

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

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FISHER SAILS

DOMINATE MIDWINTERS

THE FISHER TEAM

1990 Flying Scot Midwinters

Championship Division

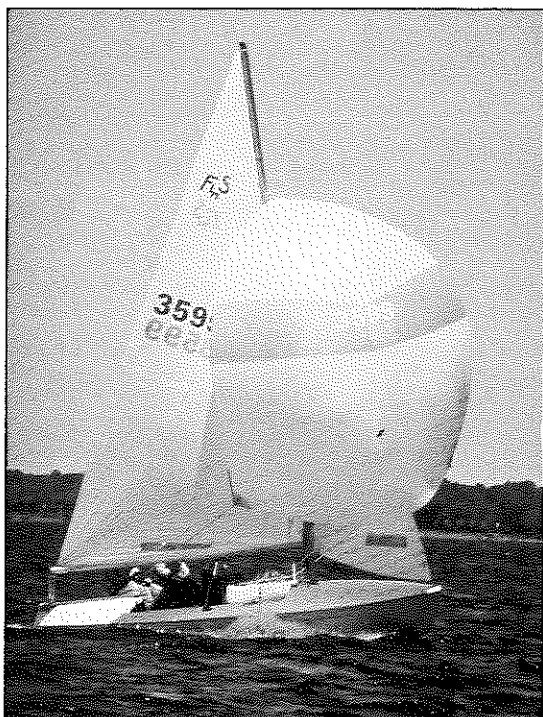
1st—Marc Eagan

9 out of top 15 boats!

Challenger Division

1st—Pat Manicchia

14 out of top 15 boats!

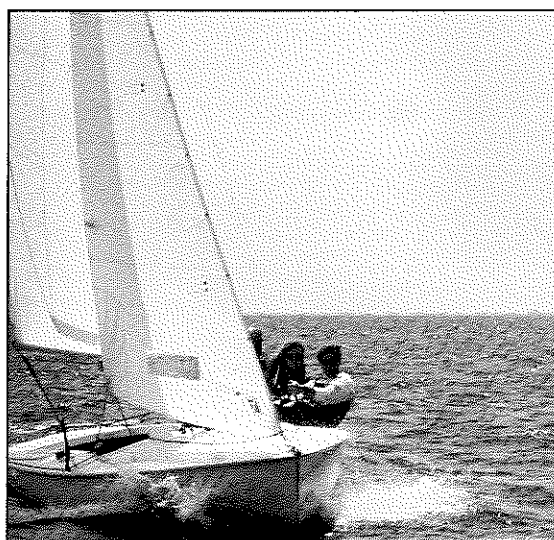


Marc Eagan won the Championship Division at the 1990 Flying Scot Midwinters!

Fisher Sails wins again! Fisher Sails dominated the 1990 Flying Scot Midwinters, taking first place in both the Championship and Challenger divisions! Our congratulations to the winners!

Marc Eagan sailed an impressive series, winning the Championship Division. In fact, four out of the six races in the regatta were won by boats using Fisher Sails!

Pat Manicchia was the winner in the Challenger Division in his first regatta with Fisher Sails. Again, four out of the six races were won by boats with Fisher Sails!



Pat Manicchia sailed to victory in the Challenger Division, his first regatta with Fisher Sails!

Fisher Sails can help put you in the winner's circle! We'd like to add your name to the Fisher Team! Call us at the loft to find out how we can help make 1990 your best racing season ever!



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330 W. Spring St.
Columbus, OH 43215

TEL (614) 221-2410
FAX (614) 221-1228

The Winning Standard in One-Design Performance!

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Scots n' Water

COVER: 1990 Midwinters
(Ed Eubanks Photo)

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Scots n' Water

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

THE ONE-DESIGN PHILOSOPHY - DO WE REALLY BELIEVE IN IT

by Karl Kleeman, FS 4121

All Flying Scots are created equal and we should keep them that way! My understanding of the one-design concept is that all boats are to be as close to the same as possible, and winning is to be purely a reflection of sailing skill. As a group, we espouse this philosophy, in fact we preach it! As individuals, we keep trying to do anything we can, usually within the rules, to make our boat a little faster than the next guy. This is human nature, this is competition. But, if we are to have a truly "even playing field", we must as a group, maintain and enforce, very strict one-design rules.

When is the last time you heard someone say "I don't want my boat to be any faster than any of my competitors." Or a sailmaker advertise, "Our sails are no faster than our competitors." Yet equal boats are what we are trying to achieve in one-design sailboat racing.

As individuals, we are too competitive to *really*, and I mean *really*, want a one-design. We want our one-design to be a little faster than the other guy's one-design. We would always like to have a little edge. If you make changes, are you going to be faster? But wait, we are a one-design class. We don't want to be faster. Don't we want the guy with the 15 year old factory boat to be just as fast as the guy who has spent a lot of time and money making changes to get a little edge on the competition.

Let's face it. As individuals, we are going to try to modify our boats to be a little faster. But, it is in the best interest of the class to keep the boat strictly one-design. We must be obsessive about it. You know, **"Read my lips, no alternatives allowed!"**

So the next time you hear someone suggest that we ought to change this or that, or that this change or that change ought to be class legal, remind them that the objective is not to be faster, but to sail better.

There are other designs out there that are faster. Some may think the Flying

Scot is an old design (we would prefer to use the term "classic"). But when the starting gun goes off, none of this matters. We go head to head evenly

matched, and let the crew who sails the best on that day win, be it in a 15 year old classic or a brand new classic!

JR NAC / LADIES NAC REGISTRATION

NAME _____ BOAT # _____
ADDRESS _____ CITY _____ STATE _____
ZIP _____ PHONE _____ FLEET _____
CREW NAMES _____
Amount Paid _____ JR NAC _____ LADIES NAC

Registration \$15 if postmarked by July 1, otherwise \$25. Make checks payable to "Flying Scot Fleet 96". Send to: Flying Scot NAC, Southern Yacht Club, 105 N. Roadway Dr., New Orleans, LA 70124.

FS 1990 NORTH AMERICAN CHAMPIONSHIP REGISTRATION FORM

NAME _____ BOAT # _____
ADDRESS _____ CITY _____ STATE _____
ZIP _____ PHONE _____ FLEET _____
CREW NAMES _____

SOCIAL EVENTS: Anticipated head count

___ Sun-Welcome Party ___ Mon-Wed-Thur Box Lunches
___ Wed ___ Thur ___ Fri-Awards Party

Amount Paid _____

Registration \$75 if postmarked by July 1, otherwise \$90. Make checks payable to "Flying Scot Fleet 96". Send to: Flying Scot NAC, Southern Yacht Club, 105 N. Roadway Dr., New Orleans, LA 70124.

NOTE: There will be an additional \$5.00 entry fee discount to all NAC registrants sending a copy of their current USYRU membership card along with their fee. The discount will be \$4.00 for JR NAC and Ladies NAC registration.

YA'LL COME!

1990 NORTH AMERICAN CHAMPIONSHIP

JULY 21-27, 1990

HOSTED BY FLEET 96 AND SOUTHERN YACHT CLUB

The 1990 NORTH AMERICAN CHAMPIONSHIPS will be held July 21-27 on Lake Pontchartrain in New Orleans, Louisiana. Southern Yacht Club will serve as host and invites one and all to come and enjoy some good southern hospitality. The regatta will be governed by the current rules of the IYRU as prescribed by the USYRU, the Constitution, By-Laws, specifications and Official Plan of the Flying Scot Sailing Association and the Sailing Instructions.

This event will include a Junior Championship and potentially a Ladies' Championship to be held on July 22, and the NAC which will include Championship, Challenger and Masters Divisions. See the November/December 1989 issue of **Scots n' Water** for further details on the facilities, conditions and other attractions.

TENTATIVE SCHEDULE OF EVENTS

July 14-19		Early arrivals are welcome and may check in at the SYC.
Friday, July 20	1500-1800	Registration
Saturday, July 21	0900-1700	Registration and Measurement
Sunday, July 22	0900-1700	Registration and Measurement
	0830	Junior and Ladies' NAC Competitor's Meeting
	1000	Junior and Ladies' NAC Races 1, 2, & 3
	1800	Welcome Party, Junior and Ladies' NAC
		Awards and NAC Competitor's Meeting - SYC
Monday, July 23	1000	NAC Qualification Races
	1800	Social
Tuesday, July 24	1000	NAC Qualification Races
		Open evening for competitors and friends to enjoy New Orleans
Wednesday, July 25	0900	NAC Competitors Meeting
	1030	NAC Races
	1900	Social
Thursday, July 26	1000	NAC Races
	1830	Social
Friday, July 27	1000	NAC Races
		Awards

NOTE: ALL centerboards may be inspected at the NAC.

HOUSING AND CAMPING: While there are ample shower facilities at SYC, there is no camping permitted on club grounds. If advance requests are received, arrangements to accommodate motor homes and sleeper vans are possible. A limited number of spaces may also be available in private homes and cruising boats berthed in the harbor by the club. Please write to the address shown below if you are interested in any of the above. We will do our best to accommodate you. **(Some day care for children under 5 may be available at a reasonable cost, please contact for details.)**

NOTE: No pets are allowed on club grounds.

MOTELS: There are numerous motel/hotel accommodations in New Orleans. Those nearest the club are 10-15 minutes away near the intersection of I-10 and Causeway Boulevard and are listed below. Negotiations for group room rates are in process. There are also accommodations in and near the French quarter for those who would like to be in that area. This location is about 20-25 minutes from the SYC.

Holiday Inn (504) 833-8201

Howard Johnson (504) 833-8211

Landmark Hotel (504) 888-9500

La Quinta (504) 835-8511

Ramada Inn (504) 835-4141

LIMITED CHARTER BOATS ARE AVAILABLE: Contact: "Flying Scot NAC Charter Chairman" at the address shown below.

FOR FURTHER INFORMATION AT THIS TIME CONTACT: Flying Scot NAC, Southern Yacht Club, 105 North Roadway Drive, New Orleans, Louisiana (504) 288-4221.

Maps will be sent to all pre-registrants.

NOTE: The Junior NAC has been scheduled as a one day event (Sunday, July 22) to allow extra driving time for distant travelers. There are also plans to seek approval from the Executive Committee to permit an All-Female NAC to run concurrent with the Junior NAC. See details in the last issue. We hope that many of you will take advantage of this time schedule and include these events in your plans.

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



**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...***

SPINNAKER DESIGNS

Reprinted from *Scots n' Florida* (The Florida District newsletter published by Cal Hudson)

Which is Better? The Crosscut or Tri-radial Spinnaker?

by Steve Bellows - Schurr Sails

First of all, we have to ask ourselves is what kind of sailing we intend to do; racing or day sailing? Crosscut spinnakers have six panels while the tri-radial has twenty-six. With the additional panels we have additional seams which add up to extra weight. The head dimension in the Scot spinnaker is disproportionately large, thus making it difficult to make the head radials meet the maximum girth dimensions. The crosscut design has no problem in achieving maximum girth at the upper measurement point. The only angle of attack where the tri-radial has an advantage over the crosscut is on the tight reach where the thread orientation of the cloth is congruent with the loading of the panel distribution in the sail. Another advantage of the crosscut is that it is less expensive to manufacture since there are fewer panels to cut and not as much material waste. Prior to the prohibition of half-ounce spinnaker cloth, tri-radial spinnakers were a viable alternative to the crosscut in an "all around" chute because of the lighter weight cloth. Currently three-quarter ounce cloth is used in boats ranging from fifteen to eighty feet and is appropriate for the Scot crosscut spinnaker in all wind conditions, although light air performance is compromised.

The tri-radial spinnaker design is more durable due to the panel arrangement with respect to day sailing. Most sailors do like to have colors in their spinnakers and the tri-radial offers more options with color schemes because of the panel layout.

We feel the crosscut spinnaker is faster because of the lighter weight and the ease of achieving maximum girth dimen-

(Continued on page 8)

The Scot Spinnaker

by Greg Fisher - Fisher Sails

For many years there's been a great deal of discussion about the pro's and con's of the spinnaker crosscut panel layout versus the tri-radial design on the Flying Scot. It should be mentioned that presently in the Scot class there are three panel layouts popular amongst the various sailmakers. First, the crosscut which we use here at Fisher Sails, makes use of horizontal panels with a center seam and where the panels are aligned so that the seams are perpendicular to the leech along the edge of the spinnaker. The crosscut has the advantage of allowing the sailmaker to shape the spinnaker more efficiently horizontally while still maintaining a stronger direction of cloth alignment with the greatest loads in the sail.

The spherical spinnaker, although seemingly similar to the crosscut in that it uses horizontal shaping, has no center seam and the panels are simply aligned on top of one another vertically. At the top of the spinnaker, the leech meets the cloth at nearly a 45 degree angle (the "bias" direction of the cloth), obviously the weakest direction of the cloth. For smaller boats, this panel layout is widely acceptable. The larger the boat, the more difficult it is to maintain the proper shaping in the upper leech area. As a spherical spinnaker becomes "aged", the bias of the cloth stretches along the upper leech, while the leech tape does not, and a tight leech is very common. This of course, will make the spinnaker fuller across the head, more difficult to fly, and not as fast on a close reach.

The tri-radial is an extremely popular design and a necessary design for off-shore boats. Its large advantage is that it aligns a strong direction of cloth (the thread line the length of the roll) with the

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To Radiate or Not to Radiate - That is the Question!

by Charlie Fowler

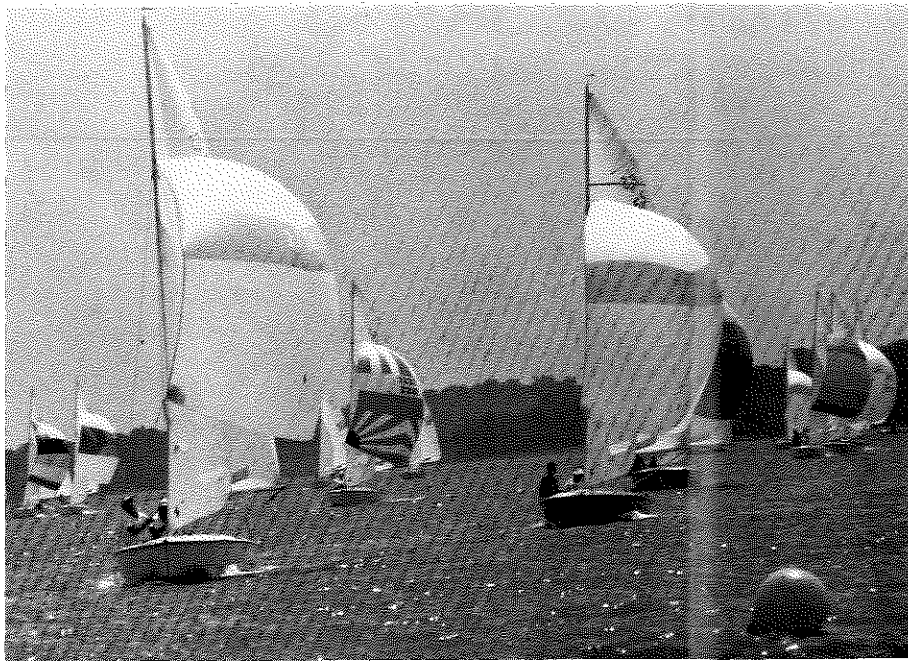
Sailmaking is fun! There are always choices and controversies, and there's always an opportunity to get into a discussion. One perennial controversy is about spinnakers. Every sailmaker is trying to cut the fastest chute, and there are many different views on which is the best design. Most of us will agree on the shape we are trying to achieve; maximum girth at the head (big shoulders) with open leeches and a little flatness in the middle. The flatness in the center section enables the spinnaker to present a little more cloth area to the wind and helps keep the leeches open.

When you look at spinnaker cloth, you will note the square shapes in the cloth; these are formed by the weaving process. If you were to pull against these thread lines with your fingers, you would find that there is not a lot of give or stretch. However, if the cloth were pulled from corner to corner (on the bias), you would find a lot of stretch, and depending on the amount of pressure you exerted, the cloth might not return to its original flat shape in that spot.

The spherical spinnaker, because of its design, has fewer panels than a tri-radial. Its centerfold (sphericals have no center seam) is at right angles to the luff, especially in the head section. Thus, the cloth in this spinnaker will tend to stretch on the leech (note: luff and leech are interchangeable in spinnakers). The [luff] tapes will not stretch, causing the leeches in the top section to not open up when reaching. The center of the sail will remain somewhat constant because the center is at right angles to the panel configuration.

The cross-cut spinnaker will have a

(Continued on page 8)



Which Is Better?

(Continued from page 7)

sions due to the panel layout. However, we are currently working on several different designs that incorporate the pro's and con's of each of these designs with the CAD/CAM system that we have been utilizing for the last decade.

The introduction of new spinnaker materials in the future may make one spinnaker design more conducive to a particular panel layout. We feel that the camber distribution in our current crosscut spinnaker is very close to being perfect, and any panel layout that we might choose in the future would have to be compatible in achieving this camber distribution throughout the sail.

Scot Spinnaker

(Continued from page 7)

greatest loads in the spinnaker: out of the corners. These spinnakers are durable and on larger boats where the loads are excessive, are important in helping to control spinnaker shape in heavy winds and close reaching. However, most tri-radial spinnakers are built with very symmetrical panel shaping which provides the spinnaker with a very smooth shape, but not necessarily the fastest shape. For example, we've found that it's best to have almost a "flat spot" in the spinnaker around the number area. The head needs to be extremely flat on the spinnaker as it leaves the mast up top. The

leeches need to be wide and projected. We feel that horizontal seam shaping is necessary to support the spinnaker properly up above. Since there are fairly high loads up top, we split our panels in the head on the crosscut so that they are not only aligned properly at the leech for the greatest strength, but also aligned down the center seam. Basically, we have built a semi-radial head spinnaker, but with crosscut shaping. We also suggest the use of extremely low-stretch fabrics to help minimize any shape changing in heavy winds. Although we don't feel it to be of nearly as great a concern as the concept of proper shaping, some racers are concerned with the additional weight in a tri-radial spinnaker created by the additional seams and the extra layering of cloth.

One thing's for sure, any Scot sailmaker would be happy to build any cut of spinnaker for you. Any of us would love to talk more with you about your questions, so feel free to call.

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.

To Radiate Or Not?

(Continued from page 7)

panel alignment at 90 degrees to the leeches. This means the cloth on the leech should not stretch much more than the luff tapes. This takes care of one problem, but brings on another, as the center seam is not aligned at right angles to the threads in the cloth. Bias stretch occurs around the center seam, which itself will not stretch. Because of this, in lighter airs especially, you are likely to see the shoulders on the leeches collapsing in toward the center seam. Sailmakers have a term for this; if you are friendly with one, ask him.

The design advantage of a tri-radial is that the thread line is almost always on the stress lines on the spinnaker. This is the reason that the tri-radial design will hold its shape better on close reaches, especially on the older chutes. The point of sail that the Flying Scot has the most trouble with is the close spinnaker reach, and any help the spinnaker can offer is a plus. Designing the head section of the Flying Scot tri-radial is a little tricky. To make it, specially shaped head gores must be cut and arranged to meet the class measurement criteria. Because the tri-radial has more panels and more seams, it becomes more expensive due to the additional labor and cloth waste in cutting. At Fowler Sails, we like the tri-radial design. We like it not because it is harder to design, more time consuming to make, and more expensive, but because we feel that we can achieve a more desirable shape with the tri-radial, one that will last longer and reach better.

There has been some discussion about tri-radials being heavier than other cuts because of the many seams. This might be marginally correct if the other cuts were of regular 3/4 oz. cloth, which normally weighs between .92 and .98 oz. per yard. Because of the bias stretch problems with the other cuts, a firmer, less stretchy and more coated 3/4 oz. cloth (trade name DYNAC) is often used. This cloth is processed in white only and weighs about 1.13 oz. per yard, which makes the spinnaker heavier to start with.

As you can see, there are some trade-offs to be considered, but there is more to be gained than lost with a well designed tri-radial. You need a new spinnaker? Your sailmaker is just waiting for you to come through his door. Talk to him. Good Sailing!

In Memoriam **J. Edgar Eubanks** **1937 - 1990**

J. Edgar Eubanks, Executive Secretary of FSSA, died suddenly of a massive heart attack Friday, May 4, 1990. Memorials may be made to Shandon United Methodist Church, 3407 Devine Street, Columbia, SC 29205.

Surviving are his widow, Mrs. Mary Ann Smith Eubanks, son, John E. Eubanks, Jr., and daughter, Miss Ann Louise Eubanks, 3727 Linwood, Columbia, SC 29206. A tribute will appear in the July/August issue of **Scots n' Water**.

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**.

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.

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

GOVERNOR'S CUP, June 16-17 **Fleet 27, Kerr Lake Reservoir;** **Satterwhite Pt.**

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

Contact: Lee Currin, P.O. Box 297, Louisburg, NC 27549, (919) 496-6254.

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, PO 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

(Continued on page 10)

Starting Line

(Continued from page 9)

sailing. The seafood social is unbelievable.

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

MINNESOTA AQUATENNIAL REGATTA July 21-22

Fleet 95, Lake Minnetonka;
Minneapolis, MN

A four race series held in conjunction with the Twin Cities Aquatennial celebration on Lake Minnetonka. Enjoy an island lunch and Flying Scots will have their own start. This is a first class event.

Contact: Mac McCullough, 16220 24th Ave., N., Plymouth, MN 55447, (612) 476-4503.

DUXBURY MID-SUMMER REGATTA August 3, 4-5

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.

Sheridan Shore Yacht Club Race Weekend - August 3-5 Fleet 3, Wilmette Harbor Wilmette, IL

Great racing at SSSYC's big annual regatta sailed on beautiful Lake Michigan, just north of Chicago. Starting on Friday, five races, joining Stars, Solings, and J24s. Steak Fry Saturday night, trophy awards Sunday afternoon.

Contact: Steve Dehmlow, 611 Jefferson Street, Hinsdale, IL 60521, (708) 789-1758.

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.

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 bi-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.

(Continued on page 11)

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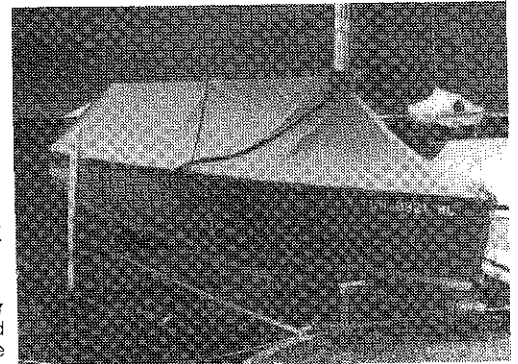
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Starting Line

(Continued from page 10)

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 Road, Woodbury, CT 06798, (203) 263-0769; Vincent Sweeney, P.O. Box 118, Remsenburg, NY 11960, (516) 288-5807.

THE NORTHEAST REGIONAL August 24-26

Greater N.Y. District Championship Regatta

A five race series. The Westhampton Yacht Squadron is celebrating our Centennial season. Come join us on Moriches Bay. For a registration package and lodging information contact: Vincent Sweeney, P.O. Box 118, Remsenburg, N.Y. 11960, (516) 325-8508.

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: Randy Rubenstein, 255 Kansfield St., Sharon, MA 02067, (617) 784-3075; Ralph Rieu (508) 285-7019.

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 Middle-gate Road, Bethel Park, PA 15102.

GLIMMERGLASS REGATTA, September 15-16 Fleet 109, Ostego SC; Cooperstown, NY

A great New York lakes tradition every-one 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.

GLOW IN THE DARK September 28-30

Fleet 135, Clinton Lake; Champaign, IL

The 1990 GLOW will be typical; free Food and Beer (kegs only this year, otherwise B.Y.O. beverages), no fees, no class and absolutely no pretenses. As any Glow survivor will attest, lotsa hot racing plus the best in social activities for the whole family.

Contact: Mike, Jerry or Farkle, PO Box 2972, Champaign, IL 61825-2972, (217) 359-2212. See Ya There!

CAROLINAS DISTRICT CHAMPIONSHIP, Sept 29-30 Fleet 27, CSC; Kerr Lake, Henderson Pt.

Fleet 27 invites all Carolina sailors to come enjoy a great championship.

Contact: Lee Currin, P.O. Box 297, Louisburg, NC 27549, (919) 496-6254.

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.

V.I.S.A. OPEN REGATTA, October 6-7 Fleet 71, Smith Mountain Lake; Roanoke, VA

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

Contact: Ed Wagstaff, 5318 Sundance Rd., Salem, VA 24153.

HILTON HEAD INVITATIONAL, October 13-14

Fleet 134, Hilton Head, SC

Come enjoy racing in the beautiful Hilton Head area.

Contact: Tom Caldwell, P.O. Box 3171, Hilton Head Island, SC 29928, (803) 671-6740.

CAJUN COUNTRY CHAMPIONSHIPS Nov. 17-18

Fleet 153, Cypremort YC; Lafayette, LA

The climax of the 1989 sailing season in the GYA. Fleet 153 invites everyone to join in for some Cajun fun.

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

RED LOBSTER CUP, December 1-2 Lake Monroe; Sanford, FL

The largest inland one-design regatta imaginable. Celebrity seminars on Friday with plenty of parties, the Saturday night "seafood feast", and door prizes. An unbelievable event.

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

SUGAR BOWL REGATTA December 29-30

New Orleans YC; New Orleans, LA

Come celebrate the New Year with this multi-class regatta which is just part of the Sugar Bowl festivities.

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

NEWS FROM THE BOARD OF GOVERNORS

The Board of Governors met during the Midwinters and several key issues of importance to all racers and especially those attending the 1990 NAC were discussed. The Measurement Committee has decided that all boats going through measurement will now have their centerboards inspected. In the past, boards have only been weighed. This means all boards of any boat not having a current measurement certificate applicable for the 1990 NAC. It was decided last year that measurement certificates would only be good for five years so some boats with current measurement certificates may need to be measured again this year. Check your certificate so you know your status before you get to New Orleans.

The subject of jib sheeting on the seat was again discussed. While a firm ruling is expected at the NAC, some guidelines were discussed. If you have plans to add or already have seat cleating for the jib, consider these points:

1. The system should be simple, i.e., a block and a cleat.
2. These should be minimum height off the seat for safety.

This is by no means an endorsement of seat cleating at this time and there is still

the possibility that it could be declared illegal. Any changes you make now are done at your own risk. The officers would still like any input on this subject before meetings in New Orleans. Also if you have a seat jib sheet system please send the measurer a picture so we can see what people may be doing and it could help in our decisions.

Spinnaker cloth weight was also discussed and the following was proposed to be added to the specification:

"Spinnaker cloth will be greigh goods weight of material which must have a minimum weight of 3/4 ounce per sailmaker's yard (28-1/2 by 36 inches). This means that uncoated weight of fabric must be 3/4 ounce or more per yard. Any spinnaker material that needs to be coated to bring it up to 3/4 ounce per yard will not be allowed in the construction of spinnakers."

Transom ports were also discussed and since the five inch style mentioned in the specifications is no longer available the specification has been changed to clear things up.

"Transom ports are permitted. One or two ports may be installed. Transom ports must be outboard of the rudder-

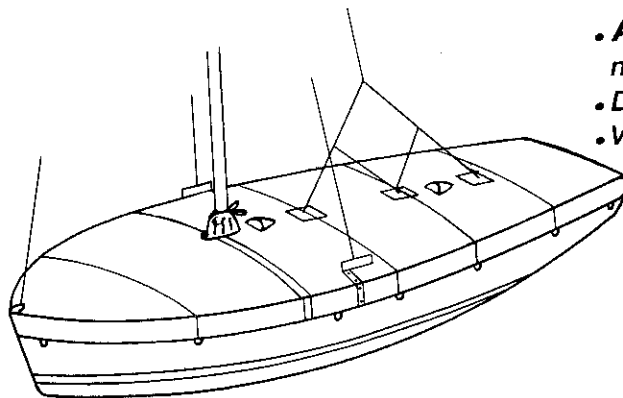
post and the openings must be a minimum of one inch above the molded waterline. The transom ports must not exceed six inches inside diameter, must be manufactured of opaque material, and must be round with watertight screw-thread closures. Transom ports must be closed at all times while racing."

The legality of using support boats to carry spare spinnakers was also discussed. It is currently illegal to carry two spinnakers on board while racing. In back to back racing when conditions may change considerably between races we all may want to change spinnakers. This will be further discussed at the NAC.

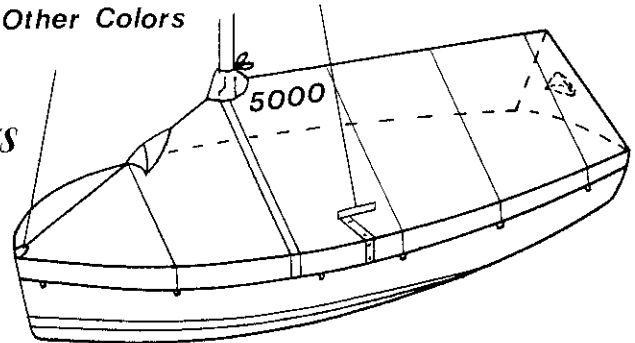
In regatta news for 1991, St. Andrews Bay Yacht Club will again host the Midwinter Championships and a bid by Fleet 7 in Riverside, CT has been accepted for the NAC. They have hosted it numerous times with excellent sailing on Long Island Sound.

New FSSA handbooks will also be distributed in 1990. More details on all of this is available through your officers and the FSSA Office.

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Flat Full Side	275 ⁰⁰	289 ⁰⁰	303 ⁰⁰
Tent 6" Skirt	249 ⁰⁰	265 ⁰⁰	278 ⁰⁰
Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
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1990 Midwinter Championships

The 1990 Midwinter Championship was another great success. Forty-nine boats participated in what were unusual Midwinter conditions, northerly winds ranging from strong to light and variable. Marc Eagan again mastered the Championship Fleet with four firsts while Pat Manicchia dominated in the Challenger Fleet with three firsts. All six races were completed giving the racers a throwout. A full report with all race results and pictures will appear in the July/August issue of **Scots n' Water**.

FINAL STANDINGS CHAMPIONSHIP DIVISION

Skipper/Crew	FS #	1	2	3	4	5	6	Total
1 Marc Eagan Marcus Eagan / Rene Dupaquier	3599	7	1	8	1	1	1	10
2 Benz Faget Thomas Baker / Karin Lorenz	GYA 101	6	4	2	4	2	3	15
3 Dukin McLane Steve Bellows / Libby Johnson	GYA 10	1	3	1	5	23	7	16.5
4 Harry Carpenter Karen Carpenter / John Meredith	4653	2	6	10	2	6	4	20
5 Eric Doyle Jack McManmon	GYA 36	22	5	4	3	3	5	20
6 Pete Merrifield Chuck Yarborough	GYA 97	20	15	6	8	4	2	35
7 Mel Willis Ross Norbun / Ed Semans	4322	8	10	3	7	14	10	38
8 Ira Cohen Cathy Cohen / Sjoerd Vanderhorst	4343	4	7	5	11	13	15	49
9 Jerry Hartman Sunshine	4140	9	12	7	6	26	8	42
10 Larry Taggart Carrie Haydel / Charlotte Fisher	4510	12	2	15	18	9	11	49

CHALLENGER DIVISION

Skipper/Crew	FS #	1	2	3	4	5	6	Total
1 Pat Manicchia Richard Wade / Jeff Perna	2714	1	1	1	5	2	24	9.25
2 Zane Yoder Josh Dupree / Kevin Martin	GYA 214	5	21	3	6	1	1	15.5
3 Bruce Moore Roland Foerster / Megan Doren	1453	3	4	5	1	12	3	15.75
4 Neil Glassberg John Fallon / Joey	4552	2	2	6	3	6	4	17
5 Dan Goldberg Monica Berton / Chris Peters	4521	9	3	11	4	4	8	28
6 Ralph Rieu Gary Werden / Morgan Doolittle	4565	23	5	2	7	5	13	32
7 Chris Swensen Denise Swensen / Trevor Davey	4639	7	13	9	2	9	6	33
8 Pete Sylvester Fred Myers / Adam Yates	GYA 62	6	8	19	9	7	5	35
9 Hugh Malone Eric Feldman / Erik Nolte	4436	11	6	4	11	8	9	38
10 Joseph Thorpe Patty Thorpe / Bill Whitehead	4104	4	10	12	15	15	10	51

FLEETS IN

FLEET 33, FANSHAWE LAKE London, Ontario

Fleet 33 sails out of the Fanshawe Yacht Club on Fanshawe Lake. There are about 400 boats at FYC, however the Flying Scot fleet has only maintained a minimum membership. The sailing is great on the 4 mile long by half mile wide, crescent shaped, Lake Fanshawe. There is a good Sunday racing program with Y Flyers, Wayfarers, Darts and Sirens participating. Due to the shape of the lake and the high banks, a variety of courses are raced.

While the small Scot fleet has failed to grow due to the competition from other active one-design classes, we can only hope to keep our nucleus going and hope for growth in the future. Lake Fanshawe is a beautiful and convenient place to sail and would make a great home for a large active fleet.

1990 FLEET CAPTAIN

Philip Luno

127 Fairview Ave.

London, Ontario N6C4T7

Editor: Philip enjoys sailing the latest of the single digit Flying Scots, #9.

FLEET 37, HOOVER RESERVOIR Columbus, OH

Fleet 37 is part of the Hoover Yacht Club which is almost exclusively a one-design yachting club. HYC is along the east shore of the Hoover Reservoir, which is located in the northeastern corner of metropolitan area of Columbus, Ohio. The reservoir falls under the jurisdiction of the City Parks and Recreation Department. There is no swimming allowed in the reservoir and a limit on the horsepower of motors is in effect.

These restrictions along with rapid land development has increased the popularity of sailing here. Hoover Yacht Club has responded by offering more extensive youth sailing classes and programs.

We are also a valuable source of rescue in our section of the total lake. Hoover Reservoir itself is divided into three sections by causeways and bridges. In the middle section we have access to an area about three miles long and half a mile wide which runs north and south. The lake sits up and gets excellent winds much of the time. Many boats are dry-sailed and launched by ramp with a 100 foot long T-shaped dock available making launching fast and convenient. Other long docks are available for docking between races or excursions. A combination of dues and workdays required for membership has made HYC a truly enjoyable experience.

Flying Scot Fleet 37 is made up of approximately 40 boats and is maintaining its numbers year to year. A fun loving, helpful group of knowledgeable sailors welcome new boat owners to our fleet with enthusiasm. We have social events every month, a newsletter, an annual Lake Erie Island trip in the Autumn and the Buckeye Regatta every May. Our rac-

(Continued on page 15)



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FAX (504) 831-1776

NORTH SAILS WINS 1989 MIDWINTERS

Fleets In

(Continued from page 14)

ing series is Sunday afternoons from May 1st through Labor Day. During 1989, we had 19 boats participate in the racing program. This is a competitive fleet with skippers at all levels finding someone to race against.

New club officers each year keep things stimulated and gives newer members a chance to contribute. Any Flying Scot sailors in the area should stop in and experience this beautiful convenient sailing club and introduce themselves to Fleet 37.

1990 FLEET CAPTAIN

John Gottwald

354 Meadowview Dr.
Powell, OH 44512 (216) 485-4537

FLEET 40, TOMALES BAY

Marin County, California

Inverness Yacht Club is located on Tomales Bay about 30 miles north of San Francisco. The bay runs about 14 miles long by one mile wide and offers excellent conditions for Flying Scot sailing. While there are no other Scot fleets for 1500 miles, Fleet 40 grew early in FSSA history to over thirty boats and today there are still over 20 double and triple digit boats at the club.

One of the main problems the fleet faces is the expense of buying and transporting new boats to the area. With this limited growth potential, the fleet thrives by keeping those boats in the area active. This is a great challenge as the older members are not as active and it is becoming very expensive to live in the area leaving younger potential sailors unable to afford the luxury of sailing. If there were more good used Flying Scots available in the area, there would be plenty of buyers.

The IYC facilities include a two story clubhouse, an acre of land, 350 foot pier and several hoists. The programs of IYC are geared toward summer activities. The race schedule goes from July 4th to Labor Day with some extra races in the fall. Other participating classes include 505's, Flying Dutchman, Lasers and Hobie 16. Racing can be set on triangular courses or around the bay depending on the wind. Sailing is done using the Portsmouth Handicap with Flying Scots also sailing as a fleet within the handicap club class. A typical weekend will find about ten Scots racing. Robert Cardwell is the 1989 fleet champion and Sandy Corbett won the 1989 Pacific District Championship. Plans are to hold a 1990

Pacific District Championship in August in hopes of attracting some other Scots in the area.

Fleet 40 is a very social club with many of the activities a part of IYC. Tomales Bay is a very beautiful sailing location and day sailing is enjoyed by many members. The Hog Island Race is a fun race held every Labor Day which is well attended.

There are also Junior sailing classes weekdays throughout the summer and adult sailing classes on Saturdays which use two club owned Flying Scots and Lasers to teach sailing. The interest and growth potential for many more Scots exists in Fleet 40 but it must start with attracting more total boats to the area. Hopefully we'll someday see growth in the western market but right now Fleet 40 is alive and well and wish the rest of the FSSA was a little bit closer.

1990 FLEET CAPTAIN

Sandy Corbett, Jr.

111 Calumet Ave.
San Anselmo, CA 94960
(415) 459-5713

FLEET 41, CRYSTAL LAKE

Lansing, MI

Fleet 41 has 16 Flying Scots at last count. We sail out of Crystal Sailing Club on Crystal Lake which is a clean spring-fed lake of approximately 750 acres. The lake is clear of obstructions, weeds and

shallows providing a large open racing area of about 1 mile by 3/4 mile. Crystal Lake is located about 1 hour north and west of Lansing and 1 hour east and north of Grand Rapids.

The clubhouse is located on the north side of the lake with a clear view of the whole racing course. Club facilities include a great room with fireplace, kitchen, locker rooms with showers, storage facilities, dock and mooring space, launching ramp, parking and camping area. The camping is generally limited to weekends only.

Two are conducted every Sunday beginning Memorial Day and ending Labor day. The season is divided into two series of approximately equal length. In addition the Lions Cup regatta is held on July 4th and the Commodore's Cup is held on Labor Day. Racing is performed on a modified Olympic triangle with generally 7-8 participants. The winners of Series A in 1989 were Chris Sorrick/Ernst Dobieli. The winners of Series B in 1989 were Duane Smith/Pat Smith.

In 1990 our invitational regatta will also be the Michigan-Ontario District Championship. This regatta will take place June 23-24. The Commodore's Reception will be held Saturday evening and we expect about 25 boats for which we will be rolling out the red carpet.

(Continued on page 16)



Fleets In

(Continued from page 15)

Social activities include a progressive dinner where we sail from cottage to cottage around the lake in late July and a Hot Cereal Race in Mid-August. The latter is like hot potato and generally includes many members of the club who do not always participate in other events. Our Midwinter meeting is always a lot of fun and this year Fisher Sails provided a program on racing the Flying Scot.

Fleet 41 is currently growing as some newer members are purchasing boats formerly sailed on the lake by members who have developed other interests. The actual age of membership is becoming younger as a result. Our strengths include a great racing program, great sailing location, and an inexpensive club. Our weakness is our location some distance from major metropolitan areas. Many of our members have a cottage on Crystal Lake. As with most "cottage lake fleets", it is important to try and keep everyone as active as possible in all fleet activities so they can get the most enjoyment out of their boats.

1990 FLEET CAPTAIN

Chuck Sorrick

929 Aspen Dr.

Rochester, MI 48063

(313) 651-2899

FLEET 52, LAKE ORION

Lake Orion, MI

Fleet 52 is a cottage fleet on Lake Orion. Most of the 15 members are lake-front cottage owners who moor their boats right at home. A boat club on an island is occasionally rented for fleet activities when necessary.

Racing is held three Sundays a month from Memorial through September. Two races are held on each race day. Special holiday series are sailed Memorial Day, 4th of July, and Labor Day. All racing is done on Olympic courses with an average of 10 boats participating. Wednesday night fun races are also held to stir interest from the non-racers on Lake Orion. A recent influx of younger family members has seen new life in Fleet 52 and hopefully this will spawn new growth. With lake access limited, growth will also be limited but we try to do everything we can to be a strong local organization and keep our membership active in their Flying Scots.

Being a cottage fleet, a lot of social get togethers including a dinner dance and awards luncheon. Others just happen as

living on the lake and boating is a way of life.

1990 FLEET CAPTAIN

James Jabczenski

491 Bellevue

Lake Orion, MI 48035

(313) 693-9133

FLEET 76, LAKE MASSAPOAG

Sharon, MA

Fleet 76 sails on the rather small Lake Massapoag with the Massapoag Yacht Club. Facilities are limited and in 1990 plans are to build a picnic shelter. The fleet is currently going through a growth spurt as activities are getting better organized.

The racing sailors have Sunday and Wednesday series to choose from as well as a September (9-10 in 1990) regatta open to all Flying Scots. Our fleet has become very competitive and last year six boats traveled to the NAC in Oswego, NY. We typically sail a Gold Cup triangular course for all races. 1989's fleet champion was Randy Rubenstein.

Most of the fleet membership live a short drive from Lake Massapoag. Even with the limited club facilities, we are a very social fleet. Last year's spaghetti and meatball dinner party was held for seventy people. The fleet growth has come from the younger ages and there is still a lot of potential for new members so if you are in the area, stop on by.

1990 FLEET CAPTAIN

Ralph Rieu

133 Burt St.

Norton, MA 02766

(508) 285-7019

FLEET 83, LAKE CARLYLE

St. Louis, MO

Fleet 83 is part of the Lake Carlyle Sailing Association which is a model organization and sailing facility for one-design sailing. Lake Carlyle is a large inland lake with it's main sailing body about 8 miles long and over a mile wide. This allows multiple courses during major regattas using one mile Olympic triangles.

The club facilities include 450 parking lot spots for storing boats as well as ample car parking. There are three electric hoists for launching boats as well as ramps. The boats are launched into a well protected basin which includes four long docks (over 100') for tying off boats while preparing to sail. An active cata-

maran program also has a beach available for launching and swimming. There is also a club house and pavilion overlooking the lake which are perfect for club and fleet activities.

Hazelet State Park is located adjacent to the CSA and offers excellent camping facilities. Most members are from the St. Louis area which is an hour away, so a weekend of camping and sailing is enjoyed by many.

Fleet 83 currently has over 40 members and has seen steady slow growth. We are also enjoying an influx of younger members and there is still plenty of room for growth. The racing program consists of three series with two races sailed on Sundays. Races are all sailed on a form of Olympic or modified triangles. The current fleet champion is Bernie Knight who currently serves as the FSSA Second Vice-President. Paul Moore, Jr. who is the current FSSA Commodore, is also a Fleet 83 member so we have been a very active part of the FSSA. This includes hosting two NAC's and anyone who attended will attest to what a great location and facility we have to use and share.

Our annual regatta is the Whale of a Sail held in September every year and this year we will also be hosting the Midwestern District Championship June 23-24.

1990 FLEET CAPTAIN

E. Paul Moore III

PO Box 218

New Melle, MO 63365

FLEET 90, BISCAYNE BAY

Miami, FL

There are twelve members of Fleet 90 who sail at the Coconut Grove Sailing Club. We are not a typical fleet in that although there is a one weekend per month racing program, the Scots are basically a daysailing group. Of course Biscayne Bay offers a great sailing location for these activities and all of our membership enjoys sailing the bay.

There is plenty of room for fleet growth and we're looking for a renewed interest in racing. As the Florida District continues to grow and become more active we are hoping that this enthusiasm will carry over to the Miami area. Anyone with any interest in Flying Scot sailing in the Miami area should contact Charlie Fowler or

(Continued on page 17)

Fleets In

(Continued from page 16)

Florida District Governor Cal Hudson.

1990 FLEET CAPTAIN

Charlie Fowler (Fowler Sails)

2210 N.W. 14th St. #10

Miami, FL 33125

(305) 638-8885

FLEET 104, 4TH LAKE

Old Fort, NY

Nestled in the heart of Central Adirondack is a small, crystal clear, mountain lake which Fleet 104 of Old Forge, New York calls its home. Fourth Lake is about 5 miles long and about 1 mile wide (at its widest point). The mountainous terrain can play ping pong with the wind, providing challenging sailing for the Fleet 104 members.

There are about twenty Fleet 104 members and all own cottages on the water. The fleet has seen growth lately and there is still room for limited growth among other cottagers. Sailing with our friends and neighbors, there are lots of social opportunities. We also have two annual day cruises around the lake (twelve miles long).

Fleet 104 sails as part of the Central Adirondack Sailing Association. Saturday races are held from the beginning of July to the end of August. A total of 11 races are held, of which, a Scot's best 5 individual races are counted towards the Fleet championship. Other events include the annual Fleet 104 regatta weekend. The weekend is comprised of a 3 race series, followed by a costume-cocktail party and dinner which is held at one of the member's summer homes on the lake.

The season closes with a fun race and water war. This is followed by an awards banquet where the champions of the fleet (and other sailing divisions) are announced. Allen "Duffy" Zornow was the 1989 fleet champion. We will also be hosting the 1991 New York Lakes District Championship so we hope you'll consider making plans to attend.

As fleet members, we are very fortunate to sail in a picturesque environment, against great competition. It would be an injustice to the fleet not to mention the 16 people in our organiza-

tion that make it such a pleasure to be out sailing with Fleet 104.

The old Forge/Inlet area is a large tourist area. We encourage anyone making summer plans to bring their sailboat and race in any one of our various divisions. Races are held at 2:00 pm on Saturdays, beginning the first weekend of July.

1990 FLEET CAPTAIN

Allen "Duffy" Zornow

45 Hilltop Drive

Penfield, NY 14526

(716) 383-8099

FLEET 126, LAKE TOWNSEND Greensboro, NC

Fleet 126's sixteen members can be found participating in club races, day sailing activities, and cruising from Lake Townsend to the coast. Although Lake Townsend is small and the only facilities are parking and a boat ramp, we have a very strong, competitive fleet and a year round racing program one weekend per month. Almost every member races on a regular basis.

(Continued on page 18)

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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.

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

Fleets In

(Continued from page 17)

The spring series includes April, May and June while the Summer series is July, August, and October. A winter frostbite series is run in December, January, February and March. Starling Gunn is the latest Frostbite winner while Sam Eich won both the spring and summer 1989 series.

The fleet has seen recent growth which we hope to continue through various activities. The only limiting factor is the lack of Lake Townsend Yacht Club facilities.

Cruising at Smith Mountain Lake, VA, this summer was just one of the activities members participated in outside of regular club and invitational regattas. With favorable wind and lots of spinnaker runs the fleet sailed from Penhook Boat Landing to Smith Mountain Dock, then over to Bernards Landing. It was lots of fun!

We also have a very active traveling group of sailors that travel to invitational regattas. Larry Lewis (FS 3933), who also served as Governor of the Carolinas District, Starling Gunn (FS 1104), Dick Schultz (FS 1885), and Bill Byrd (FS 4043) finished second, third, fourth, and fifth, respectively, in the VISA Invitational Regatta in October. Dave Batchelor (FS 2324), a past Fleet 126 member, came in first.

The Helmold/Singletary Trophy (for the top boat in Carolina events) has been won 13 times in it's 18 years by Fleet 126 members. This season first and second place winners were Fleet 126 members and of the first eleven boats, over half were from Fleet 126. We are very proud of our traveling competitiveness with over half of the fleet traveling on a somewhat regular basis.

We also have expert competitors who stay closer to home, such as Kent Taylor (FS 1296), winner of both the Mayor's Cup and the Bryan Cup in 1989. Fleet 126 sponsored the 1989 Carolina District Championship. Although it was very windy (the weekend after Hugo), we had a nice regatta. One of our new members, Jim Horney (FS 4125), won the trophy for highest finisher to never have received a District trophy.

Our future plans include an annual summer cruise, a trip down the Neuse River to Oriental, NC and possibly a weekend on the Intercoastal Water Ways of the beautiful North Carolina coast. With the regular invitational regattas and club races, there's no doubt Fleet 126 will continue to grow from its present sixteen



members to an even stronger fleet.

1990 FLEET CAPTAIN

Starling Gunn

Rt 3 Box 370 Hampton Rd.
Eden, NC 27288
(919) 939-2508

FLEET 142, LONG ISLAND SOUND Sprite Island Yacht Club

Fleet 142 is a fast growing fleet that is an integral part of Sprite Island Yacht Club. This club is located on a beautiful, serene seven acre island several hundred yards off shore in Long Island Sound. What a great way to escape from the hustle, bustle and traffic of Fairfield County, Connecticut - just drop everything and head for Sprite. Picnic with friends, lay on the beach, or go for a relaxing (at least until the starting gun sounds) sail.

Boaters are all moored in the lee of the island and other facilities include a small clubhouse, snack bar, deck, bath house, beach and picnic areas.

Fleet 142 has enjoyed steady growth and currently has 31 members. The racing program includes two summer series with both an "A" and "B" fleet. There are three short races each Sunday afternoon sailed on Olympic courses. Occasionally a longer course is sailed using Coast Guard navigation marks. A typical Sunday sees about 10 boats on the line while almost 20 participate on a regular basis. Championship Weekend is also held in September to determine the final race standings. Fred Breekland is the reigning 1989 fleet champion.

The Sprite Island Regatta is held every June (23-24 in 1990) and consists of 3

races on Saturday and 2 races on Sunday. Saturday night there is a cook-out and Sunday is followed by cocktails and snacks.

Fleet 142 enjoys many social/sailing events. An evening sail to a local seafood restaurant for some fresh lobster is an annual event. Another mid-summer classic is a Revolutionary War Game of capturing the flag. This game is complete with wet sponges for weapons and is GREAT FUN! With such a beautiful sailing location and facility, daysailing and picnics are also very common in the fleet. This gives the non-racers a lot of opportunity to join fleet activities.

An annual winter ski trip is also part of the off-season social activity. Mooring placement days, launch days, an on-the-water clinic, and tune-up races are also part of the schedule.

Being a great sailing area Sprite Island and Fleet 142 offer the Scot sailor many ways to enjoy sailing and we see continued growth for Fleet 142 in the future.

1990 FLEET CAPTAIN

David Squier

56 Laurel Road
New Canaan, CT 06840
(203) 972-0702

FLEET 160, LAKE OF THE WOODS Richmond, VA

Fleet 160 resides at Lake of the Woods in the Blue Ridge Mountains of Virginia. The lake is about 550 acres with 2 full service marinas. The Lake of the Woods Sailing Club is a beautiful modern facility with a well appointed clubhouse that includes a formal dining room, banquet

(Continued on page 19)

Fleets In

(Continued from page 18)

rooms, sports lounge and a full length pier.

The fleet was chartered in October 1986 and has grown to eight boats. All of the members race in a Spring and Fall series, each with seven race days of 2 races each day. Racing is done on modified Olympic triangles or on a windward-leeward course depending on the wind. On the windward-leeward course a center leg start/finish gate is used and boats must sail through it on all legs. This adds a challenge to the races and keeps the race committee wide awake. Besides the series champions, there is also an overall champion for the Wilderness Cup. John and Yvonne Beery are the reigning fleet champions.

The annual regatta is held the last weekend of April and is a fun three race, one day event. We have seen participation grow to 16 boats in 1989. The trophies are unique and require fast work as they are pictures of the boats developed and mounted on plaques by the awards ceremony.

The fleet also has 3 fun events during the summer: Treasure Hunt, Hot Potato, and Round the Island - all requiring water cannons or water bombs. We also try to hook up with Fleet 137 once a year for an outing down in the tidewater area of Virginia.

A lot of the fleet has taken to traveling at times. We are also blessed with an excess of sailing facilities at this time. Coupled with our resources and enthusiasm, we hope to see Fleet 160 grow to 20 boats by 1995.

The one problem we have is stiff competition from other things to do at LOW: golf, tennis, waterskiing, horse back riding, etc. give the people a big choice of activities. We hope to promote sailing much more in the future and this especially goes for getting the youth interested and participating.

1990 FLEET CAPTAIN

John Beery

Box 305 LOW

Locust Grove, VA 22508

(703) 972-7411

FLEET 167

Key Largo, FL

The Upper Keys Sailing Club (UKSC) is located just south of Miami, Florida in the first of the Florida Keys - Key Largo. The clubhouse and dock are situated on the bay side of Key Largo facing beautiful Buttonwood Sound. With a maximum

depth of seven feet and protected from all directions be either land or mangroves, this body of water is ideal for year-round racing. At the same time, the warm breezes, clear skies, and tropical waters contribute to the overall attraction of sailors to this area. Our facilities include three launch ramps, two docks and a small beach. Also, money has been appropriated, plans have been let, and we hope to have two lifts installed in the very near future.

Our Fall, Winter, and Spring seasonal activities are primarily racing oriented, while leaving the focus for Summer activities more flexible and oriented towards rendezvous' and cruising. This schedule gives us an opportunity to encourage our northern sailors to join in on our activities during their vacations in Florida. For those family members who wish to participate in actual racing, they can view all the racing activities from within the clubhouse.

We are a small club of approximately 160 members and have a relatively new, but expanding, fleet of Flying Scots. We currently have eleven Scots; our first boat - #311 - joined in October of 1988 and our eleventh boat - #4666 - joined in

November 1989. You can easily see how fast Fleet 167 is growing!

Our racing program currently consists of four 3-day 3-race series (open to Portsmouth rated boats including Flying Scots) per year. We have a Flying Scot Series that consists of five race days with three races each day - one day per month. We also have an annual regatta and annual 4th of July Regatta (The Firecracker Regatta) that consists of 2 days of racing and seminars, and cook-outs. The course we use is a modified Olympic Triangle.

Our Annual Regatta is held in January and consists of five races over 2 days. There is a dinner on Saturday, and awards and hors d'oeuvres after racing on Sunday. We expect a lot of out-of-town Scots to participate in this event.

As the UKSC continues to grow so will our Flying Scot Fleet 167 - thanks to the dedication to sailing of so many of our members.

1990 FLEET CAPTAIN

Jay Kurtz

1004 Crane

Key Largo, FL 33037

(305) 451-9972



Consistently Out Front

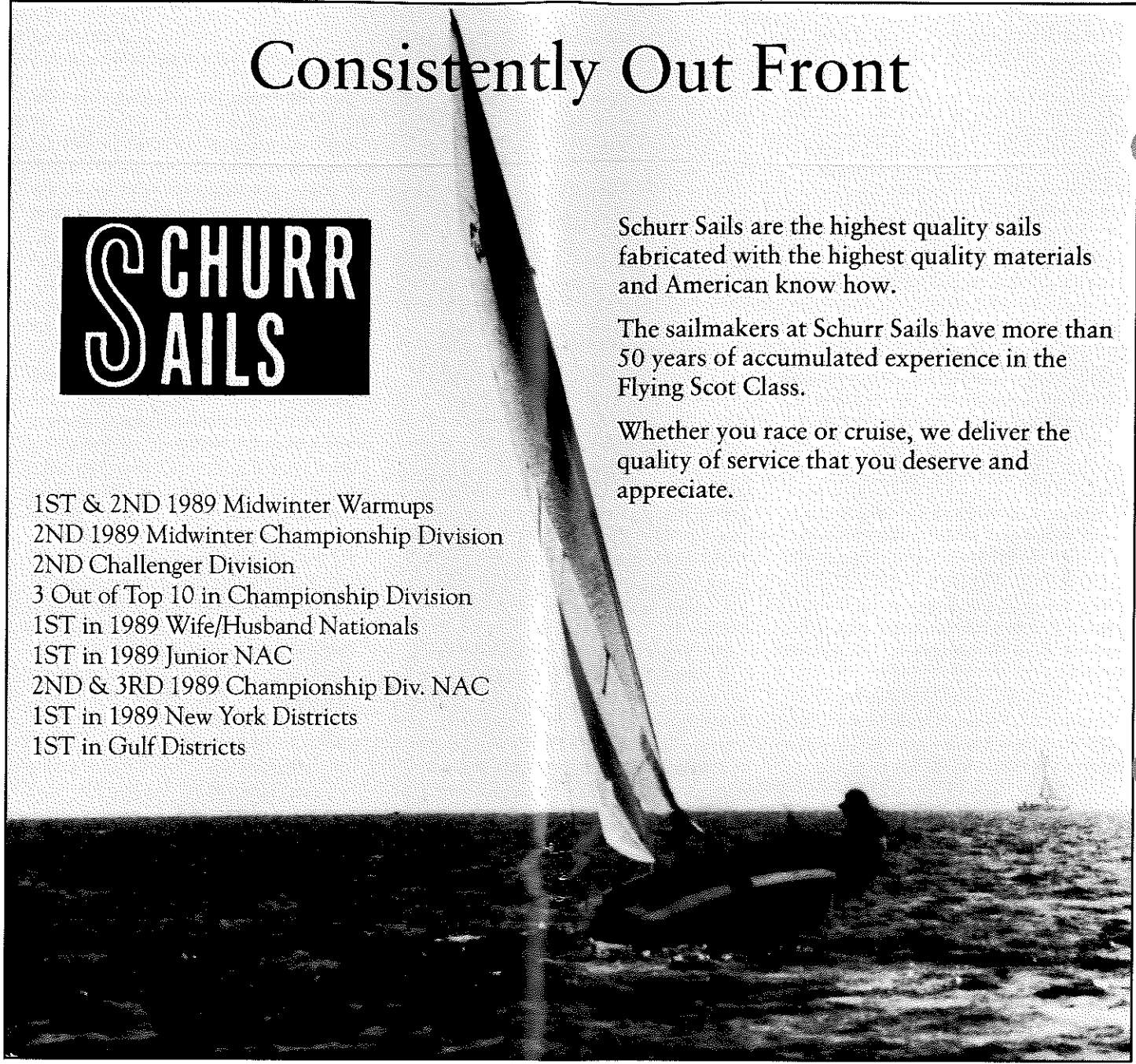


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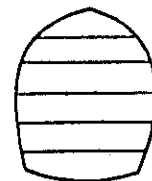
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COME SAIL THE TURKISH COAST IN 1991 AMONG CRUSADER CASTLES AND ROMAN RUINS

by Bob Vance, Past Commodore

In June of 1991, the 8th FSSA Cruise will sail The Turquoise Coast of Southwestern Turkey. This area is now one of the most desirable destinations in the world to visit. We have been fortunate to reserve 12 boats starting June 11, 1991.

We're using the same formula in Turkey that was so successful on both our Alaska and Australian cruises. A combination of sailing for 11 days along the Turkish Coast, one of the most beautiful areas in the world, plus six days of outstanding deluxe sightseeing.

Pat and I are going to Turkey this May to check out the boats and decide which sights the group should visit. We already know that all of us will definitely spend three days in Istanbul to see everything, plus visit Ephesus, Ishmir, Bourdran and Marmaris.

This will be Flotilla sailing as in Greece. There will be an escort along with us to recommend places to eat and for sightseeing as well as to translate when necessary. We'll be in a different Turkish harbor each night and eat ashore inexpensively in the local taverns. Pat says she likes the fact she doesn't have to cook dinner every night! Since we'll be eating dinner ashore we can use smaller boats than Alaska and Australia. Although listed for six persons, we've chosen to be very comfortable with four persons on these 30' boats. They are all new in 1990, so they will still be in great shape in June 1991.

By sailing in June we should avoid the high winds, (Meltemi) of late summer. The air and water temperature should both be in the 70's. The area we are sailing in abounds with ancient history: Islam Mosques, Roman Ruins and Crusader Forts. Did you know that Turkey has more Roman Ruins and Biblical historical sights than any other country in the world?

Our current plan is for the group to leave New York City Thursday night, June 13, 1991 via KLM and arrive in Marmaris, Turkey Friday night and spend the night

in a hotel. After check out the next morning, we'll sail through the Turkish Isles for 11 days along the Turquoise Coast. At the end of the cruise we will take a private bus to visit Ephesus and Pergaman plus other sights on the way to Istanbul. After three days in Istanbul, we return to New York on Sunday, June 30th.

Although we have to make our commitment to Alcor by June 31 for the boats, it is too early to finalize the exact costs. KLM doesn't have the airfare yet. Jacques Bulterman, who did such an outstanding job for us in Australia, is the professional putting this trip together for 1991. He's already been to Turkey a few months ago and Pat and I will meet him there this May. He estimates the total cost per person including airfare, boats, hotels, bus transfers and some meals will be under \$2900 per person for 18 days. This covers almost everything except liquor and dinners in the taverns during the cruise and lunches and dinners on the bus trip and in Istanbul. Breakfasts are furnished by the hotels and there will be a farewell dinner furnished in Istanbul. We've been told meals are cheap. We'll be able to give you better information when Pat and I return.

If you want to organize your own crew,

let us know the names of the other couple right away. The 12 boats we have reserved hold four people comfortably, but there are a few other boats available for six at a somewhat higher cost so this gives us some flexibility. If you don't have your own crew, we will set up the boats with compatible couples, (you can't miss with Scot Sailors!). We obviously need at least one skipper with cruising experience on each boat. Since this is the eighth FSSA cruise there should be no shortage of skippers. Most all Scot skippers should qualify. We don't need the same expertise as on 42' boats we've used in the past. **IF YOU WANT A LARGER BOAT FOR 6, YOU HAVE TO LET BOB VANCE KNOW IMMEDIATELY.**

In order to reserve your boat, each couple should now forward a \$600 deposit to "Robert F. Vance - 1991 FSSA Cruise". (Refundable through November 30, 1990). The next payment will be due about January 1991.

This is a great opportunity to take that exotic vacation you've always talked about and combine it with cruising in waters that most people only dream about. Send in your deposit and crew list right away so we can guarantee you a boat at this special rate through FSSA.

FSSA 1991 TURKISH CRUISE

June 13-30, 1991

_____ We want a boat. There will be _____ of us.

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FISH(er) or FOWL(er)

Be SCHURR to Pick the Right Sails

When NORTH of BOSTON

by Cal Hudson, FS4660

Anita and I bought our first Scot from a fellow in Orlando. The boat and sails were in pretty rough shape. Fixing up the boat wasn't too hard as it just required some TLC. The sails (Boston) were pretty old and in our first heavy wind race we ripped the bottom seam off the jib. It was time to buy our first set of sails. Twenty years earlier when I raced a Pram I noticed that the winning boats had new sails. I convinced my folks to lay down the enormous sum of \$35.00 for a set of Clint Johnson's "state of the art" Pram sails. "WOW", what an improvement. I went from the bottom third of the fleet to the top third instantly. Hoping this would work on my new Scot, I called up Johnson Sails. I talked to a guy named Ethan Bixby and told him that I wanted a set of sails for my Scot. Ethan asked me if I wanted to race and I answered "YES!" He then told me that Johnson could make a cruising sail but they couldn't make me a really competitive sail. Ethan asked me if I had ever heard of Greg Fisher and I said no. He said Greg had just gone into business for himself but had been making Scot sails under the Shore label for some time. "Call him up and tell him Ethan sent you". This Ethan sounded like a knowledgeable guy (and a year later I would find out just how extensive Ethan Bixby's sailing credits were) and so I called up Greg. Anyway, I got a Fisher main and jib and off to the races I went. Unfortunately, I wasn't catapulted into the top part of the fleet. Granted, the boat sailed better but it was obvious that top speed in the Scot requires more than just a new set of sails.

Boat Tuning

Things began to look up when I got Greg's "Tuning Guide". This contained a bunch of data on how to set mast rake, luff tensions, etc. We were going better

but still not winning. It was at the FUN-4-SAIL Regatta in Melbourne where we met up with Greg again. After reviewing the videos of Anita and I, it was apparent that we were trimming our main and jib wrong. On a Pram, the boom was trimmed to the corner of the transom upwind and so without knowing better I trimmed the Scot this way. No wonder we couldn't point, we were reaching upwind. Also, the top of our jib was angled out severely. Before the second day of racing Greg came down to our boat and noticed that our jib sheet loop was way too big and retied it. On the way out to the course Greg got behind us in a chase boat and told us to trim for upwind. He kept yelling pull it in until it was just right and "WOW" what a difference. We marked the mainsheet at this setting and off we went. On the second day of sailing we jumped from last to mid-fleet beating Fats Jenkins (who had beat us on every race Saturday) in both races. A few weeks later, Fats traded in his old Schurr sails for a new set of Fowler sails. Charlie helped Fats tune his rig (differently from Greg's settings) and Fats showed a remarkable improvement. The moral of this story is that to get the most out of your sails, use your sailmakers recommended tuning guide. NOT ALL SCOTS ARE TUNED ALIKE.

Are WE Winning Yet?

In a word, NO. By moving the blocks around for crew efficiency, prepping the hull and foils, and putting on new sails, Anita and I managed to make the boat

competitive. We were occasionally finishing in mid-fleet but still couldn't beat Charlie Fowler (with old sails and beat up boat) or George Spencer (with ancient hull #24 and old Boston sails). It was frustrating, we had new sails and still couldn't win. Out came the naked truth, NEW SAILS ARE NO SUBSTITUTE FOR EXPERIENCE. Boy was this a brutal realization!

What's It All Mean?

As a neophyte Scot sailor I came to the following conclusions regarding picking out new sails:

1. Consider only sailmakers that are active in the Scot class and understand the boat's unique points.
2. Buy sails from a sailmaker that is willing to follow through and help you get the most from your sails.
3. As a starting point, set up your rig per your sailmakers tuning guide.
4. Don't expect a MIRACLE CURE. Time in the boat and experience make winners.

So who REALLY makes the best sails? In the Florida District, five boats consistently win head and shoulders above the rest. In (arguably for sure) order they are:

Skipper	Sailmaker
Charlie Fowler	Fowler
Jimmy Signor	Fisher
George Spencer	Boston
Ed Wynn, Jr.	Schurr
Dick Slosar	Fisher

FISH or FOWL, can anyone really be SCHURR?

CAVEAT EMPTOR

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 2013 - Customflex, white deck, yellow hull, dry sailed, stored indoors; Schreck main, jib, spinnaker; Harken blocks & fittings; mast raising hinge; 4:1 internal out-haul, 4:1 boom vang; 3:1 cunningham; adjustable hiking stick; some spare parts; Pamco trailer bearing buddies, new spare. Very good condition. Asking \$3,000. Ron Luehrig, Kalamazoo, Mich. 616-629-5545.

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

FS 3081 - Douglass, cream deck, tangerine hull, original main, jib; Harken blocks. New spinnaker, pole and cockpit cover. Sterling tilt-trailer, Barnegat anchor, outboard bracket. Excellent condition, dry

sailed in freshwater lake. \$4850. George Kalnitsky, 10 Lakeview Dr., RR 6, Iowa City, Iowa 52240. Ph. (319) 351-9169.

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, \$4,300. Joe Leaman, West Lafayette, Ind., Ph. - home (317) 463-5706; work (317) 463-8236.

FS 3612 - Douglass, white hull & deck, blue stripe. Schurr sails, Thomas spinnaker, Harken race rigged, Pamco trailer, spare tire, blue cover, lifting bridle, motor mount, motor, other extras, very good condition. Asking \$4,500. J. Lisherness, 145 Lingay Drive, Glenshaw, PA 15116, 412-487-8724.

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. \$4,500.00. John Schweppe, 1311 Montrose Drive, Shelby, NC 28150, Office (704) 487-7204, Home (704) 482-6162.

FS 4227 - Douglass with trailer. White deck, gray hull with red waterline and black graphite bottom. Great shape. Race equipped, 2 sets of sails, North & Shore plus spinnaker, extra mast, cockpit cover, plus variety of extra spars, Halyards etc., \$5,000. Peter Nichols, 12 Hemlock Rd., Cambridge, MA (617) 497-7795.

FS 4283 - 1986 Douglass, like new. White hull, blue trim, Schurr main and jib. Spinnaker never used. Large cover. Motor bracket, little used 6 HP, cruise n' carry. Tee Nee galvanized trailer, tie-down rig, compass, clinometer anchor, lines, lifting bridle, mast hinge. Bernie Kuehn, 14 Round Hill Rd., Chappaqua, NY 10514-1623, (914) 238-9251-- \$5,600.00.

FS 4650 - Douglass built, white hull, white-silver deck, blue trim. Boat, trailer and sails are ready to sail, this is a brand new boat, factory warranty. This boat is ready to go, has not been wet yet. Priced at \$7995.00. George Rootring, 504 N. Main St., Navarre, Ohio 44662. Phone (216) 879-2686 or 494-3395.



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4141	Capitol	Martin N. Ghen	410 Hampton Court	Chalfont	PA	18914
4339	Capitol	Charles M. Gillikin, Jr.	1003 Hawk Channel Ct.	West River	MD	20778
1602	Capitol	Richard S. Krewson	2295 Pioneer Rd.	Hatboro	PA	19040
4833	Capitol	Howard Needham	9713 Corkran Lane	Bethesda	MD	20817
3377	Capitol	Thomas W. Reinke	272 Steeplechase Dr.	Media	PA	19063
2620	Carolina	Dave C. McRae	303 Williamsburg Dr.	Greenville	NC	27858
3916	Carolina	William A. McVey	6006 Thistle Trace	Greenwood	NC	27410
4162	Carolina	Arthur E. Menke	126 Dolphin Dr.	Spartanburg	SC	29302
3533	Greater NY	Philip L. Denniston, Jr.	36 Twin Lakes Ln.	Riverside	CT	06878
2225	Greater NY	Kenneth J. Hall	49 Breezemont Ave.	Riverside	CT	06878
2790	Greater NY	H.B. MacLaughlin	53 Edgewood Rd.	Katonah	NY	10536
4158	Greater NY	William K. McKay	380 Forest Ave., RD 1	Princeton	NJ	08540
4153	Greater NY	Gerry Mongrain	372 Bayport Avenue	Bayport	NY	11705
4664	Greater NY	Paul J. Patin	40 Bergen Lane	Blue Point	NY	11715
1355	Greater NY	Joel Schneyer	50 Hillpark Ave., 1R	Great Neck	NY	11021
2896	Greater NY	Julius Surkis	177 Baltic Street	Brooklyn	NY	11201
0663	Greater NY	Sayville Yacht Club	Box 127	Sayville	NY	11782
0415	Gulf	Charlie Buller, III	1305 W. Holly Hill	Westlake	LA	70669
2564	Gulf	Charlie Buller, III	1305 W. Holly Hill	Westlake	LA	70669
3585	Gulf	Charles E. Castleman	1618 Fernwood Circle	Chattanooga	TN	37421
1790	Gulf	Whit & Linda Kandall	425 Concord Wppds. Dr., SE	Smyrna	GA	30082
3687	Gulf	O'Neil Mathews	2959 Nurick Dr.	Chattanooga	TN	37415
3584	Gulf	Ron Patek	4010 Hamill Rd.	Hixson	TN	37343
3385	Gulf	William C. Webb	2168 South Shore Acres Rd.	Soddy	TN	37379
3586	Gulf	Alan Winger	Privateer Rd.	Hixson	TN	37343
3297	Gulf	Tony R. Young, Ph.D.	3010 Luba Blvd.	Monroe	LA	71201
1435	Midwest	Judy Schnick	806 Shore Acres Rd.	LaCrescent	MN	55947
4640	Midwest	Daniel E. Thomas	672 White Birch Dr.	Shoreview	MN	55126
4651	Midwest	Tom Walsh	1132 Crosby Street	Rockford	IL	61107
4430	New Eng.	David L. Ryan	P.O. Box 5781	Milton	MA	02186
1642	Ohio	Stephen P. Anderson	2439 Olde Sawmill Blvd.	Dublin	OH	43017
3561	Ohio	Ken Cora	5371 Shannon Park Rd.	Dublin	OH	43017
1728	Ohio	Richard H. Prewitt	200 E. Main St.	Lexington	KY	40507
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