheduled. Beautiful camping and convenient motels.

Contact: Paul Moore, III P.O. Box 218
New Melle, MO 63365

Here comes the NEPD

Friday, Aug. 24 - Sunday, Aug. 25

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, the regatta will 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, 373 Old Sherman Hill Rd. Woodbury, CT 06793 (203) 263-0769 Vincent Sweeney, F.C. Box 118 Remsenburg, NY 11960 (516) 286-5807

1990 MAYOR'S CUP,

September 8-9

Fleet 126,

Lake Townsend; North Carolina

Good times, great facilities and always a good turnout of Flying Scots at this fall classic.

Contact: Fields Gunsett (919) 299-2341
Starling Gunn (919) 939-2508

NORTHEAST DISTRICT REGATTA

August 10-11-12

Sandy Bay Yacht Club (Fleet 11)
Rockport MA

Contact: Peg Wright, 53 Hancock St.,
Lexington, MA 02173 (617) 862-0389

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.

DATES SET FOR 1990 CHESAPEAKE CRUISE

June 18 - 22 has been set for the 1990 summer cruise on Chesapeake Bay. Plans are still being finalized at this time but the week will include a variety of sailing locations from Annapolis to the eastern shore. Plans are generally to go wherever the winds take us for a fun and relaxing week of sailing. We will be departing from Bob Neff's Turkey Point Marina in Edgewater, MD (just south of Annapolis). This should be a great week of sailing and anyone interested in participating should contact Scots n' Water editor, Paul Nickerson or Bob Neff at 1032 Old Turkey Point Rd. Edgewater, MD. 21037 (301) 798-4146.



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VIEW FROM THE BACK

Is Your Crew Black and Blue - Setting up the Boat by Cal Hudson, FS 4660

This is the second in a series by Cal on getting started in the Scot and trying to become competitive in racing. You may find Cal's ideas to be somewhat complex, but remember, he's typically sailing two-up with his wife. After Cal's ideas we'll take a look at the rig used by Dan Goldberg. He typically sails with a crew of two ladies. The extra set of hands helps simplify some his his rigging demands and fewer things are rigged for skipper's convenience.

The Problem

Those of you who sail with wives or girlfriends might know the funny looks you get when people see their sailing bruises. People take them aside and give them the phone numbers of "safe houses". We had just bought our boat and had sailed in a couple of regattas when we had the chance to talk to Greg Fisher about rigging and tuning. Anita and I had already done a few things to the boat in an attempt to make things easier. Since we had no other Scots around, we came up with a few unique solutions.

The Issues

The first problem is to determine how many crew will be used most of the time. Since Anita and I sail together, a rigging design optimized for two became important. When sailing with three, there seems to be enough hands to do the various

chores making the problem of deciding where to put things much simpler.

Next step is to decide who will do what on the various legs of the course. I handle the tiller and main sail upwind while Anita handles the jib and sail controls. Downwind, Anita flies the chute (which requires FULL concentration) and I do everything else (hoist, pole height, centerboard, vang, main/jib trim).

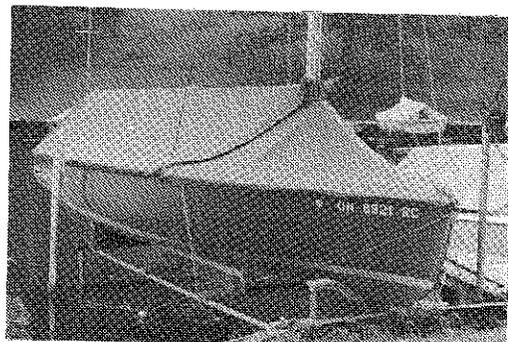
The Solution

In our boat, the cunningham, vang, topping lift, and spinnaker halyard are led down the centerboard trunk. Through-deck fittings are placed next to the mast with turning blocks on the sides of the tabernacle. Additionally, we mounted two cam cleats on the deck for our windward jib sheeting. When tacking, these effectively "self-release". This solution met with Greg's approval and worked well for us for the two seasons we had FS 1736. When we got our new boat (FS 4660) we had the same rigging setup except for the jib and spinnaker sheets. Harry Carpenter convinced us to switch from cross-sheeting the jib to leeward sheeting. We had tried this on the old boat without much success (couldn't get the jib uncleated in heavy winds) but with the much taller riser blocks on the new boats this finally worked properly. I had wanted to go with under-deck spinnaker sheets on the old boat but never got around

to doing it. The new boat has this and it's great. With fewer blocks on deck bruises are way down. Since there is generally only one hand available to adjust sail controls, purchase power became very important. Anita and I are no iron pumpers and we initially had trouble with this. Purchases are vang 10:1, cunningham 6:1, outhaul 6:1, topping lift 2:1 (was 3:1 in old boat but we found that this much wasn't necessary), and jib 2:1.

What's It All Mean?

The important point is to communicate with your crew. Find out what works best and is most comfortable for them (not you). Get ideas from other folks. At the 1987 Great 48 (and Wife-Husband) regatta, Anita and I walked around the dock checking out other rigging solutions. We took photos of those that looked promising. Two of the best sources of information on setting up your boat are Greg Fisher (see his tuning guide and article in Scots. n' Water) and Harry Carpenter. So you ask, "With all this work did you start to win any races?" Not exactly, we did however notice an improvement downwind and Anita was much less bruised. With the eased cockpit workload we had a better awareness of the boats around us. And believe it or not, we didn't finish last in every race. It wouldn't be until the next time we got together with Greg Fisher that we would make the next major leap; more on that next time.



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CAVEAT EMPTOR

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

For Sale: Scot #345 – Complete Racing Equipment and sails. Trailer Included \$2,000 or best offer. Larry Brashears (312) 446-3600.

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 1676 – Excellent condition always day sailed – never painted new Harkens-Sterling trailer, 3 sails, spinnaker Dole. \$3,600.00 708-323-6773.

FS 1918 – Douglass, maroon with white deck, undamaged, dry sailed at CSA, winter inside. Trailer, 2 sets sails, spinnaker, little used 5 HP motor with mount, swim ladder, compass etc. \$3950. John O'Meara, 314-361-5553.

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 3068 – Douglass, white hull, ivory deck. Sailed in fresh water only. 3 Mains, 3 jibs, 2 spinnakers, Motor Mount, trailer. Excellent condition. \$4500. Lynne Hopkins (407) 677-5592 Winter Park, FL.

FS 3812 – Douglass – white with blue stripe, Schurr sails, spinnaker, 2 hp. Mariner, compass, cockpit cover paddle, anchor, lines, bumpers, wind indicator, Tee Nee galvanized trailer, Bearing Buddy hubs, spare tire. Dry sailed except one summer. \$4900. Peter Hanson, 81 Marvin Ridge, New Canaan, CT 06840, (203) 966-5140.

FS 3316 – Built by Doug Sails, yellow hull, in excellent condition. New spinnaker never used. Call for details. 10000 McNiven Rd #1 Panama City, FL 32402 (904) 785-7500

FS 3438 – Douglass white hull, blue deck, excellent condition. 1980's model, 4 years; Schreck sails, spinnaker never used, 4 HP merc, galvanized trailer, full cover. \$5,000.00. John Schewepe, 1311 Montrose Drive, Shelby, NC 28150, Office (704) 487-7204, Home (704) 482-7162.

Means for NAC?
July 21-28, 1990
Condominium For Rent. 2 bedrooms, 2 bath. In the heart of the garden district adjacent to two famous restaurants. Easy access to Yacht Club. \$500.00 Contact: Allen Douglas, Box 752, Panama City, FL 32402, (904) 785-7500.

NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
4328	Capitol	Earl M. Collier, Jr.	555 13th St. NW Ste10W	Washington	DC	20004
3754	Capitol	Eugene Keegan	1355 Stillhouse Ln.	Elters	PA	17319
0126	Capitol	Sidney Lewis	405 Merrie Lane	Fallston	MD	21047
4618	Capitol	Edward & Chris Price, Jr.	2172 Lincoln Way, E.	Chambersburg	PA	17201
4548	Capitol	James W. Tyson	125 E. Middle St.	Gettysburg	PA	17325
4834	Capitol	Ron Whitesell	104 N. Kennedy Rd.	Sterling	VA	22170
1265	Capitol	Walter R. Wise	12805 Bunker Hill Rd.	Linon Bridge	MD	21791
3110	Carolina	Cheryl Foster	7840 Breckon Way	Raleigh	NC	27615
4631	Carolina	M. Bryan & Anne Jone	4810-C Tower Rd.	Greensboro	NC	27410
4366	Carolina	William Ross Pitser	621 Nokomis Ct.	Winston-Salem	NC	27106
4586	Carolina	Richard A. Worthen	250 Epping Rd.	Clemmons	NC	27012
2603	Greater NY	Joseph Batson	10 Crossroad Lane	Avon	CT	06001
2338	Greater NY	Alan H. Beck	850 Amsterdam Ave.	New York	NY	10025
0358	Greater NY	Mary Case	560 11th St.	Brooklyn	NY	11215
4526	Greater NY	Vincent A. DeLuca, Jr., MD	2 Elizabeth St.	Branford	CT	06405
3769	Greater NY	Robert J. Finta	9 Baywood Lane	Bayport	NY	11705
4386	Greater NY	Tim Hearna	5 Packard Dr.	Middletown	NJ	07748
3837	Greater NY	Jeff Macaulay	129 Emerson	Middlesex	NJ	08846
3630	Greater NY	Richard K. Walker	3 Bradley Rd.	Covent Sta.	NJ	07961
1312	Mich.-Ont.	John Brooks	706 Stanley	Ypsilanti	MI	48198
4456	Mich.-Ont.	Robert Greening	693 Peartree	Grosse Pointe	MI	48236
1540	Mich.-Ont.	Dan Koster	54 Pine Bay	Holland	MI	49424
2138	Midwest	Mike Brodrick	5321 Litchfield Rd.	Ft. Wayne	IN	46835
3162	Midwest	Joseph W. Leaman	3051 Decator St.	W. Lafayette	IN	47906
4300	Midwest	Tom Pinkel	426 Leman Settlement Rd.	O'Fallon	IL	62269
4424	Midwest	Sam Swisher	326 Oxford	Kennilworth	IL	60043
2809	New England	Peter Richards	7 Freeman Place	Duxbury	MA	02332
4621	NY Lake	John W. Morrow	4 Gateshead Rd.	New Hartford	NY	13413
2066	Ohio	Alfred Blumstein	1455 Wightman St.	Pittsburgh	PA	15217
3601	Ohio	Art Cohen	709 Sewickley Hts. Dr.	Sewickley	PA	15143
4122	Ohio	Bernie L. Eddy	437 Pennsylvania Ave.	McDonald	OH	44437
4576	Ohio	David D. Eyer	R.D. 4, Box 82-A	Ligonier	PA	15658
3757	Ohio	Elizabeth J. Hoefel	7011 Copperglow Court	Cincinnati	OH	45244
1845	Ohio	Elmer McCall	519 Clair Dr.	Pittsburgh	PA	15241
2549	Ohio	Albert H. Smith, Jr.	144 34th St., N.W.	Canton	OH	44709
2626	Ohio	Thomas & Cindy Straus	132 Maple Ave.	Smithfield	OH	43948
0191	Ohio	Paula L. J. Swayne	413 Potomac St., Box 176	Bloomington	MD	21923
0155	Ohio	Phil Wood	455 Park Ave. W., #507	Mansfield	OH	44906
2913	Ohio	Roger P. Zelt	200 Iroquois Rd.	Pittsburgh	PA	15241
0979	Pacific	John C. Olson	910 18th Avenue East	Seattle	WA	98112
1303	Pacific	Ed Johnston	2274 Francisco St.	San Francisco	CA	94123
1303	Pacific	Sam Hinkley (Co-owner)	2274 Francisco St.	San Francisco	CA	94123
0752	Prairie	David & Heidi Jo Stanfield	3817 Campbell	Kansas City	MO	64109
1582	Prairie	Patrick J. Zavoral	606 19th Ave., S.	Fargo	ND	58103
1754	Texas	J.M. Hershey	Fonda Mkt. Rd., Box 214	Egypt	TX	77436
2599	Texas	Betsy Robertson	Rt. 3, Box 101-F	San Marcos	TX	78666
2007	Florida	Robert Aversa	10195 Marlin Rd.	Miami	FL	33157
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This year PCYC was determined to win and they went all out to do so. They wanted every advantage. Instead of going with the same old sailmaker they tried something different, Sobstad. The sails were faster in the club elimination series and they helped the Junior members win the Junior Lipton Regatta, held in Mid August.

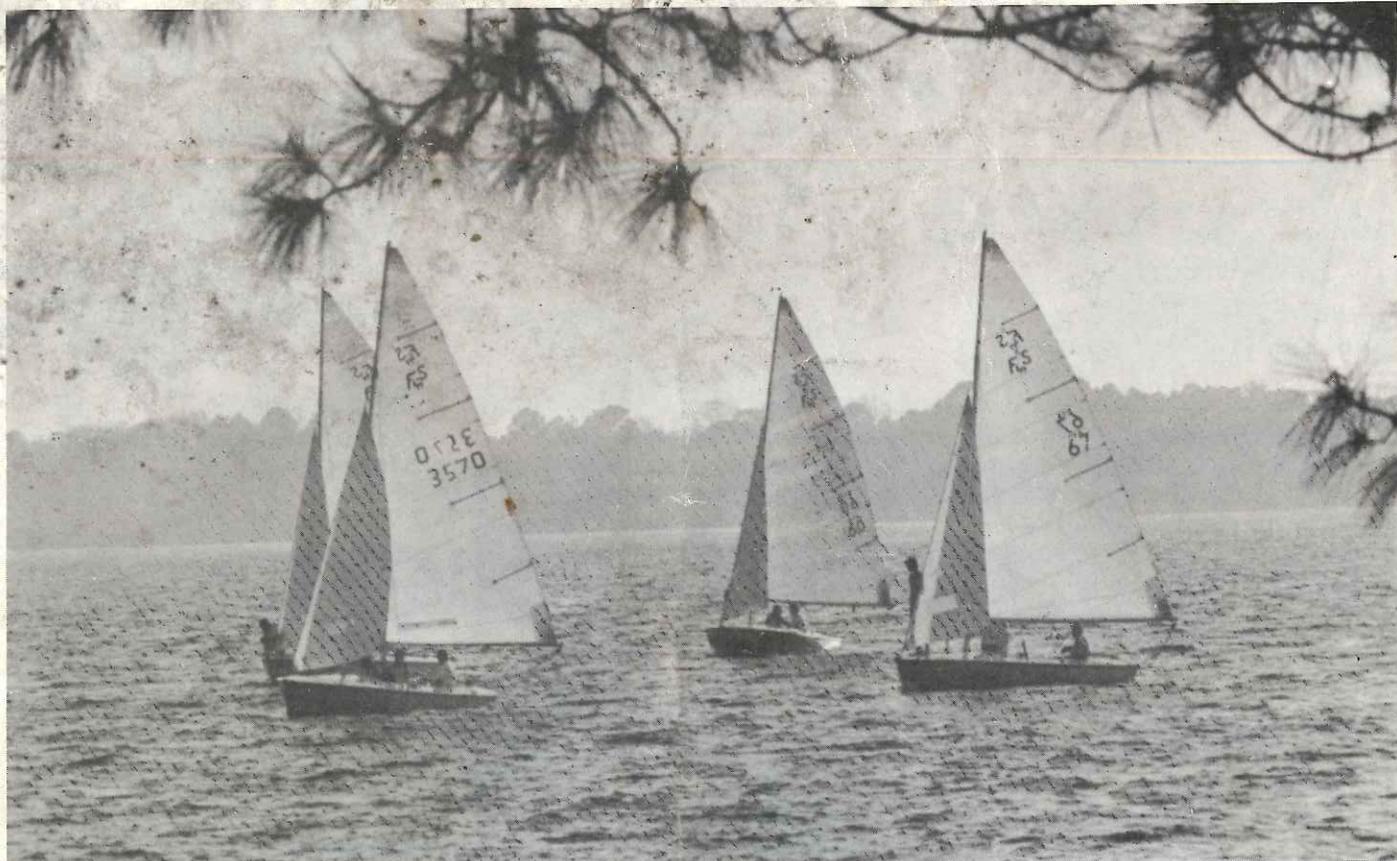
Going into the Lipton Regatta, they knew that they were going fast and had fast sails, this confidence led them on to victory. Keep in mind that there were no Sobstad sailmakers on board, just club members. Wouldn't you like to have that kind of edge? Give us a call and find out what is so different about Sobstad and why we are the choice of the winners.

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