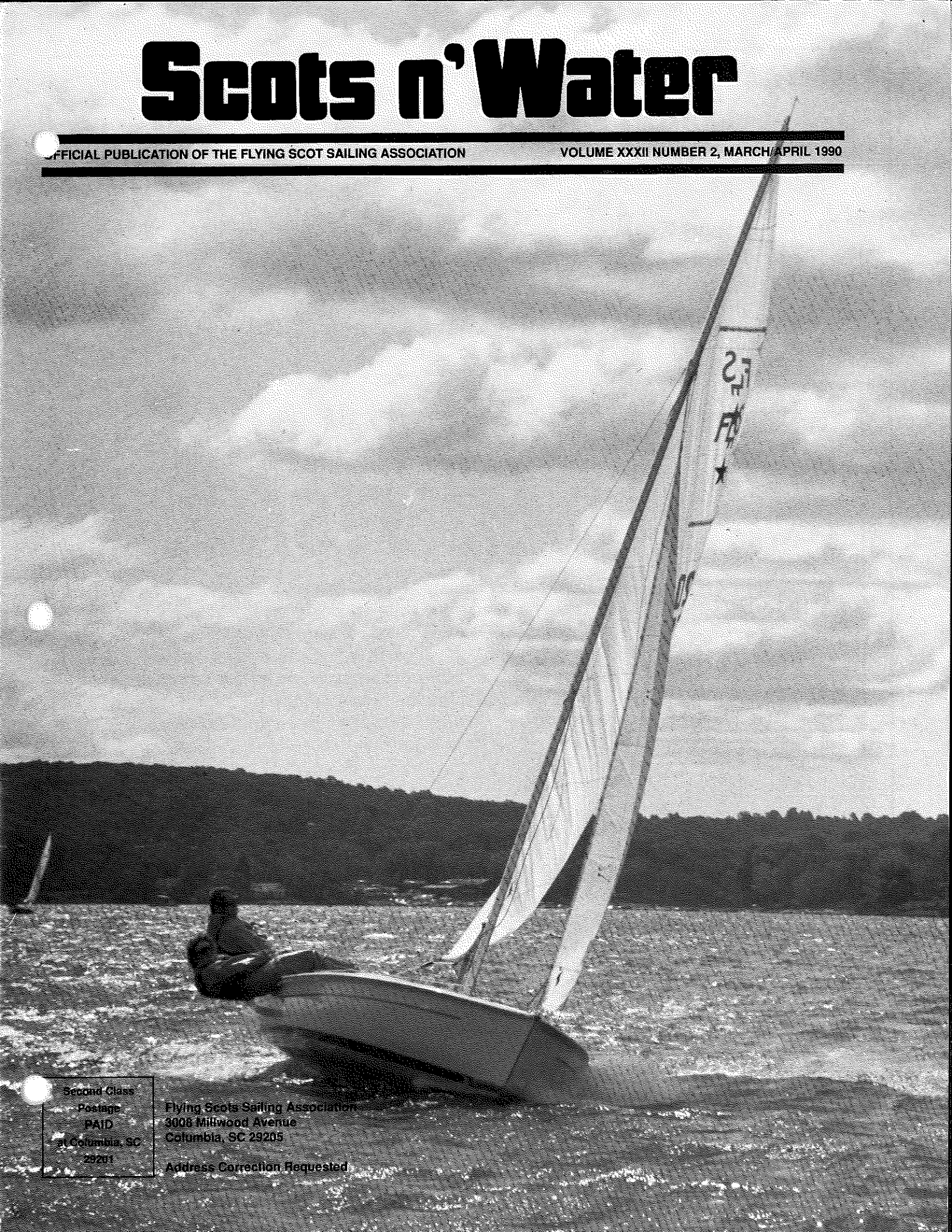


# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXII NUMBER 2, MARCH/APRIL 1990



Second Class  
Postage  
PAID  
at Columbia, SC  
29201

Flying Scots Sailing Association  
3008 Millwood Avenue  
Columbia, SC 29205  
Address Correction Requested



Steve and Greg are committed to helping Flying Scot sailors get the most out their sails.

## Fisher Sails Sweeps '89 Scot North Americans

Championship Division

1, 2, 4, 5

*8 out of Top 10 boats!*

Challenger Division

1, 2, 3

Sail Faster. Sail Smarter.

# SAIL FISHER!

Fisher Sails can help you sail faster and smarter! You can sail *faster* because our sails are designed to deliver top level performance. Our advanced construction techniques give our Flying Scot sails the durability you can depend on race after race. You can sail *smarter* because our sails are forgiving and require minimal adjustments as conditions change around the course. That means you have more time to concentrate tactics and winning races!

We're committed to helping Flying Scot sailors get the most out of their sails. If you ever have a question or a suggestion, give **Greg Fisher** or **Steve Callison** a call at the loft. We want you to consider us *your* personal sailmaker! Don't be left behind. **Join the Fisher Team!**



FISHER SAILS  
330 W. Spring St.  
Columbus, OH 43215

(614) 221-2410  
Fax: (614) 297-0514

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

# Flying Scot® Sailing Association

3008 Millwood Ave.  
Columbia, S.C. 29205  
803-252-5646  
1-800-445-8629  
FAX (803) 765-0860

## PRESIDENT

Lawrence W. Taggart, Jr.\*  
5809 Memphis St.  
New Orleans, LA 70124  
(504) 482-7358

## FIRST VICE-PRESIDENT

Robert P. Mackenzie\*  
2309 W. Audubon Dr.  
Muncie, IN 47304  
(317) 284-0971

## SECOND VICE-PRESIDENT

Bernard A. Knight\*  
15999 Quiet Oak Rd.  
Chesterfield, MO 63017  
(314) 532-9410

## COMMODORE

E. Paul Moore, Jr.\*  
317 Country Club Drive  
Ballwin, MO 63011  
(314) 227-6700

## SECRETARY

Jack T. Orr  
P.O. Box 3533  
Danbury, CT 06813  
(203) 748-1991

## IMMEDIATE PAST COMMODORE

Jack F. Stewart\*  
88 Overlook Dr.  
Alliance, OH 44601  
(216) 823-7885

## TREASURER

Thomas C. Hudson  
986 Haas Ave. N.E.  
Palm Bay, FL 32907  
(407) 725-3008

## MEASURER

Robert H. Murdock  
1404 Oakland Ave.  
Durham, NC 27705  
(919) 286-0093

## DESIGNER

Gordon Douglass  
P.O. Box 245  
Edgewood, NM 87015  
(505) 281-9395

## EXECUTIVE SECRETARY

Ed Eubanks  
3008 Millwood Avenue  
Columbia, SC 29205  
(803) 252-5646

\* Denotes Executive Committee Members

## Scots n' Water

### COVER:

Dave Jacobsen and Cathy Creme enjoy some heavy air at Candlewood Lake in Connecticut. (Photo by Forest Rogers)

# CONTENTS

MARCH/APRIL 1990

Volume XXXII, Number 2

**4** NEWS AROUND THE FSSA

**5** FROM THE PRESIDENT

**6** FLEETS IN

**7** FLEET REPORTS

**13** FSSA AUSTRALIAN CRUISE

**17** LIVING WITH A BRONZE-AGE FLYING SCOT

**19** STARTING LINE

**22** CAVEAT EMPTOR

**24** FSSA NEW MEMBERS

## Advertisers

<b>2</b> Fisher Sails	<b>15</b> Rooke Sails
<b>4</b> North Sails	<b>16</b> Schurr Sails
<b>8</b> Gordon Douglass	<b>20</b> BT Graphics
<b>12</b> Midwest Aquatics Group	<b>23</b> Sobstad Sailmakers
<b>14</b> The Sailors' Tailor	

## Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXXII, No. 2. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

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

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

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

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

# NEWS AROUND THE FSSA

## CHESAPEAKE CRUISE COMING TOGETHER

Response has been good toward getting a group of Flying Scots together to cruise the Chesapeake Bay from June 18-23 in the St. Michaels area. Plans are to start from Bob Neff's Selby Bay Sailing Center in Edgewater, MD and sail for St. Michaels. A mixture of hotel and camping accommodations are available during the week while we explore the Chesapeake's famed Eastern Shore. St. Michaels offers a great central location from which to cruise as well as local shoreside highlights including the Chesapeake Maritime Museum.

Rooms are at a premium and anyone seriously considering to join the cruise with the intention of getting a room should contact Bob Neff (301) 798-4146 for information immediately. Make plans now to participate and enjoy a week with other Scotters from around the country.

Dear Editor:

My reason for writing is that we hear that Sandy has had a setback, and is not well. This association exists because of Sandy, we all sail his boat. I thought that some of his old friends in the association might want to write to him. His address:

Gordon K. Douglass  
P.O. Box 245  
Edgewood, NM 87015

We all enjoy the good time we have on the Scot. Right now a word of encouragement would hit the spot.

Erick M. Ammann

currently making plans for another FSSA charterboat cruise during 1991 in Turkey. Full details will be in the next issue of **Scots n' Water**. Enjoy his report on Australia and New Zealand and be ready to make plans for Turkey in '91.

## HUSBAND WIFE CHAMPIONSHIP

The 1990 Husband-Wife Championship will be held November 10-11, 1990 in Melbourne, Florida. This is a break from the traditional summer date but is an excellent time for the best conditions Florida has to offer. Those dates also coincide with Veterans Day so it will be a three-day weekend for some folks. Make your plans early to attend.

Cal Hudson will be in charge and more details will be available in the next issue of **Scots n' Water**. "Real Florida Cooking" is promised for the meals including the best seafood, conch, and Key Lime pie.

## BOB VANCE ANNOUNCES ANOTHER FSSA CHARTER CRUISE FOR 1991

Featured in this issue of **Scots n' Water** is a report on a charter group of FSSA members who cruised the Whitsunday Islands of Australia. Bob is



# FAST.

THE REASON FOR CHOOSING  
**NORTH SAILS**  
TO HELP YOUR PERFORMANCE,  
JOIN THE WINNING GROUP!

For the fastest and most durable Flying Scot sails on the market, call:

Benz Faget  
NORTH SAILS NEW ORLEANS

1716 Lake Avenue  
Metairie, LA 70005  
(504) 831-1775

FAX (504) 831-1776

**NORTH SAILS WINS 1989 MIDWINTERS**

# From the President

## MAKE PLANS FOR NEW ORLEANS THIS SUMMER THERE'S SOMETHING FOR EVERYONE

*By Larry Taggart, FS 4510*

As plans progress down here in New Orleans for the 1990 NAC, I have been reflecting back on my first NAC. Coincidentally, it was in New Orleans in 1975, some fifteen NAC's ago. Since my finish that year was something I'd rather forget about, I recall why I sailed the next 14 NAC's (and God willing this summer's NAC).

The reason is the many friendships I developed back in 1975 and the years since then. As with many who sail religiously, my closest friends are sailors. Our Mid-Winters and NAC's as well as many other Scot events provide an opportunity to renew these friendships and make new ones. This is part of the fun of racing as winning isn't everything.

As a Senior USYRU Judge, I have had an opportunity to learn something about some other large classes of sailboats. Each seems to have its own unique characteristics. But I have yet to run across one where such close friendships have developed — and where on the water differences are usually forgotten once ashore. Perhaps this is partially due to the family nature of our boat and our class.

If you do not participate in at least some of our functions throughout the year, you are truly missing out on an opportunity to have fun and make new friends too. This is just one more aspect of a CLASS WITH CLASS!

### **JUNIORS, MASTERS (?) & LADIES FOR 1990 NAC**

The JUNIOR NAC will continue with the same qualifications as in the past two years: the Skipper must be 17 or under and not turn 18 during the year of competition. The crew must meet the same age requirements as that of the Skipper or must be a member of the Skipper's "immediate family". As noted elsewhere in this issue, all races will be held on the Sunday preceding the NAC in order to best accommodate those traveling from distant ports.

Eligible competitors for the MASTERS DIVISION must declare their intention to race in this division when pre-registering or with the Registration Committee upon arrival at the regatta site. To be eligible, the Skipper must be at least 50 years of age at the time of the regatta and the combined ages of Skipper and one crew must equal or exceed 100 years. Masters will race with the Challenger Division during the final five races of the NAC. Masters will not be eligible for the Challenger Cup or other trophies available to the Challenger Division UNLESS Masters compete fairly in all races of the Qualifying Series and FAIL to qualify for the Championship Division. Masters are not required to sail in the Qualifying Series but may do so in order to compete for the William V. Singletary Trophy. The winner of the Masters Division will be de-

termined by scoring each eligible competitor's best three finishes in the final five races. (This format allows competitors to sail in both the Challenger and Masters series.)

SOMETHING NEW (we hope)! The FSSA Executive Committee will be asked to sanction a LADIES' NAC to be held concurrently with the Junior NAC on Sunday. The only qualification is that the Skipper and Crew must be all female. Credit Charlotte Gordon Fisher for this suggestion. Since there are always many gals participating in the NAC, she feels that several of you can join forces to sail together for this event. Check the next issue of **Scots n' Water** to see if this comes about.

As you can see, NAC participation at all levels is being encouraged. Get your crew together now and make plans to come to New Orleans for the 1990 NAC.

# FLEETS IN

## FUN 4-SAIL

by Greg Fisher, FS 3961

Have you ever looked for a new exciting place to sail in the middle of winter when the snow is so deep up North you can barely get your boat out of the driveway? Well, Cal Hudson has put together the ideal regatta at the ideal place in early February. The Fun 4-Sail regatta is sailed on the sheltered waters of the Indian River in Melbourne, Florida. With the prevailing breezes and warmer temperatures, it's the perfect place for a Flying Scot regatta. This year four other classes participated; the Thistle, the Lightning, the Laser, and the MC Scow, but the Scot continued to maintain position with the greatest participation as fifteen boats made the trip. This year also brought some of the top competitors in the class. Steve Bellows of Pensacola, Florida and Charlie Fowler of Miami dueling it out until the end. Bellows dominated with five firsts, while Charlie Fowler had a lock on the second place spot until the last race while in the heaviest breezes, Charlie flipped. Charlie did have few enough points to maintain his position over the third place finisher, Dick Slosar.

The breeze was definitely up at this year's regatta, with the heaviest breezes getting up to twenty-five on Sunday. While there were a couple of capsizes, the Scots managed to keep their boats upright more often than the other classes!

After Saturday's racing, Melbourne Yacht Club had their usual keg of beer and dinner party followed by a seminar led by yours truly. This has turned out to be a fun event in that it seems like everyone in the regatta gets involved by relating what they've learned (both good and bad!) that day. We've shown both videos and slides the past couple of years, and hope to have a combination in 1991. Once the seminar is over, the party resumes!

Cal Hudson and the Melbourne Yacht Club are hosts for the 1990 Husband-Wife National Championship, November 10 and 11. Surely, with Cal's enthusiasm along with the entire Florida District's, and the MYC's excellent facilities and the tremendous weather and wind, this year's regatta will not be one to miss. Follow that up with the 1991 Fun 4-Sail, and it will be one great winter!

FINAL RESULTS	Race	1	2	3	4	5	Total
1 Steve Bellows	4410	1	1	1	1	1	3.75
2 Charlie Fowler	2068	2	2	2	2	DNF	21
3. Dick Slosar	1130	3	10	4	4	2	23
4. Jim Signor	1736	4	3	7	3	6	23
5. Gary Sullins	1693	8	5	5	6	7	31
6. Ed Wynn, Jr.	3676	5	4	8	11	5	33
7. Bill Naylor	4334	11	6	11	5	4	37
8. Cal Hudson	4660	10	8	3	8	10	39
9. Don Smith	3768	7	12	10	7	8	44
10. Bob Sandifer	3529	6	7	DSQ	DSQ	3	48

## GLIMMERGLASS REGATTA

by Ron Streek, FS 1421

The 22nd Annual Glimmerglass Regatta was held on Ostego Lake on the Weekend of September 16-17. Saturday's skies were overcast with light to medium, shifty winds. Sunday winds were about 6-12 knots. This is a multi-class regatta, with all classes getting their own start. A total of 46 boats attended, among those were 15 Scots.

Saturday's races proved more than interesting. The name of the game seemed to be "position and ability to change gears" quickly. In the first race, the lead changed four times before the race was over. Jeff Penfield, Ron Streek and John Clark had all tried the lead at one time or another. Eventually Clark won out with Streek and Penfield following for second and third.

The second race on Saturday, after a lunch break, was sailed in much the same conditions. At the start, most of the fleet favored the pin end of the line. Needless to say some bargers needed to re-start. Jeff Penfield broke from the pack early, followed by Jim Cavanagh and Ralph Riem. They worked their way up the left side of the course, while Ron Streek, after re-starting, hit the right side of the course and a good lift. At the weather mark, it was Penfield, Streek, Cavanagh, Riem and Clark in that order. The reaching leg proved interesting, as the leaders sailed into a hole just before the jibe mark, but Penfield rounded in good shape. Cavanagh, Riem and Streek rounded in a dead heat. At the finish line, Jeff Penfield was out ahead while Cavanagh and Riem fought it out for second and third, followed by Streek and Clark.

The Glimmerglass Regatta is noted for its cocktail party after sailing on Saturday. This year, a chicken barbecue followed the party and for those late-niters, a bonfire was a good place to swap tales of the sea.

Sunday morning brought steady winds from the Southeast at about 6-12 knots.

The skies looked like there was a good chance of rain, but it held off until we were off the lake. The third, and final race was closely contested all the way, excepting for John Clark and Ralph Riem. They worked out to an early lead and finished first and second. The third and fourth places were contested right to the finish line, by five boats, with Ron Streek and Richard Fleury leading the pack. These positions were important in determining the final results.

It should be noted that there were five Fleet Captains and three districts represented in the fleet, demonstrating the strong support in the Scot class.

FINAL RESULTS	Race	1	2	3	Total
1. John Clark	2821	1	5	1	6.5
2. Ron Streek	1421	2	4	3	9
3. Jeff Penfield	3998	3	1	7	10.75
4. Ralph Riem	4565	10	2	2	14
5. Rich Fleury	3563	6	6	4	16
6. James Cavanagh	4499	7	3	11	21
7. Duffy Zornow	4409	12	8	6	26
8. Chris Rotunno	3991	4	14	9	27
9. Peter Seidman	4254	8	9	10	27
10. Russ Munkenbeck	3241	5	10	13	28

## BLOWOUT AT CAVE RUN

by Bob Summerfeldt, FS 264

Usually the middle of October in eastern Kentucky is delightful, with chilly mornings, warm afternoons, the leaves in full fall colors and light to moderate air. This year, however, was a bit different. Two days before our Grand Annual Regatta, an early winter storm churned through the area, dumping four inches of snow on southern Ohio. For Saturday's planned round-the-bouys races the 37 boat fleet (including nine Scots) was greeted by temperatures in the low 40's and very high winds with sustained gusts well into the 30's (clocked at 32 in the protected marina cove!). Only one race was completed in these extreme conditions with many capsizes and equipment failures (the only Scot casualty was Art Berstein's shredded shroud, stretched nearly to the breaking point). After putting the boats back together again we retired to a supply of appropriate beverages and a hearty steak dinner, to swap war stories and complain about the weather.

Sunday, although still unusually cold, was much more like what we had in mind with typically shifty light to moderate air. The traditional Down-the-Lake

(Continued on page 8)

# FLEET REPORTS

Editor: As a member of the Flying Scot Sailing Association and active participant in local, regional and national regattas for the last ten years, I feel like I know a lot about this class. I am constantly reminded as I receive questions just how little I know about many of the individual fleets. I figure I have attended regattas at about 20 different fleet locations and considering there are over 100 active fleets, that is a very low percentage. Each fleet has its different characteristics. Some are growing in leaps and bounds while others die as sailing activities change in the area.

I recently encountered a desperate Scot owner who thought because he was transferred would have to sell his Scot. Little did he realize that where he was transferred to there was abundant Scot activity for him to enjoy. For years I have preached to everyone to use the trailer that came with the Flying Scot and enjoy more than just your home waters. As part of educating the entire FSSA, starting with this issue we will take a look at the fleets and sailing locations that make up the FSSA.

I will also make the comment that a letter and survey form was sent to every listed Fleet Captain in the FSSA data base in December for this purpose. If you are currently a Fleet Captain, please take the time to send a letter or post card to the FSSA notifying them so. This helps make mailings requested by Officers, Governors, Fleet Captains and others more accurate. I often hear complaints about the accuracy of the FSSA data base but we only have ourselves to blame if fleets do not notify the office of changes.

I hope that these reports from other fleets will help you to get out and visit some other sailing areas be it for a regatta or part of a vacation trip.

## **FLEET ONE, COWAN LAKE** **Wilmington, Ohio**

Fleet One, sailing on Lake Cowan near Wilmington, Ohio was organized shortly after the Flying Scot became available. As I recollect, single digit sail numbers were on the first Scots seen on the Lake. For 1990 we now have 60 boats on our fleet roster. Of these, 40 are members of the Cowan Lake Sailing Association, our home club. CLSA is a do-it-yourself club that maintains two shelter houses, one with a kitchen and club room facilities,

camp grounds and parking. Our docks are on State property down Cardiac Hill from the club. CLSA organizes one or two races every Sunday and the Holidays from mid-April to the end of October with a separate start for Scots.

All are welcome to race; just show up at the starting line and then follow my boat, FS 3808. Fleet 1 members come mostly from Cincinnati and Dayton but we have members from as far away as Lexington, KY and Springfield, OH. The fleet organizes a fun-day regatta, June 23-24 for 1990 and the PIG ROAST REGATTA in the fall, September 22-23 for 1990. The PIG ROAST is our annual Flying Scot event, with 36 boats competing in two divisions the last two years. Makes plans to come and we'll go for fifty boats in 1990. Also fleet 1 hosted the 25th and 30th Anniversary Regattas and is planning for the 35th in 1992.

In 1989 Scots averaged 12 boats for all of the 46 CLSA club races with 24 boats sailing 10 or more races and 10 boats sailing the required 19 races required for the CLSA Fleet Trophy. Lynn Goodwin, FS 3889, is our champion, Jack Rudy, FS 4321, is second and Sandy Eustis, FS 3850, is third. To encourage participation, Fleet 1 has established the Flying Scot Challenger Trophies for each of the Spring, Summer, Fall, Holiday and Season Race series. Scoring is for all Scots that have not won trophies for these races in past seasons.

On the social side, Fleet 1 has never lost a party and stays in practice by having a pot-luck supper after the race once each month during sailing season. Once the boats are in dry-dock we continue to meet for a holiday party in December plus two or three more events just to be certain the cooks maintain their racing edge and the friendship remain active. For 1990 a trip to Fisher Sails in Columbus is planned - everyone is hoping for free samples - plus at least one other party in March to get in shape for the 1990 season.

Our FUN REGATTA has as its primary goal the participation of our non-racing members and involves hands-on help from the hot-shots on boat rigging, handling, tactics (legal and otherwise), boat swapping and, if time permits, a race or two where scoring is questionable and incidental. Of course, we don't forget to party.

Fleet One has continued to grow at-

tracting members from other CLSA classes as well as new sailors. While there is always room for fleet growth, the rather small Cowan Lake is not getting any bigger.

## **1990 FLEET CAPTAIN**

**Robert Fremont**  
7869 Pinemeadow Lane  
Cincinnati, OH 45224  
(513) 522-9128

## **FLEET 19, BERLIN RESERVOIR** **Youngstown, OH**

Fleet 19 sails out of Berlin Yacht Club at Berlin Reservoir in Northeastern Ohio. The BYC facilities include a clubhouse with large lawn, a camping area and a boat launch, drysail and docking area.

Fleet 19 sails on a three mile expanse of Berlin Reservoir between two bridges.

There has been some slow steady growth lately with younger sailors joining the fleet and membership is now up to 33 boats. The club is very informal and the fleet often gets together for pot-lucks after racing.

A spring and summer series is raced on Wednesday evening and Sunday afternoons. Triangular courses are set around permanent marks on the lake. Jack and Rosalie Leipper are the current fleet champions. Fleet 19 is also proud of the number of boats that travel regularly to regattas.

Berlin's Invitational Regatta is run every year in early June (9-10, 1990) and features hors d'oeuvres, whiskey sours and Manhattans, and a home cooked dinner. There is plenty of camping on club grounds for visitors.

There is still room for growth in the fleet but the local job market has created fleet turnaround. Still the strong racing and social program have helped create fleet growth as most of the members live within an hour's drive.

## **1990 FLEET CAPTAIN**

**Keith Rober**  
631 Angline Dr.  
Youngstown, Ohio 44512  
(216) 758-5337

## **FLEET 23, WHITE ROCK LAKE** **Dallas, Texas**

Fleet 23 sails at White Rock Lake in Dallas, Texas and is part of the Corinthian Sailing Club. The Clubhouse is built over the water at a city park. The

(Continued on page 8)

## Fleets In

(Continued from page 6)

race counts double and covers a lot of territory. Rick Baugher, John Clickener and our own Steve Branner fought it out at the front of the pack all the way down and back with a very exciting finish.

For the event, Rick Baugher (3666) placed first, the Clickeners (3930) in second, followed by Steve Branner (4348) who also won the overall trophy for the Cave Run Sailing Association. Hopefully, this year got the bad weather out of the way for a while. We are looking forward to seeing more of you in the future.

## SUGAR BOWL REGATTA

The 1989 Sugar Bowl Regatta in New Orleans was well attended despite record setting cold and snow — yes, snow — the week before. Christmas Eve saw something even the “old salts” could not recall ever happening before — Lake Pontchartrain (site of the 1990 NAC) was iced over some 100 yards out. Some daring souls even walked out on it in the shallow waters. The entire yacht harbor was covered with a quarter of an inch thick glaze of ice. Eighteen Flying Scots

braved the 44 degree lake waters and mid-50's air temperature — and even fog — in light to moderate breezes. Some of us even accused FSSA Vice President Bernie Knight of bringing some “Yankee weather” down with him to gain a competitive advantage. But Bernie came out on the other side of things when wife/crew Barbara decided to take a swim and then hit the warm showers leaving hubby skipper to put the boat up by himself!

Thanks to those of you who traveled to New Orleans to race with us. By the way, we are back to “normal” weather here in mid-January as I write this report — today's high was in the upper 70's!

## RESULTS

### OPEN DIVISION

1. Eric Doyle, Pass Christian, MS (1-2-1)
2. Larry Taggart, New Orleans, LA (2-1-2)
3. Bruce Moore, Irvine TX (5-6-3)

### GYA RACE OF CHAMPIONS

1. Scotty Sonnier, Southern YC (1-4-1)
2. Rod Stieffel, Bay-Waveland YC (3-1-3)
3. Herb Sumerall, Pontchartrain YC (2-5-7)

## Fleet Reports

(Continued from page 7)

club is very rustic and has about 150 hoist slips. Fleet 23 is one of the largest fleets in the FSSA with 43 active FSSA members.

Fleet 23 sponsors fleet activities 52 weeks a year with the racing program actually running 50 weekends a year. There is a Winter series, Spring/Summer series and a Fall series. Racing is done on an Olympic, Goldcup and windward/leeward course. A large percentage of the fleet participates in the racing program sometime during the year.

Fleet 23 takes great pride in its social participation throughout the year. One unusual event in August is a skipper prepared breakfast on the dock.

The annual Open House regatta is held every September (22-23 in 1990) and attracts many sailors from the GYA. We take great pride in the fact that many of the local boats that do not participate in the regatta make their boats available to out of towners and crews from other classes at White Rock. The regatta is al-

(Continued on page 9)



# FLYING SCOT FS

*...parts shipped in  
24 hours!*

When your boat needs a part, Gordon Douglass has it and we'll ship it within 24 hours. **All Scot owners are automatically on open account.** We supply covers, trailers, and other accessories designed and built specifically for Flying Scots. And we build new Scots to order. Call or write for information.

*The updated version of Highlights of Scots n' Water is now available — \$9.50 postage paid.*

**Gordon Douglass  
Boat Company, Inc.**

Rt. 4 Box 9K Deer Park, MD 21550  
(301) 334-4848

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



## Fleet Reports

(Continued from page 8)

ways capped by a steak dinner on Saturday night.

The fleet has been very stable for many years but there is still room for some growth. The biggest limiting factor is the club size and limited facilities. Most of the members who live near the club in Dallas enjoy getting together several times a year for fleet parties.

Being out in the big state of Texas, many members have learned to appreciate their trailers and participate in other regattas. A trip to New Orleans is a 500 mile adventure and last fall three boats made a sixteen hour drive to Clinton, IL for the Glow in the Dark. Their chili and Lone Star and Dixie beer helped fuel the regatta.

Richard Wade and Melody Hammer are the reigning fleet champions and the good bunch of the fleet is tightly bunched in competition right behind them.

### 1990 FLEET SECRETARY

**Bruce Moore**

9554 E. Valley Ranch Pkwy. #2079  
Irving, TX 75063  
(214) 506-7842

## FLEET 24, CANDLEWOOD LAKE New Fairfield, CT

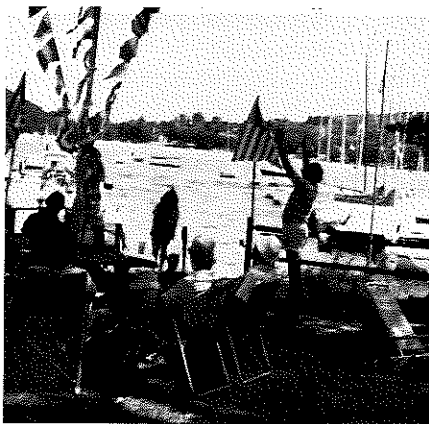
Fleet 24 is located on picturesque Candlewood Lake near New Fairfield, Connecticut. It's Connecticut's largest lake, located in the foothills of the Berkshires. We experience some very challenging wind conditions. The lake consists of four fingers with our race course located in the "H" section where the fingers meet. The courses consist of a typical Olympic, modified triangle, and gold cup.

The race program commences in mid May and ends in late September, with 3 series. Racing is two races back to back on Sunday afternoons. The fleet of 30 boats also has fun races of crew-skipper and a scavenger hunt. The fleet consists of 2 divisions, Red and Blue, with approximately 7 boats in each division. In 1990 an experiment will be made with Saturday racing. The races will be instructional, and this we hope will improve the competitiveness of our fleet. The overall fleet champion in 1989 was Jack Orr, the FSSA Secretary.

Candlewood is a man-made lake, built for the purpose of generating hydro-electric power. Contrary to popular belief, there is no "Old New England Town" beneath it's water. On September 29, 1928

the waters reached an elevation of 429 feet, and the lake, the first **large scale** operation **pumped** storage facility in the United States was complete. It covers 5420 acres, is 11 miles long, has a shore line of 60 plus miles and is two miles at its widest point. The maximum depth is 85 feet, with an average of 30 feet.

The name Candlewood was derived from New Milford's "Candlewood Mountain", which was named after the Candlewood trees whose saplings were sometimes used as candles by early settlers.



*Fleet 24 members at Candlewood Lake in Connecticut gather on the club lawn after racing. (Photo by Forest Rogers)*

There is potential growth for the fleet but since there is a lack of club facilities our main concern is getting all the boats on the lake active.

### 1990 FLEET CAPTAIN

**Forest Rogers**

6 Phoebee Lane  
Brookfield, CT 06804  
(203) 775-0665

## FLEET 31, SHORE ACRES YC Barnegat Bay

Fleet 31 sails on the waters of Barnegat Bay, located along the central New Jersey Coast. We enjoy a competitive sailing season that begins the first week of May and ends the last week of October. Throughout our six month racing season, we sail in a variety of wind conditions. During the summer months, we encounter an afternoon seabreeze we lovingly refer to as the "Barnegat Doctor".

The waters are fairly shallow and require close attention to centerboard depth. However, this lean shallow water is excellent for crabbing. Some of the best crabbing always seems to be right in

the middle of the race courses. There is nothing like close reaching under spinnaker through a crabbing fleet. Sometimes the terror in the crabber's eyes is only matched by the terror in our crew's eyes. All in all we share and enjoy the bay without many unfortunate incidents.

At Shore Acres YC, where 40 of the fleet's Scots are moored, our racing is broken into 3 series. The spring and fall series last five weeks with two races back to back. The summer series is a 10 week 20 race series with a morning and afternoon race. The break for lunch usually allows the "Doctor" to kick in for some exciting afternoon racing. The fleet loves it when it blows and generally spinnakers always go up.

Fleet 31 has maintained a 40 boat Scot fleet for many years. While membership turns over, we have been able to maintain this size. The one problem which we have as a fleet is that many members must drive over an hour and some as much as two hours to participate. The strength of our social program helps to justify the drive for everyone and makes it a strong close fleet.

We sail a modified triangular course with an extra windward and leeward leg. The modification is designed around our starting line. We start all of our races right off our club's deck. This can be a problem getting good windward starts. But by starting and finishing at the club, it encourages other members, friends, and family to come and watch the racing.

Shore Acres racing is held on Sundays. We share the race course and the committee work with a competitive Hobie 18 fleet also moored at Shore Acres. The Scots and Hobies also find good competition in the Barnegat Bay Yacht Racing Association. The BBYRA races on Saturday, starting over 200 boats in over 20 different classes from Lasers to E Scows.

The many opportunities we have to race sometimes keeps us from traveling to other regattas. On any given Sunday, we may find as many as 25 Scots on the starting line. We have found that an "A" and "B" fleet keeps the interest up for the newer skippers. They don't have to worry about going head to head with the old salts. We all start together though so the racing is always competitive.

After a hard days racing we can retire to an informal club bar and talk about the days events. We had in the past a black-

(Continued on page 10)

## Fleet Reports

(Continued from page 9)

board summary of each race conducted by the winners. This little seminar reviewed tactics, rules, and boathandling. We will be bringing the blackboard back this year because it was so popular. If you are ever in the neighborhood, stop by for some good wind, good sailing, and a good time.

### 1990 FLEET CAPTAIN

**Joseph Thorpe**

32 Bruce Court  
Milltown, NJ 08850  
(201) 545-5282

## FLEET 34, CLEAR LAKE

### Fort Wayne, IN

Clear Lake is a beautiful spring-fed lake about 800 acres in size located in the very North-eastern corner of Indiana. The lake is surrounded by cottages and there are approximately 30 Flying Scots on the lake.

The Clear Lake Yacht Club is basically a club-house facility where sailors can congregate. Since most boats are kept at cottages, there is little need for anything but temporary docking at the club. CLYC does contain a kitchen, bar, bathrooms and meeting room for club activities.

Between eight and ten boats consistently participate in the weekend racing program. Races are held on Olympic triangles usually with added windward-lee-ward legs. There is both a Saturday and Sunday series for the members to participate in on the weekends.

The Flying Scot has been traditionally the mono-hull of choice by Clear Lake sailors but we have seen swings in overall sailing activities as families and generations go through stages on the lake. Right now there is a lot of enthusiasm and we keep adding a few more racers every year. While we try to keep an enthusiastic group on the water the program tends to stay rather low key and casual. The standard complaint of light inland summer breezes applies at Clear Lake but it is still a wonderful place to sail.

Fleet 34 has maintained a good number of boats on Clear Lake so there is little growth anticipated, but we are always trying to get more and more members who use their boats for limited daysailing to get more active and participate with the fleet.

### 1990 FLEET CAPTAIN

**George Morrison**

8403 Rail Fence  
Fort Wayne, IN 46835  
(219) 485-4537

## FLEET 48, LAKE NORMAN

### Charlotte, NC

Fleet 48 is part of the Lake Norman Yacht Club on Lake Norman near Charlotte, NC. Lake Norman is also known as the "Great Inland Sea" as it covers 33,000 acres of water and 500 mile of shoreline.

Located on 27 acres of land around an inlet, LNYC has a club house and pavilion for picnics and to support the camping permitted at the club. Fleet 48 has hosted three NAC's since the mid 70's. Lots of docking is available and despite the bashing the club took from Hurricane Hugo last fall, everything should be close to normal this spring.

Fleet 48 consists of approximately 45 Flying Scots and runs a club series over 12 weekends from April to November with racing on Saturday and Sunday. There are also July 4th and Labor Day open class invitations. The courses set are generally Olympic or modified triangles. Bill Ross, FS 1290, is the reigning 1989 fleet champion.

Other active LNYC fleets include Thistle, Highlander, Laser, Sunfish, San Juan 21 and PHRF.

Besides the racing program, Lake Norman offers a great daysailing opportunity for fleet members. This combined with the camping along the shoreline accounts for many weekends spent at the club by members. Fleet membership is attracting some younger sailors and there is still a lot of potential for fleet growth. The fleet stays busy with fleet meetings, a boat repair day, and winter seminars on Race Management, Racing Rules and going FAST!

With all the strengths of a great location and large fleet, many members must travel an hour or more to LNYC. Plans for 1990 include more daysail activities and trying to put a stronger contingent on the road to other regattas.

Two annual regattas hosted in the Spring are the Sandy Douglass Regatta with Thistles, Highlanders and Flying Scots gathering as a tribute to Sandy's great designs. Seventy-one boats participated in this event in 1989. In early May (5-6 in 1990) is the Great 48 regatta. Scots have traditionally been allowed to leave boats over from the Sandy Douglass regatta that participate in both. This regatta has drawn quite a crowd including boats from New York, Pennsylvania and Ohio on a regular basis.

### 1990 FLEET CAPTAIN

**Bill Ross**

Rte. 2 Box 725  
Lakeshore Drive  
Mooresville, NC 28115  
(704) 892-0077

## FLEET 80, LAKE ARTHUR

### Pittsburgh, PA

Flying Scot Fleet 80 sails on Lake Arthur in Moraine State Park, 35 miles north of Pittsburgh, Pennsylvania. The total area of Moraine State Park is 16,000 acres, of which 3,225 are water. Fleet 80 is comprised of about 60 members. Roughly a third of the fleet members are actively involved in racing under the auspices of the Moraine Sailing Club with the remainder being daysailors.

Fleet 80 uses the boating and picnic fa-

(Continued on page 11)



LNYC members survey the damage caused by Hurricane Hugo. Repairs are underway and LNYC and Fleet 48 plan a full schedule for 1990. (Photo by Bill Ross)

## Fleet Reports

(Continued from page 10)

cilities provided by Moraine State Park. A March Icebreaker get-together, after-race picnics, and other social activities are organized on an informal basis, most often at Watts Bay, throughout the sailing year.

Flying Scots can compete in the spring, summer, and fall racing series of the Moraine Sailing Club. The spring series typically lasts for three weeks and is a "five race a day" Saturday series. The hotly contested summer Championship series starts in May and runs through September on alternate Saturdays. There are three races a day in May, June and September and two races a day in July and August. The fall series generally lasts four weeks and is a "three race a day" Saturday series.

Flying Scots race a triangular or modified triangular course (five different configurations). An average of 15 boats actively compete on a regular basis. Several Fleet 80 members participate in the District Championships, Mid-Winters, and Nationals on a regular basis. Two District Governors have come from Fleet 80. Our 1989 Fleet Champion is Tom Hoehler and Family.

The fleet membership has remained very steady in recent years and growth is limited by the use of State Park facilities. While many boats are stored on the park grounds, some boats must be trailered in for sailing. The state also controls race dates but we make up for this by having more races on those days. While not racing every weekend may cause some irregularities in the schedule, it is also nice not to have to plan to be there every weekend. Since most of the fleet lives in Pittsburgh, members typically drive around an hour to get to Lake Arthur.

The daysailing on Lake Arthur is also quite nice as it winds through the hills with several large branches.

Fleet 80 will sponsor the Whiskey Sour Regatta on September 15-16, 1990. This is a five race series featuring Jim Starr's infamous whiskey sours on Saturday evening. Everyone is cordially invited.

### 1990 Fleet Captain

**Ray Peters**

117 Cardiff Road  
Pittsburgh, PA 15237  
(412) 364-5879

## FLEET 105, MASSACHUSETTS BAY Cohasset, MA

Fleet 105 is an independent organization with close ties to both the Cohasset

Yacht Club and Cohasset Sailing Club. Sailing is on Massachusetts Bay. Prevailing winds are SE to SW at 5-15 knots in the afternoon. Winds will usually shift onshore many afternoons and the water temperature peaks at about 65 degrees in the summer. Approximately an 8 foot tide and well marked ledges must be considered while racing on the bay. Public launching ramps are available, but most of the fleet moors in the harbor.

There are 18 members of Fleet 105 and 12-13 boats participate regularly in the race program. The Cohasset Sailing Club has an extensive junior and senior sailing program using Mercuries and Turnabouts. The Yacht Club also has an active junior program sailing Rookies and 420's. Many of the juniors who attain Sailing Master status are willing crew for the Scot fleet, these juniors provide a great source of future growth for the fleet.

Racing starts on the last weekend in May and runs through Labor Day. Racing is held on Saturdays only with makeup races made up on Sundays when necessary. Races start at 2:30 on Saturday and visitors are welcome to stop by and participate when they are in the area.

Efforts are made by the race committee to set Olympic courses around permanent marks, but wind conditions and direction do not always allow us to sail Olympic courses. Races are for Flying Scots and 210's.

Congratulations to George Wey who is the reigning 1989 fleet champion.

The N.E. District Championship is planned for Cohasset in 1991.

Fleet 105 has added five boats over the last four years and we have seen the typical fleet age decrease with the new members. All of these new members have become active racers. Future growth will be controlled by the small size of the harbor and competition to acquire new moorings. We are currently working with the Harbor Master and Town to make more Scot mooring available to the fleet.

Most of the Fleet 105 membership lives in the local area.

### 1990 FLEET CAPTAIN

**Stephen Bartow**

48 Sohler Street  
Cohasset, Mass 02025  
(617) 383-0572

## FLEET 109, OSTEGO LAKE Cooperstown, NY

Fleet 109 of the Ostego Sailing Club is located on Beautiful Ostego Lake in historic Cooperstown, NY. We are eleven members strong (out of a total club membership of approximately 55 families), and participate in a competitive racing program of mainly Scots and Thistles.

The club facilities include a club house with a picnic area on a large plot of land. There is also an area for swimming. All boats are launched by ramp with some moorings available. Camping is permitted on the club grounds.

In the past, our strong racing program consisted of two races on Saturdays and two races on Sundays from May to October. This past year we experimented with a new format. We shortened the courses and aimed for three races each day. This new approach seemed to appeal to most of our racing members, and we are planning to continue this program for the coming year. All courses are Olympic triangles. Ron Streek is the reigning 1989 Fleet Champion.

Another change we instituted this year is to start all classes together and compute the scoring by both class and handicap. This allowed us to practice our starts with more boats on the line and make them more interesting and challenging.

Fleet 109 has seen some growth in recent years and there is still potential for growth. The Ostego Sailing Club offers a great sailing atmosphere and good race program and there is good competition between active one-design fleets for members and on the water.

Our annual regatta is the Glimmerglass, held every September (15-16 in 1990). This year we will also be hosting the 1990 New York Lakes District Championship, July 14-15. We hope all area Flying Scots will attend one of these fun events.

### 1990 FLEET CAPTAIN

**Ron Streek**

202 Main Street  
Cooperstown, NY 13326  
607-547-9755

## FLEET 124, DUXBURY YACHT CLUB Duxbury, MA

Fleet 124 is located at the Duxbury Yacht Club, between Boston and Cape

(Continued on page 12)

## Fleet Reports

(Continued from page 11)

Cod. The clubhouse and docks are located adjacent to a public boat ramp. There are about 35 Flying Scots that sail out of Duxbury YC as well as about 10 420s, 30 Marshall 14s, and 20 Beetle Cats.

As part of Plymouth Bay, the waters are very well protected with good breezes, great beaches and historic and scenic locations nearby. The area has a tidal range of about ten feet which restricts racing to two hours either side of high tide. This tide does not restrict day-sailing which is enjoyed by much of the fleet.

The racing schedule goes from mid-June to mid-September with weekend racing. Races typically find 12-15 Scots on the starting line and there is a Mid-Summer regatta.

Fleet 124 has maintained its size but there is still room for growth. Many of the members live very close to the club and take advantage of this great sailing location for more than just the good race program. Social activities are well attended and are an important part of the club.

Congratulations to 1989 Fleet Champion Ned Lawson.

### 1990 FLEET CAPTAIN

Neil Smit  
Box 2021  
Duxbury, MA 02331  
(617) 934-2974

### FLEET 153, SOUTH CENTRAL LOUISIANA

Fleet 153 is a collection of Flying Scots at four different sailing areas in Louisiana. It covers a large geographic area with many of the 25 members traveling over an hour to their favorite sailing area.

Lake Arthur is about 1 mile wide by 4 miles long and is formed by the Mermentau River. Lake Charles, in the city of Lake Charles is a small lake convenient to the city. Pelican Sailing Club is on the False River, an oxbow off the Mississippi River, near Baton Rouge. Cypremort YC is on the coast in Vermillion Bay, a large protected bay off the Gulf of Mexico.

While there are a lot of Scots in these areas combined, we must rely on a schedule of racing at different clubs for a fleet series and while each regatta attracts good participation, few boats par-

ticipate at all clubs. Each club is different but they all have the basic necessities such as bathrooms, showers, camping areas and ramps.

Hopefully articles like this can help us locate some isolated boats in the area to help create a more active program. These are all nice sailing locations and very diverse in appeal. Give a call or drop a line for a complete schedule of 1990 events.

Our big invitational regatta of the year is the Cajun Country Championships every November. Make plans to attend this year.

### 1990 FLEET CAPTAIN

Gary Painton  
204 Shekel Dr.  
Lafayette, LA 70508  
318-988-4331

### FLEET 165, CAVE RUN LAKE Morehead, KY

Fleet 165 is one of the newer Fleets in the FSSA and is located on Cave Run Lake in rural eastern Kentucky. Few

(Continued on page 15)

## Midwest Aquatics Group

TJ SAILING SPECIALISTS

313 • 426 • 4155

313 • 426 • 5532 FAX

8930 Dexter-Pinckney Road  
Pinckney, Michigan 48169

**In Stock:** NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the crew", race equipped SCOT. TJS rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat and not the crew or sails).

**Previously owned SCOTS:** All with MAGI warranty. Call or write for details.

**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, TELO windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

**Check your Gooseneck!** We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

**Accessories:** DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear; EXTRASPORT pfd's, ACCUSPLIT racing timers, at \$43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA compasses, and much more. **Call us for holiday or birthday shopping suggestions.** Catalogue available.

**New Items:** HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$33 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

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

We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.

# FSSA AUSTRALIAN CRUISE

**Bob Vance, FS 3800**

**Kevin Kane**



*Kevin Kane, Don Hott, Pat Vance, Charlotte Hott and Pam Vance enjoy a wonderful sail and a fresh breeze.*

For the seventh time in the last 20 years, members of the Flying Scot Sailing Association experienced a new exotic location for Bareboat Sailing and Sightseeing. Previous trips included the Greek Islands, Prince William Sound, Bay Islands off Honduras, British Virgin Islands and the Grenadines.

On April 1, 1989, 43 excited Flying Scot Sailors set forth to the Whitsunday Islands inside The Great Barrier Reef of Australia. Most of us think of scuba diving when we think of The Great Barrier Reef but some of the best sailing is also there. Until now, the Whitsundays have been a secret kept by the Aussies. The Whitsundays are a group of 74 islands lying just off the mainland of Australia, halfway up the 1500 Mile Queensland Coast. The Great Barrier Reef protects the group from the heavy seas of the Pacific.

These islands are unique compared to other islands that spot the Reef because they are continental, not coral islands; that is, they are the tops of a submerged range of coastal mountains which rise 1000 feet above sea level. Unlike coral islands, they are covered with rain forests similar to that found on the mainland. Also, they are much closer together, making day sailing among them challenging but achievable for sailors using eye-ball navigation.

Hayman Island in the Whitsundays is the home of one of the most exclusive resorts in the world — rooms start at \$1200 per day. Even more exciting to sailors is Hamilton Island Raceweek. It attracts some of the top racing sailors in the world, including America's Cup contestants, and our trip was planned to coincide with Raceweek.

Also visiting the Whitsundays at this time was Cyclone Aivu which delayed our arrival in the Whitsundays by one day. However, every cyclone has a silver lining and the extra day in Brisbane allowed us to find and explore Lone Tree Preserve, a park which is home to more Koalas than any place in the world. We had the chance to hold and play with Koalas and Kangaroos and various animals and birds that roamed freely.

We were lucky that the cyclone passed 60 miles north of Airlie Beach where we were to pick up our boats. The next day, we flew the 800 miles to our boats, got provisioned, briefed and weighed anchor on our Lexcen 42's for eight days of the most exciting bareboat sailing among some of the most beautiful islands in the world. These boats were designed by Ben Lexcen, who also designed several of Australia's America's Cup contenders. Forty-two feet long, they were built for speed and comfort including three state-rooms, two heads and a full galley.

As an aftermath of the cyclone, we had challenging winds of up to 30 knots. Although we had rain several nights, most days were sunny and bright.

Of the 74 Whitsunday Islands, only eight are inhabited. The islands we visited ranged from islets to those with Aboriginal caves and drawings to those with deluxe resorts. During one of the 30 knot days, sailing to Shaw Island, we watched 130 boats from Hamilton Raceweek round the windward mark and pop \$7000 spinnakers, loose them, figure-8 them, flag them and even run them over.

One of the highlights was a day trip out to The Great Barrier Reef on a massive twin engine powered Catamaran wave

cutter capable of 25 knots. Some of us scuba dived on the Reef while others snorkled, took rides in a submarine and on glass bottom boats. All of us experienced the beauty of the coral and magnificent variety of fish.

As exciting and well planned as these trips are, you are always subject to the unexpected. Sailors tend to trust their charts completely. One of our boats learned to their dismay that this trust was misplaced. On a falling tide, the CHARLES GREEN passed by a charted rock only to end up on the uncharted ledge beside it. It was hairy for a while but all the crew were rescued, although some luggage was lost and egos bruised. The boat floated off on the rising tide and towed for repairs. In all, the sailing was terrific, the views spectacular, comradeship heartwarming, and exploring the islands an experience we'll never forget.

From the exotic Whitsundays, we were off to exciting Sydney. That excitement ran the gamut from dinner at the Royal Sydney Yacht Squadron to dancing at the nightclubs in the King's Row Red Light District. In between was Sydney Harbor — a breathtaking experience with its thousands of sailboats and the world famous Opera House; The Rocks — the oldest part of Sydney on the waterside with its shops full of opals, other good buys and great eating and drinking places; and Bondi Beach — one of the premier surfing beaches in the world (protected by a shark net!).

For some, the adventure was now over and it was back to the states; but for the rest of the group, it was off to New Zealand — a land that offers more variety

*(Continued on page 14)*

## Australian Cruise

(Continued from page 13)

to the tourist than any other country in the world. To do justice to New Zealand would take 2 to 3 weeks, but since the primary purpose of the trip was sailing, we chose to do all that we could in 1 week. We thought the best way to accomplish this was a motor coach tour of the South Island — the more scenic of the two.

Our departure point in New Zealand was Christchurch, which was originally founded by English settlers as a model church settlement. The English influence is still very predominant today. Some say Christchurch is more "British" than England.

Few cities of comparable size have more parks and reserves, hence the term "Garden City". The gently flowing Avon River lined with Poplars, featuring a Gazebo restaurant, even included punting for your enjoyment. Bordering the river are the Botanic Gardens which are among the best in the world. At the entrance to the gardens is the Canterbury Museum which includes a major exhibit dedicated to the exploration of the South Pole. It is interesting to note that most exploration trips to the South Pole originated in Christchurch and many excellent dioramas show equipment used by Robert F. Scott and others.

From Christchurch we flew to Te Anau in the heart of the Southern Lake District. There we met our bus. Lake Te Anau is the South Island's largest lake with four arms reaching to the west separated by forested mountain ranges. The next day we drove into the rugged grandeur of the Fiordland National Park climbing up to the eastern portals of the Homer Tunnel, cut literally through the New Zealand Alps. From there we wound down to



Carol Wright enjoys a visit with some friends.

Mitre Peak and the splendor of Milford Sound, reminiscent of the Norwegian Fjords.

Our cruise through the wonderful majesty of Milford Sound was enhanced by hundreds of splendid waterfalls, dozens of dolphins playing along the bow of the craft, and seals leisurely basking on rocks just a few yards away. The photo opportunities were spectacular.

The next day, our coach took us to Queenstown, nestled on the shores of the magnificent Lake Wakatipu. One of the South Island's major ski resorts, Queenstown has gone from a gold boomtown to a place which now stands alone as a base for both winter and summer attractions in the Southern Lakes region.

Of the many attractions in Queenstown, we enjoyed the 40 minute cruise across Lake Wakatipu to Walter Peak, a high country sheep station. We witnessed sheep dogs in action, sheep sheering, and spinning of wool, all culminating in an outstanding country style barbecue lunch.

Mr. Peak had planted specimen trees from all over the world and to our surprise, there were two giant Sequoias from California. Overall, a very memorable experience.

For the more stout hearted, there is the Shotover Jet — a shallow draft, jet powered boat blazing through canyons of the Shotover River; and Bunji Diving — strapping heavy elastic cords to your ankles and diving off of an 80 high bridge with only your hair touching the water. We were told their oldest diver to date was an 80 year old woman!

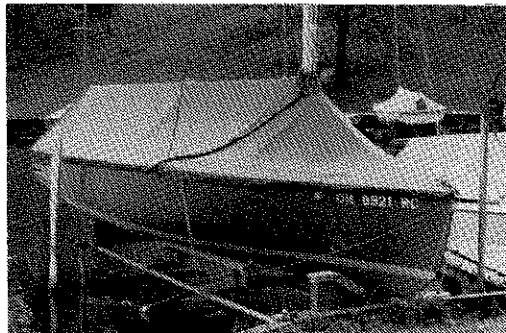
The next morning we road through the craggy Kawarau Gorge, once the scene of feverish gold activity with a few active mines still visible, on our way to Mount Cook. Aply named by the Maori people "Aorangi — the Cloud Piercer", the mighty Mount Cook is New Zealand's highest peak and dominates the snow-clad Southern Alps. We flew ski planes to and landed on the Tasman Glacier, one of the longest in the world. The views were breathtaking.

On our way to Fairlie, we entered MacKenzie country, home to a high percentage of New Zealand's 72 million sheep population — there are only 2 million people.

On the drive we observed huge herds of deer grazing in paddocks just like the sheep. Tim, our driver, told us that New Zealand is the major exporter of venison to Germany. Originally packaged as "Black Forest Venison" with "product of New Zealand" in very small print; however, after Chernobyl, with radiation blowing over Europe, the label now features "NEW ZEALAND VENISON".

The area around Fairlie has become noted for Farm House Holidays. Our par-

(Continued on page 15)



Visa/MC orders call Sandy : (513) 862-7781

**INVEST IN THE BEST**

**Our Covers Are More Expensive  
...so they can cost less!**

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than the cheap imitations.

**6 STYLES:**

**Mooring**

Full deck over the boom (pictured)

**Trailing/Mooring**

Full deck cover for trailing &/or fits with mast up

**Skirted**

Both Trailing & Mooring versions

**Cockpit**

Boom tent that covers from mast to transom

**Bottom Cover**

Soft flannel - lined canvas with shock cord & drain hole

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Flying Scot covers since 1972



**The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305

For fabric samples, pictures, and prices:

## Australian Cruise

(Continued from page 14)

ty was split up into several groups with 2-4 people going to each "station". Most farms raised sheep (2-3 thousand each) but some specialized in deer.

After a wonderful home-cooked dinner, we settled in for an enjoyable evening of conversation on farming, New Zealand and The World. Our host's guest book showed visitors from dozens of countries from Asia to Europe.

Our condensed visit to New Zealand ended with our return to Christchurch where we boarded our flight home. Adding a side trip to our sailing adventure certainly enhanced the vacation. A trip such as this provides one with memories and friendships that will be long remembered.

While savoring these memories, we can't help but look forward to our next adventure. We'll sail the Turkish Island in the Aegean and visit Ephesus, Istanbul and other exotic historic highlights of Turkey. Mark your calendar for June 1991!

Complete details will be forthcoming in **Scots n' Water**. If you can't wait for information, call Bob Vance - home phone (203) 637-3264.

## Fleet Reports

(Continued from page 12)

sailors that sail Cave Run live close to the lake. For most, it is over an hour drive and for some it can be up to three hours.

The fleet activities center around the Scott Creek Marina, restaurant and docking facilities. While there is an active racing program, it is run only on certain scheduled weekends because most club members do not make it down every weekend. Because the club is built around "race weekends" there is always social activities for members that spend the nights.

The lake is a beautiful place to sail because it is in the midst of Daniel Boone National Forest and there is limited development of a few marinas on the shorelines. These limits also restrict some of the club and fleet growth potential but most members are very dedicated.

Racing is done on modified Olympic courses with 4-6 races held on the race weekends. This year we will host a Scot Thistle "Shoot-out" regatta (May 5-6) with all boats being scored on handicap basis. Our Grand Annual Fall Regatta will be sailed October 6-7, 1990. While we have the usual Olympic courses on Saturday, Sunday features a fun and scenic lake

race which allows for some interesting sailing in some of the smaller areas of the 8000 acre Cave Run Lake.

While a few Scots have been sailing at Cave Run since the 70's, with the advent of Fleet 165, in 1988, we are seeing a lot more interest in the Flying Scot. We currently have eight members and we see a lot of potential growth from both outside and inside the Cave Run Sailing Association. Up to now there has been many small classes represented and the racing was based on handicapping. With members seeing true one-design sailing there has been a lot of interest expressed in the Flying Scot.

No matter what your sailing interests, Fleet 165 and Cave Run Lake have a lot to offer so make plans to come visit some weekend.

### 1990 FLEET CAPTAIN

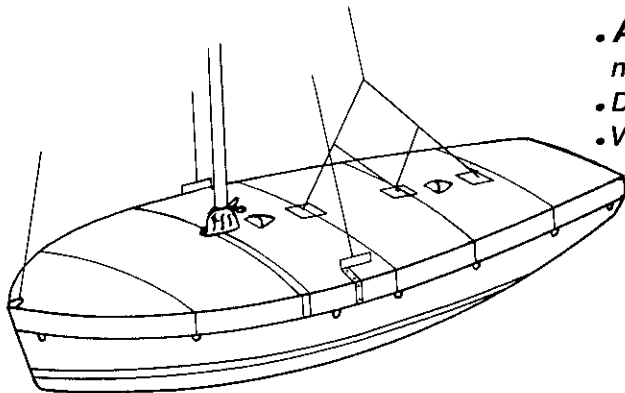
**Steve Branner**

1107 Ridge Drive

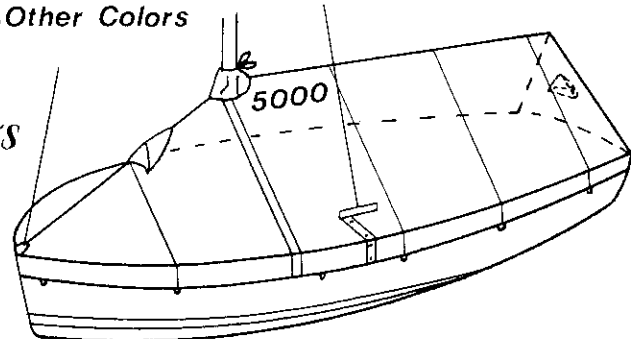
S. Charleston, WV 25309

(304) 342-0159

# ACRYLIC FLYING SCOT COVERS



- **Acrylic**, an attractive, handsome material, will not rot, mildew or shrink—Lasts **TWICE** as LONG
- **Delrin zipper covered by flap**—velcro secured
- **Velcro enclosures for side stays**
- **Very light & easy to handle**
- **Never stiff or brittle**
- **Ventilation by netted opening w/ hood**
- **White & Blue** — **FAST DELIVERY!**
- **Other Colors**



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	210 <sup>00</sup>	220 <sup>00</sup>	231 <sup>00</sup>
Flat Full Side	275 <sup>00</sup>	289 <sup>00</sup>	303 <sup>00</sup>
Tent 6" Skirt	249 <sup>00</sup>	265 <sup>00</sup>	278 <sup>00</sup>
Tent Full Side	299 <sup>00</sup>	315 <sup>00</sup>	330 <sup>00</sup>
Sail # Installed		25 <sup>00</sup>	

CHRIS ROOKE  
901-744-8500

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

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



# Consistently Out Front

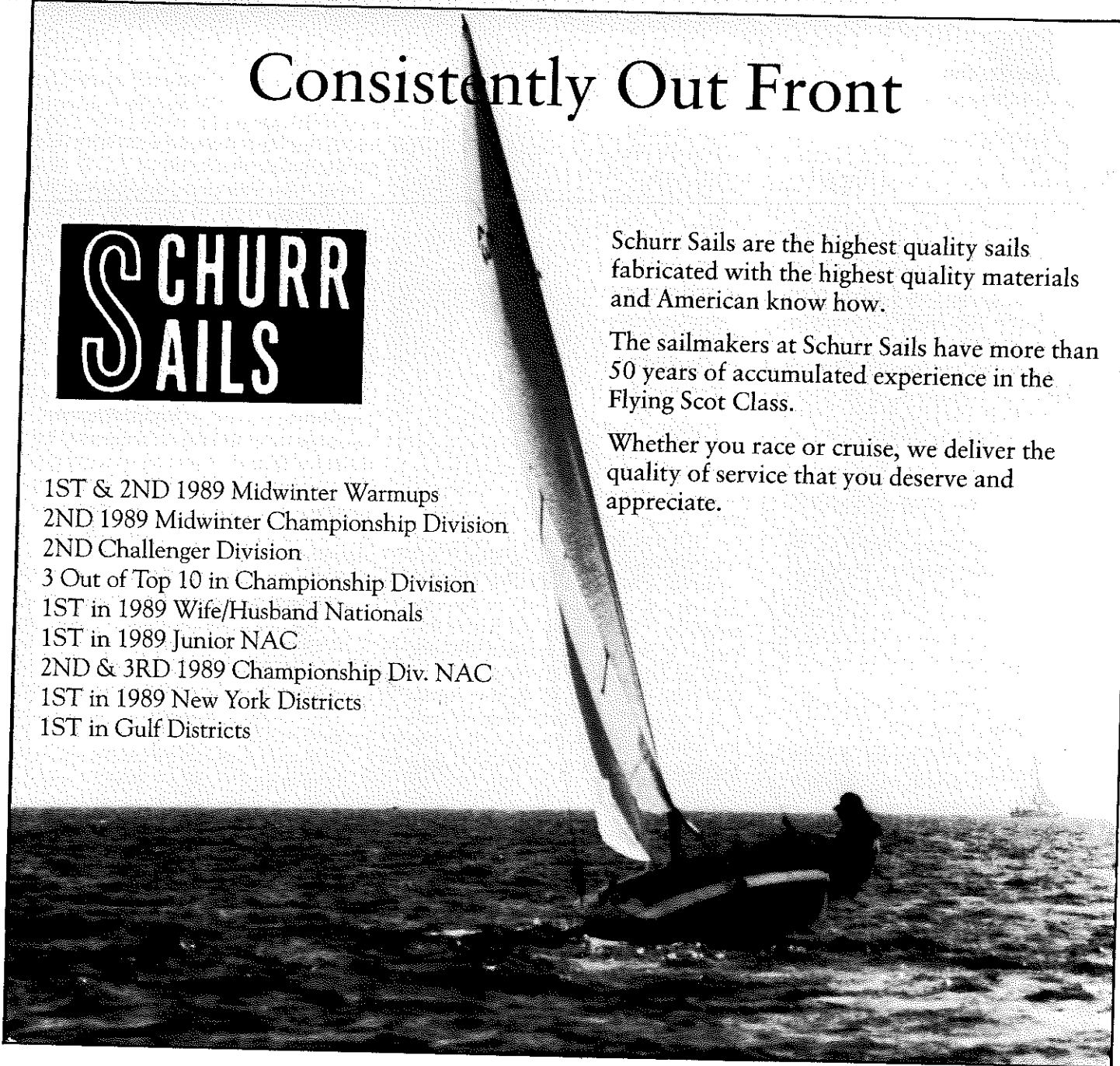
# SCHURR SAILS

- 1ST & 2ND 1989 Midwinter Warmups
- 2ND 1989 Midwinter Championship Division
- 2ND Challenger Division
- 3 Out of Top 10 in Championship Division
- 1ST in 1989 Wife/Husband Nationals
- 1ST in 1989 Junior NAC
- 2ND & 3RD 1989 Championship Div. NAC
- 1ST in 1989 New York Districts
- 1ST in Gulf Districts

Schurr Sails are the highest quality sails fabricated with the highest quality materials and American know how.

The sailmakers at Schurr Sails have more than 50 years of accumulated experience in the Flying Scot Class.

Whether you race or cruise, we deliver the quality of service that you deserve and appreciate.



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

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

- |                          |        |                            |         |
|--------------------------|--------|----------------------------|---------|
| ( ) 4.4 oz. Racing Cloth |        | ( ) Mainsail Cover         | \$70.00 |
| ( ) Main                 | \$488  | ( ) 5 oz. Cruising Cloth   |         |
| ( ) Main & Jib           | \$690  | ( ) Spin. Crosscut         | \$296   |
| ( ) Mainsail Reef        | \$35   | ( ) Spin. Triradial        | \$387   |
| ( ) Mainsail Foot Shelf  | \$30   | ( ) Brummels on Spin.      | \$10    |
| ( ) Jib                  | \$202  | ( ) Centerboard Gaskets    | \$12    |
| ( ) Telltale Window ea.  | \$10   | ( ) Deluxe Tapered Battens | \$22.50 |
| ( ) Vision Window ea.    | \$15   | ( ) Spinnaker Turtle       | \$35    |
| ( ) Mainsheet Retainer   | \$8.50 |                            |         |

Name \_\_\_\_\_

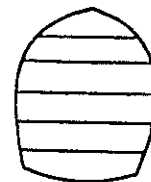
Address \_\_\_\_\_

City \_\_\_\_\_

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

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

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



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

Price includes bag, battens and royalty.

Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order, Sails shipped C.O.D. for balance.

Mail ORDER form to: Schurr Sails, Inc., 490 South "L" Street • Pensacola, FL 32501 • (904) 438-9354



# LIVING WITH A BRONZE-AGE FLYING SCOT MANAGING AND IMPROVING THE OLDER BOAT

*By Bob Summerfeldt, FS 264*

In 1984, after many frustrating years of attempting to get a Daysailor II to be competitive, I decided to change boats. Almost simultaneously a Flying Scot became available, an older boat I had been watching for several years. From a distance it was a handsome boat and I knew Scots had an excellent reputation, but a combination of advancing age and indifferent maintenance had taken their toll. It was cosmetically a disaster, but it was fundamentally sound and would occasionally show flashes of impressive speed. The deal was struck and I set out on this voyage of discovery, to answer the simultaneous question, "What is a Scot?", and "What is THIS Scot?"

I'm sure there are many stories like this out there, and there will likely be many more as there are many older boats changing hands constantly. For those of you who may be considering a Scot with a few years and not very many numbers on it, the following is a review of some of the problems, foibles, idiosyncrasies and other joys (and pains) of owning a bronze-age boat (literally, as these come from the time before the common use of stainless steel). My comments are based on my own experiences and some anecdotes and legends collected during the last few years. Some are the result of manufacturing differences and some are the results of aging. Most are inclined toward performance but all will help the boat to last longer, sail faster and be worth more when it's time to get a new one.

First of all let me say that you should thank your lucky star you are in, or about to be in, a Flying Scot, regardless of age or who manufactured it. The basic concept of the boat, its design and the details of its construction are far superior to vast numbers of boats, most of which don't get to be this old, and very this old are anywhere near competitive. The strict one-design rules of the class are really working in your favor with boats of this

age. Where else can a 28 year old boat sailed by a comparative amateur finish a race close behind the two previous national champions?

Potentially the most serious problem that some older boats have is flexibility in the centerboard trunk structure. This is quite a different problem than the one you fix by shimming the opening at the bottom of the trunk. That fixes the direction the board points relative to the centerline of the boat. This problem of trunk flexibility amounts to the top of the trunk "yawning" open half an inch or so while sailing to windward in a moderate breeze. It is found most often in boats before #400 and many Customflex products. In bad cases, trunks have been known to open up wide enough to drop a centerboard wheel into. In several cases, the movement and flexing has led to cracks at the joint between the trunk and the floor. This can ultimately lead to water getting into the bottom's sandwich construction, leading to delamination and weight gain problems. Functionally, flexibility at the top of the trunk allows your centerboard to deflect laterally and it is therefore less efficient going to windward than a rigid board or trunk. If your use of the boat is on the light side or if you're going to skip the NAC's for a year or two, a little flexing isn't harmful. But if it's more severe or you are more serious than that, you will want to keep the flexing under control.

Short of a total rebuilding of the trunk, the usual solution is, by one means or another, to hold the two halves of the trunk together without unduly impeding the travel of the centerboard. Trunk stabilizing schemes I am aware of have included these, singly or in combination:

- A U-shaped metal fabrication attached at the top of the hump with enough clearance to let the centerboard pass under it (also used to mount jib-sheet cleats).

- A bolt or metal strap between the two

halves of the trunk at the front end of the cap.

- Flanged wheels (like railroad wheels) on the centerboard roller axle, with the flanges outboard, engaging the outside faces of the trunk and holding them together no matter what position the board is in.

- A big (4") C-clamp (at the expense of your crew's lower legs!).

- Lengthwise metal straps screwed to each half of the trunk top, acting like little beams in the lateral plane.

- And my favorite, a stout piece of line from an eyestrapp on one side of the trunk to a cam cleat on the other side (see photo). Located at the centerboard's upwind position, this is most effective, and it is easily cast off when the board is to be fully retracted.

A lot of logical, easy solutions to this problem, like adding stiffening members to the outside of the trunk are prohibited because they tend to give the crew a toe-hold for improved hiking. It is wise to talk with the class measurer before you do anything radical.

A separate but related area of concern for the performance-minded is the flexibility, size and shape of the centerboard itself. In comparing notes with owners of newer boats, my board seems to be of chopped glass or mat construction rather than the roving and cloth used now. As a result, the newer boards seem to be significantly more rigid lengthwise. As far as the shape goes, for those of you who discover, as I did, that your board resembles the classic "blunt instrument" complete with frayed edges, the factory can provide you with a profile tracing (and possibly soon an official drawing) of the board's proper shape. With it you can rebuild the edges that were banged and scraped off so long ago on those rocks. This makes an excellent project for those long winter nights. While we're working

*(Continued on page 18)*

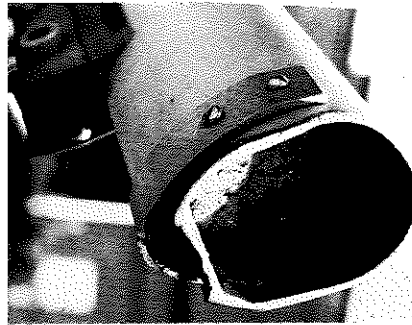
## Bronze Age

(Continued from page 17)

on underwater items, occasionally you will find an older Scot with the original-length rudder blade. If you've never seen one, it is an awesome thing, about a foot longer than the modern one. It is so long that it absolutely must be swung up when the boat is on the trailer. The boat sails very nicely with it at this length but it does represent a fair amount of extra wetted surface area and some weight all the way at the back of the boat, both tending to slow you down. To fix it you'll need a saber saw, some metal-cutting blades, a file or two, some patience, eye protection and a good set of ear plugs. Consult the official drawings for the proper new dimensions.

Another significant item with older boats is the excess weight, mostly coming from absorbed water. Fiberglass itself will absorb some water even when new. Old, chalky gelcoat with hairline cracks running all over will hold and absorb all matter of dirt, moisture, and crud. Even worse, cracks or delaminated areas may be admitting water into the balsa core of the Scot's sandwich construction. In very rare and extreme cases, many pounds of water can be thus trapped. The cure is neither easy or cheap. On the other hand I know of a three-digit boat in which the front end of the cockpit floor has been worn down, by the feet of the crew, to the point of transparency, and it is obviously delaminated from the core in a small area. So far there is no evidence of water in there or any degradation of performance. Obviously the thing to do to keep this water absorption under control is limit the boat's exposure to moisture by dry-sailing it whenever you can and keeping it well covered. Winter is an excellent time to really dry one out under a well ventilated cover, garage or carport.

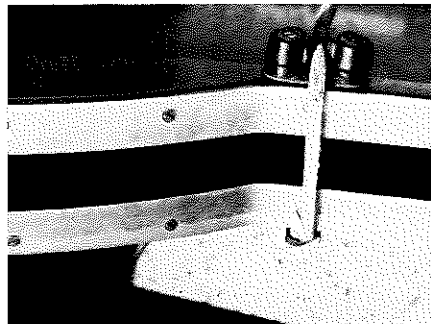
Frequently contributing to excess weight is paint. Be it bottom paint, topsides, decks, wherever and whatever it is, the weight of paint films can add up to a surprising amount. This is particularly true of marine coatings which boast of very high solids content. Certainly there are tradeoffs where the coatings' benefit far outweighs its own weight disadvantage. Bottom paint for wet-sailed boats is an obvious one, but an overall paint job may have advantages as well by eliminating moisture absorption and of course, improving appearance. In any event, we are fortunate in that the Scot is quite tolerant of weight variations, even at high levels of competition.



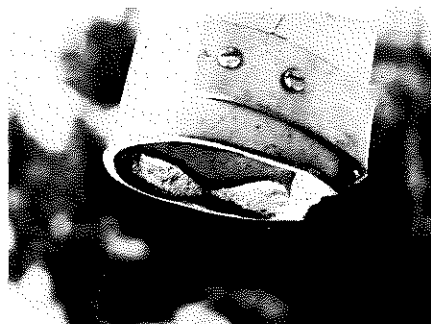
*A worn mast butt and some reinforcement keep the mast in use after 30 years. (Photo by Bob Summerfeldt)*



*The old style mast hinge and a worn mast step on FS 264. (Photo by Bob Summerfeldt)*



*To control centerboard flex 1.25" x 1/4" aluminum strips are screwed to the top of the trunk along with a line to help hold things together. (Photo by Bob Summerfeldt)*



*A worn mast butt and some reinforcement keep the mast in use after 30 years. (Photo by Bob Summerfeldt)*

Cosmetics are very much a matter of choice, and are highly dependent on the previous owner's level of maintenance and care. Your personal preferences and the space, time and money you have to devote to the boat. If your gelcoat is in reasonable condition with little or no hairline cracking, and you can accurately match the gelcoat color, then repairing and a good buffing may be all you need. This is one reason why white is a good color choice since it is easily matched. If, however, the repairs are more extensive, the cracking is bad, the gelcoat is terribly chalky and you can't or don't want to match the color, then painting the whole boat or part of it may be for you. Many excellent systems are available for either the professional or do-it-yourself application. I chose the latter course and spent about two years doing it in sections. After all the fiberglass repairs were completed (no small job in itself) and a complete fairing and sanding with 80 grit paper, the entire boat received two coats of epoxy primer. This seals the fiberglass surface and provides an inert base for any subsequent coatings. The bottom, deck and cockpit then received a marine high gloss urethane, while the sides were painted with automotive acrylic enamel. This paint has fantastic color and graphic possibilities, but it mars fairly easily. Many of the same colors are available in Imron or other high-tech coating systems but they are not for amateur application.

Next to sails, hardware is the most obvious and expensive aspect of rehabilitating an old boat. I must have removed what seemed like ten pounds of old, worn out, broken, unused or unusable hardware. This included such things as a pair of cam cleats with solid bronze cams; items with some real heft to them! What goes back to make the boat functional is of course up to you, your budget and the class rules of course, but after patching all those holes, you know you have considerable freedom to move fittings around and get them right for you.

In the process of removing and reinstalling fittings for repair and painting sessions and at other times, I have discovered some of the effect age can have on a Scot, as well as a few manufacturing variations:

- Under the deck at the mast step and on top of the wood tabernacle assembly, there is a block of wood. Over the years, rainwater had penetrated through the step fastener holes and rotted out an ice-cream scoop-size void. Replacing that

(Continued on page 19)

## Bronze Age

(Continued from page 18)

block of wood is not for the faint of heart.

- The previous owner had shortened the jib block tracks to the point that only two screws held each one in place. Both tracks managed to pull right out of the deck at the '88 Midwinters (the wood blocks glassed into the hull had rotted away). The tracks are longer now, with five big, LONG screws in each.

- In 1972, my boat was turtled in the Ohio River and the mast was broken. The replacement mast has, for unknown reasons, a gooseneck track that is about 8" long; long enough to severely limit the cunningham function on conventionally-cut mainsails. Boats from that era may have the same problem.

- The combination of being equipped with the old-style mast hinge pin and several years of sailing with a loose rig had resulted in the butt of the mast becoming very worn, distorted and very sloppy fit with the step fitting (see photos). The effect was that while sailing to windward in a breeze, the mast would rotate about 30 degrees to leeward, allowing the side bend of the mast to dump most of the shape from the mainsail (very slow!). The solution has been to get one of the new mast hinge pins, which acts like a strong rudder for the mast, and improve the fit between the step and the mast with epoxy filler.

So, when you get this far down the road with this process, what do you have? You still have an old boat, but it looks a lot better and it goes as fast as a lot of new boats, sometimes! For three years now, we have been traveling to regional and national events. Usually #264, built by Customflex in 1961, is the oldest boat there. It collects a lot of compliments and usually sails in the middle third of the fleet, with some tantalizing near-misses at great finishes. So far, it (and the nut that holds the tiller) has shown a decided penchant for light air, but we are still quite new at this game. Some might say that an old, heavy boat that may be a little weak in places isn't going to get very far, but the boat is definitely not the limiting factor here, which proves the value of one-design sailboat racing. I cannot deny that this has been an awful lot of hard work, but I have enjoyed and learned from every bit of it, as I'm sure you will too. There is no need to be wary of mere age in a Flying Scot. Given a little elbow grease, they do in fact, just keep getting better.

# STARTING LINE

## 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. Full registration form will appear in the May issue of **Scots n' Water** and other details appear in every issue.

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

## 1990 HUSBAND-WIFE CHAMPIONSHIP November 10 - 11

The 1990 Husband-Wife 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 REGATTAS (BY DATE)

### 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) 364-1277.

### 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: Ken 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) 364-1277.

### CAVE RUN SHOOT-OUT, May 5 - 6 Fleet 165, Cave Run Lake; Moorehead, KY

Cave Run Sailing Association opens its season with this handicapped series of various one-design classes. With a new and growing fleet of Flying Scots Fleet 165 plans stiff competition for the other classes and plenty of fun for traveling Scots.

Contact: Steve Branner, 1107 Ridge Drive, S. Charleston, WV 25309, (304) 768-9673.

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

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

(Continued on page 20)

## Starting Line

(Continued from page 19)

### **BUCKEYE REGATTA/OHIO DISTRICTS, May 19 - 20** **Fleet 37, Hoover Reservoir;** **Columbus, OH**

Traditionally the spring kickoff regatta for the Ohio District, this year it will double as the Ohio District Championship.

Contact: John Gottwald, 354 Meadowview Dr., Powell, OH 44512, (216) 485-4537.

### **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.

### **EGYPTIAN CUP REGATTA, June 2 - 3** **Fleet 30, Crab Orchard Lake;** **Carbondale, IL**

An early season Midwest District classic event.

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

### **DANDELION REGATTA, June 2 - 3** **Fleet 86, Magothy River;** **Pasadena, MD**

Fleet 86 was recently resurrected so come help us celebrate. Our first annual "Dandelion Regatta" will be held at the Potapskut Sailing Association.

Contact: Gary Sullins, 10218 Raleigh Tavern Lane, Ellicott City, MD 21043, (301) 461-6443.

### **BERLIN INVITATIONAL, June 9 - 10** **Fleet 19, Berlin Reservoir; Salem, OH** Excellent racing with camping at the club. Friday night hot dog social.

Contact: Keith Rober, 631 Angiline Dr., Youngstown, OH 44512, (216) 758-5337.

### **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) 651-2899.

### **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.

### **SPRITE ISLAND REGATTA, June 23 - 24** **Fleet 142, Sprite Island YC;** **Norwalk, CT**

Come enjoy the hospitality of Fleet 142 and the sailing on Long Island Sound.

Contact: Bill Faircloth, 19 Indian Cave Rd., Ridgefield, CT 06877, (203) 438-6916.

### **DUXBURY TUNE-UP REGATTA, June 23 - 24** **Fleet 124, Duxbury YC; Duxbury, MA** Come enjoy sailing on Plymouth Bay.

Contact: Neil Smit, P.O. Box 2021, Duxbury, MA 02331, (617) 934-2974.

### **NEW YORK LAKES DISTRICT CHAMPIONSHIP, July 14 - 15** **Fleet 109, Ostego Sailing Club,** **Cooperstown, NY**

Make plans to sail on beautiful Ostego Lake in historic Cooperstown for the 1990 District Championship. We are looking forward to seeing many of our old friends and making some new ones.

Contact: Richard Fleury, Star Route Box 675, W. Oneonta, NY 13861, (607) 432-0016.

### **ROCK HALL (MARYLAND) YACHT CLUB, July 13 - 15**

Special Flying Scot Invitation to join other one-design classes at Rock Hall YC, located on the Chesapeake's eastern shore opposite Baltimore. The regatta begins on Friday, July 13 at 1:00 PM with a distance race of 11 miles on the bay. Then there are two races on Saturday and one on Sunday. Camping is permitted on the club grounds and meals are available at the club for a reasonable cost.

Contact: Donald Dunn, (301) 639-7321, Rock Hall YC, Rock Hall, MD 21661.

### **ORIENTAL SAILING SOCIAL, July 14 - 15**

**Fleet 27, Neuse River at Oriental, NC**  
Sailed on the Neuse River, usually with good coastal winds. Come on all you inland sailors, enjoy some great coastal sailing. The seafood social is unbelievable.

Contact: Russell and Jean Norburn, PO Box 51265, Durham, NC 27717, (919) 493-4064.

(Continued on page 21)

# HEY, IT'S TIME TO BUY A SWEATSHIRT!

## Limited supply of Flying Scot sweatshirts available. \$22<sup>50</sup>

BT Graphics has a limited supply available of tees (no L or XL) \$15, long-sleeve tees \$18.75, golf shirts \$25, and hats (white only) \$10.95.

SPECIAL DISCOUNTS on KIDS tees \$5.00 each and SMALLS in tee, long-sleeve and sweatshirt styles **\$10 OFF!**

NOW is the time to buy.

ALL PRICES INCLUDE SHIPPING.  
QUALITY GUARANTEED OR YOUR MONEY BACK.

CHECKS ONLY  
payable to:

**BT Graphics**  
P.O. Box 3295  
Charlottesville, VA 22903  
804-293-2562

## Starting Line

(Continued from page 20)

### WISCONSIN CUP

July 28 - 29

84th Annual Ephraim Regatta/Wisconsin Cup, July 28-29, Ephraim Yacht Club, Door County, WI. Please join us for a friendly and competitive event in the Midwest's premier vacation destination. Our bratfest is legendary.

Contact: Jay Lott, 2126 Middlefork Rd., Northfield, IL 60093 (708) 501-3437.

### DEEP CREEK INVITATIONAL,

August 4 - 5

Fleet 6, Deep Creek Lake;  
Oakland, MD

Beautiful sailing in the challenging hills of Western Maryland. Make plans to attend early and we will attempt to billet guests with Fleet 6 cottagers.

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

### DUXBURY MID-SUMMER REGATTA,

August 3 - 5

Fleet 124, Duxbury YC; Duxbury, MA

Make plans to spend a weekend at Plymouth Bay for this historic event.

Contact: Neil Smit, PO Box 2021, Duxbury, MA 02331, (617) 934-2974.

### FLEET 161 ANNUAL REGATTA,

August 11 - 12

Fleet 161, Saratoga Lake SC;  
Saratoga Lake, NY

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

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

### CANADIAN NATIONAL

CHAMPIONSHIPS, August 18 - 19

Fleet 148, Stony Lake Yacht Club

Make plans to join us for the third semi-annual Canadian Nationals for Flying Scots. We promise a great weekend of sailing on beautiful Stony Lake and the usual friendly Fleet 148 hospitality. Make plans to attend early so we can make lodging plans.

Contact: Doug Smith, Box 61, Warsaw, Ontario Canada, K0L3A0, (705) 652-6679.

### Here comes the NERD

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, it 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, 376 Old Sherman Hill Rd., Woodbury, CT 06798, (203) 263-0769, Vincent Sweeney, P.O. Box 118, Remsenburg, NY 11960, (516) 288-5807.

### 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.

### MASSAPOAG REGATTA,

September 8 - 9

Fleet 76, Lake Massapoag;  
Foxboro, MA

Our lake is small but the competition is big and we will do whatever we can to accommodate traveling crews.

Contact: Ralph Rieu, (508) 285-7019, Jim Cavanagh, (617) 784-5088.

### HARVEST MOON REGATTA,

September 8 - 9

Fleet 65, Atwood Yacht Club;  
Canton, OH

A great multiclass regatta on the ever challenging Atwood Lake. Great socials Friday and Saturday.

Contact: Bob Clark, 5010 Brunerdale, Canton, OH 44718, (216) 499-5768.

### WHISKEY SOUR REGATTA,

September 15 - 16

Fleet 80, Lake Arthur; Pittsburgh, PA  
Five race series with Whiskey Sours and Steak Fry Saturday evening.

Contact: Dan Goldberg, 342 Middlegate Road, Bethal Park, PA 15102.

### GLIMMERGLASS REGATTA,

September 15 - 16

Fleet 109, Ostego SC;  
Cooperstown, NY

A great New York lakes tradition everyone should plan to attend. Camping available at the club.

Contact: Richard Fleury, Star Route, Box 675, W. Oneonta, NY 13861, (607) 432-0016.

### PIG ROAST REGATTA,

September 22 - 23

Fleet 1, Cowan Lake SA;  
Wilmington, OH

Two fleets challenge Cowan Lake in this classic event. Camping at the club and the Saturday evening Pig Roast.

Contact: Bob Freemont, 7869 Pine Meadow Ln., Cincinnati, OH 45224, (513) 522-6365.

### OPEN HOUSE REGATTA,

September 22 - 23

Fleet 23, White Rock Lake; Dallas, TX

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

Contact: Bruce Moore, 9554 E. Valley Ranch PKWY. #2079, Irving, TX 75063, (214) 506-7842.

### GRAND ANNUAL REGATTA,

October 6 - 7

Fleet 165, Cave Run Lake;  
Morehead, KY

Come enjoy the colors of fall at picturesque Cave Run Lake in the hills of Kentucky. Nearby camping and motels.

Contact: Steve Branner, 1107 Ridge Drive, S. Charleston, WV 25309, (304) 768-9673.

### 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.

# CAVEAT EMPTOR

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

**FS 427** - Customflex, 1986 Shore sails, 1983 Hood Sails, 1985 North radial spinnaker, trailer, lifting bridle, fully Harken equipped, new tiller, spin. pole, rudder, boom, shrouds. Fast - winner 1983 Midwesterns, runner-up 1985, 1988. Drysailed in fresh water. Chicago/Wisconsin area. Jay Lott, 2126 Middlefork Rd., Northfield, IL 60093. (708) 501-3437.

**FS 499** - Douglass, blue with white deck, dry sailed. Schreck main and jib, spinnaker, Sterling trailer. Ready to sail. Asking \$2,500. Douglass Lee, 889 Locust Ln., Pittsburgh, PA 15238, 412/963-8203.

**FS 617** - Douglass, completely refinished with two-part polyurethane paint and overhauled (new rigging, halyards, sheets, etc.), light blue deck, Fisher sails, heavy air main, spinnaker, Harken blocks, motor, bracket, boom tent, good trailer. \$3500. Call Chuck Gettys, (405) 360-8744, for 4-page description and pictures. Norman, OK.

**FS 1355** - Good condition, \$2,000. Sails & rigging almost new (one season), fully equipped. Inspect at Hempstead Bay Sailing Club - Island Park, Long Island, NY, (516) 432-8384.

**FS 1676** - Excellent condition always day sailed - never painted new Harkens-Sterling trailer, 3 sails, spinnaker Dole. \$3,600.00. (708) 323-6373.

**FS 1979** - Douglass built, light blue, white deck, red stripe and blue bottom, race rigged, Harking fittings, mast hinge 4-1 boom vang, spinnaker ready (pole, etc.) New mast, motor mount, anchor, Main Jib (North Sails), \$2,800, call Jordan Meyers M.D., work (718) 241-1488, or home (516) 776-7144 (Long Island, NY).

**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.

**FS2957** - Custom flex, light blue hull, white deck. Brand new 7 color spinnaker, all gear, mooring cover, very good condition. \$2,575 without trailer. Call Bob Nelson, Lake Orion, MI. (313) 693-6430 after 5 p.m.

**FS 3162** - Customflex 1978, blue hull, white deck, Harken blocks, lifting bridle, Murphy-Nye and Schreck (like new) sails, spinnaker, dry sailed, Pamco trailer. Trailer and boat in EXCELLENT CONDITION, \$4,900. Joe Leaman, West Lafayette, Ind., Ph. - home (317) 463-5706; work (317) 463-8236.

**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. \$5,000.000. John Schweppe, 1311 Montrose Drive, Shelby, NC 28150, Office (704) 487-7204, Home (704) 482-6162.

**FS 4163** - 1986 Douglass, like new, very little use. Ivory hull, blue trim. Schurr main & jib. Motor bracket, cover for main. Tee-nee trailer. — \$5,600.00 — 4 HP Suzuki motor. Will negotiate price. Jim Spears, P.O. BOx 447, Laurens, S.C. 29360. (803) 682-9793.

**FS 4175** - Douglass 1986, excellent condition, light gray deck, smoke gray hull, anti-fouling painted, blue boot, Schurr main & jib, spinnaker, mast hinge, internal spinnaker, Waco 360, boom vang, cunningham, motor bracket, compass, Harken blocks, anchor. Original owner, racing equipped, full cover, Tee Nee trailer, winter storage inside, \$6500. Contact Bob/Barb Skillman, 9524 Falcon Track, Warren, OH 44484, Home (216) 856-4541 evenings.

**FS 4235** - Douglass, white hull, white deck, red trim, bought new in summer of '86, great shape, used very little (less than 20 times in the last four summers) Schurr sails (no spinnaker), dry sailed, stored in garage in winter (no cover), Tee Nee galvanized trailer with Bearing Buddy Hubs, extras include: spinnaker pole, down haul, compass, wind indicator, paddle, anchor, lines, bumpers, 2 Omega Life Jackets. Will send pictures if interested, \$5,500. George F. Spencer, 521 Trader Mill Road, Columbia, S.C. 29223, (803) 736-3188 evenings.

**FS 4275** - Basically new 1987 Douglass Flying Scot, used (3) hours in fresh water in 1987; stored inside since 1987, not used in 1988 or 1989; white with blue trim hull and Schurr sails/cockpit cover; new galvanized trailer; \$7,500. Bill Monroe, 820 Walnut Street, Three Rivers, Michigan 49093. (616) 278-7575 after 5:30; 278-1915 during day.

**FS 4491** - Douglass, August 1988. Silver hull, white deck, green trim. Schurr sails, Jiffy reefing, jib window, spinnaker with pole and rigging. Tee-Nee trailer with mounted spare. All in excellent condition. Sailed three times. \$7,500. Hall Hackett, 12114 Main Street, Louisville, Kentucky 40243. Home (502) 245-2368, Work (502) 245-4347.

**FS 4406** - 1988 Douglass, excellent condition, dry sailed, used little, never raced, silver hull, off white deck, blue trims, completely equipped with all options, Schurr sails; main, windowed jib, spinnaker (never used), Tee-Nee trailer galvanized, side mount outboard motor bracket. \$8,500. Clark Cook, Vestol, N.Y. evenings (507) 748-9747.

**FS 4650** - Douglass built, white hull, white-silver deck. Blue stripe, boat, trailer and Schreck sails, wood centerboard. Ready to sail, this is a brand new boat, ready to go, has not been wet yet! Priced at \$7,995. George Rootring, 504 N. Main St., Navarre, Ohio 44662. Phone (216) 879-2686 or (216) 494-3395.

**1989**

1st Lipton Cup - Seniors  
3 of top 4 Sobstad Spinn.  
1st Lipton Cup - Juniors  
3rd Mid Winters - Champ Div  
1st Southern Regional  
4 of top 5 boats



**10% Discount**

**Until June 1**  
Tuning Guide  
by Marc Eagan  
with each order

**Way down south the living might  
be easy, but the racing is definitely  
...FAST...**

**Pass Christian Yacht Club  
Wins Both Senior and Junior Lipton Regattas  
with Sobstad sails.**

In the South, Flying Scot activity is centered around inter-club competition, and the hottest series of the year is the Annual Lipton Regatta, held each Labor Day weekend. This is not your normal Flying Scot regatta. The competition is between the yacht clubs. When your club wins all club members can and do brag all year long. Each club has to field a different skipper for each of the four races. A crew can only sail in two races. With 24 clubs competing that means there are 96 different skippers and over 200 different crew members. A lot of these guys are very tough, with names that you recognize as past national, and mid-winter champions.

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.

**Sobstad New Orleans**

404 S. Roadway, New Orleans LA 70124  
**(504) 283-4058**

***...find out what is so different about Sobstad and why we  
are the choice of the winners...***

## FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
2616	Capitol	Charlie Halasz	15825 Perkins Lane	Bowie	MD	20716
2616	Capitol	Charlie Kiser	15825 Perkins Lane	Bowie	MD	20716
4587	Capitol	Thomas Keane	1129 Halifax Harbor	Pasadena	MD	21122
4198	Capitol	Anne Hardman	811 Buckingham Dr.	Silver Springs	MD	20901
4632	Capitol	Ricky L. Swalm	802 Ridley Creek Dr.	Media	PA	19063
4635	Capitol	Gary C. James	950 Maple Glen Circle	Pottstown	PA	19464
	Capitol	Robert Buettgens	3816 Usher Ct.	Alexandria	VA	22304
	Capitol	Timothy E. Flanigan	11748 Thomas Ave.	Great Falls	VA	22066
1983	Carolina	John S. Moncrief	811 Applegate Ct.	Gastonia	NC	28054
0994	Carolina	Herman & Ellen Ankenbruck	Rt. 1, Box 306A	Moneta	VA	24121
1644	Greater NY	Dr. Milton Silver	635 Madison Ave.	New York	NY	10022
4453	Greater NY	Michael B. Konzewski	131 Green Briar	Somers	NY	10589
	Gulf	Robert Prince	22230 Abbey Rd.	Pass Christian	MS	39571
2095	Gulf	John R. Wesley	2207 Ashmore Ave.	Chattanooga	TN	37415
2095	Gulf	Charles R. Fowler	4707 Privateer Rd.	Hixson	TN	37343
4647	Gulf	Jim & Myra Brown	Privateer Rd.	Hixson	TN	37343
2891	Gulf	Dr. B.W. Ruffner	3021 E. Brow Rd.	Signal Mtn.	TN	37377
1298	Mich.-Ont.	James R. Foley, Jr.	21620 Plymouth Ct.	Grosse Ile	MI	48138
	Mich.-Ont.	R.E. Lee Greening, III	1030 Bedford Rd.	Grosse Pnt	MI	48230
3940	Midwest	Bruce R. Danz	Rt. 4	Kaukaunia	WI	54130
	Midwest	William J. Herzing	4903 N. Cumberland	Milwaukee	WI	53217
3299	Ohio	Robert Grimes	1404 Portage	Auburn	IN	46706
1056	Ohio	Adrian J. Helmick	1117 Hukill	Brilliant	OH	43913
2567	Ohio	Vincent P. Cappiello	2855 Pine Ridge	Cincinnati	OH	45208
3146	Ohio	Richard C. Dage	7825 Shadowhill Way	Cincinnati	OH	45242
1119	Pacific	John Cecil Barnes	44 Magnolia Ave.	San Anselmo	CA	94960
4025	Pacific	Jonathan R. Shook	849 Calle Compo	Thousand Oaks	CA	91360
	Prairie	Ron Ebersohl	18 Trashel Pl.	Union	MO	63084
0311	Florida	George F. Wehrenberg	189 First Ct.	Key Largo	FL	33037
3477	Florida	Jeff Sooy	600 Alhambra Lane	Ponte Vedra	FL	32082

Second Class Postage Paid  
at Columbia, SC 29201

### MY ADDRESS LABEL IS NOT CORRECT

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

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

Change:  Temporary  Permanent

Please send change of address to:

FSSA, 3008 Millwood Avenue, Columbia, SC 29205

# District Governors

### CAPITOL DISTRICT

Bob Post  
Box 581 Lake of the Woods  
Locust Grove, VA 22508  
(703) 972-7134

### CAROLINAS DISTRICT

Dave Batchelor  
422 Marjorie Dr.  
Cary, NC 27511  
(919) 467-3512

### FLORIDA DISTRICT

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

### GREATER NY DISTRICT

David Jacobson  
376 Old Sherman Hill Rd.  
Woodbury, CT 06798  
(203) 263-0769

### GULF DISTRICT

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

### MICHIGAN-ONTARIO DISTRICT

Doug Christensen  
9215 McGregor Rd.  
Pinckney, MI 48169  
(313) 426-3510

### MID-WESTERN DISTRICT

Jack McClurkin  
1620 Chesapeake Dr.  
Hoffman Estates, IL 60195  
(312) 991-8092  
(312) 359-1190

### N.E. DISTRICT

Charles Winans  
15 Rolling Lane  
Dover, MA 02030

### N.Y. LAKE DISTRICT

Peter Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731

### OHIO DISTRICT

Robert Summerfeldt  
1320 12th St. Apt B-7  
Huntington, WV 25701

### PACIFIC DISTRICT

Tim McCarthy  
1915 Edgeview Way  
Discovery Bay, CA 94514  
(415) 634-0776

### PRAIRIE DISTRICT

Keith Fager  
8727 Eby  
Overland Park, KS 66212  
(913) 341-6356

### TEXAS DISTRICT

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