

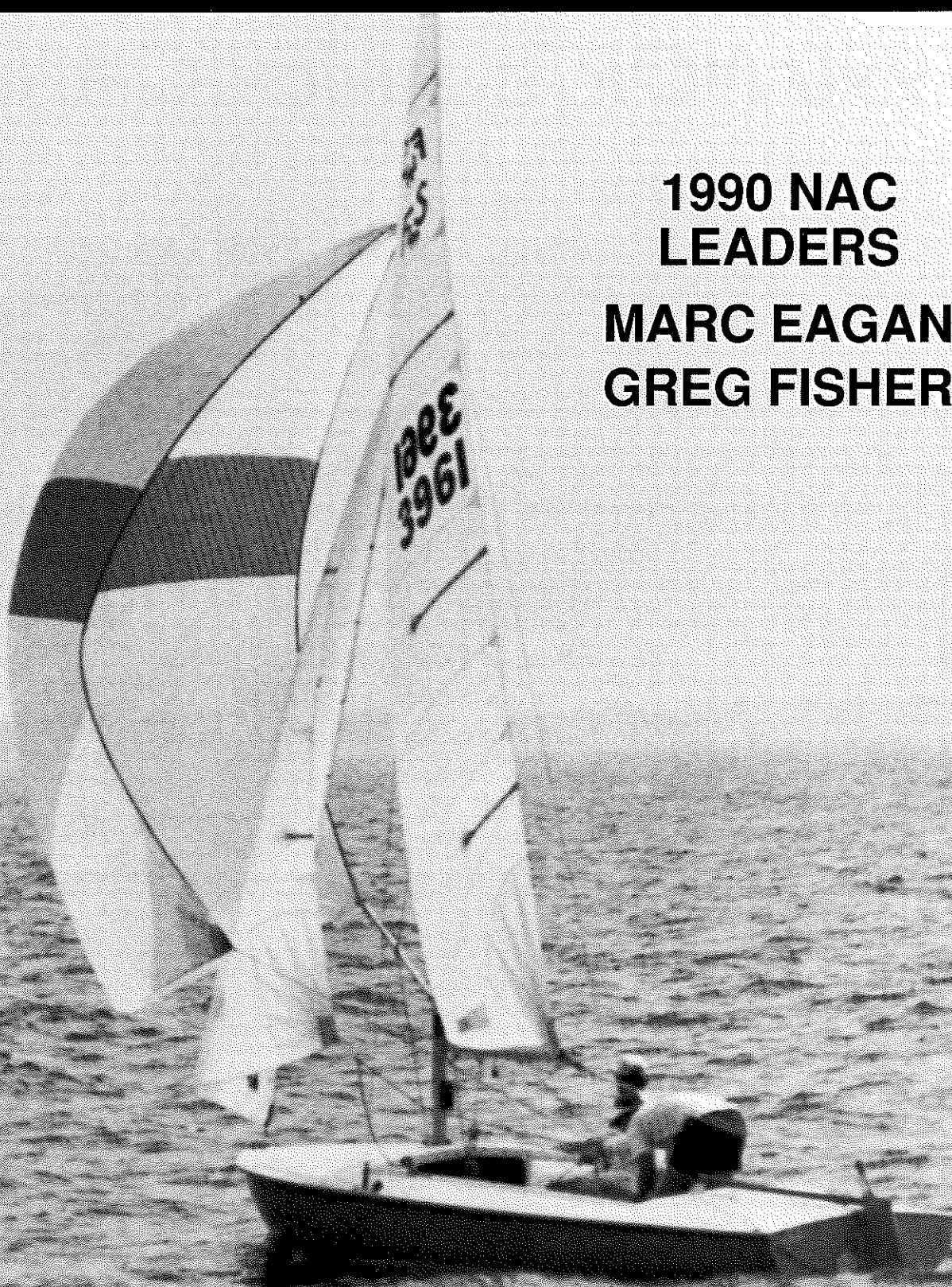
Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXII NUMBER 5, SEPT./OCTOBER 1990

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Scots n' Water

COVER: Marc Eagan and Greg Fisher all alone on a reach during race one (Races two, three, four and five not pictured).

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Scots n' Water

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NEWS AROUND THE FSSA

Scots n' Water New Editor

Lynne "Sunshine" Hartman has been named the new Editor of **Scots n' Water**. Sunshine and her husband, Jerry, have been active in the class for many years and sail at every Midwinter Championship and most NACs. They are well known among regular participants of those events for traveling in the "Bay Hilton", a 35 foot RV, and being the party center of the parking lot. They are also annual hosts of the Glow in the Dark regatta every fall at Clinton Lake. Sunshine and Jerry travel throughout the Midwest District to many events.

Most important, they are two of the friendliest and enthusiastic members of the FSSA. What all this means is that we have a good person looking over **Scots n' Water**, someone who knows a great deal about the class and has a lot of friends to help support from every area from within the FSSA. I hope everyone will show their support for Sunshine and **Scots n' Water** and remember everyone's contribution, suggestions and questions are always welcome.

I'd also like to take the time to briefly explain **Scots n' Water** and the editor's job. First of all the editor is a regular member of the class just like every other sailor. The main responsibility is to collect and write articles for **Scots n' Water** including the regatta listings. The editor's main contact with the FSSA office is regarding the publication of **Scots n' Water**. To save you some phone calls and confusion, things the editor does not have anything to do with is selling and printing advertising, listing boats in "Caveat Emptor", or collecting any fees or memberships. These are all done by the FSSA office which can be reached through phone at 1-800-445-8629. At times in the last three years as editor I have felt that people must think the editor is the executive everything of the class. This is far from the truth and we'll all be better off if you know who to contact be it office, officer, governor or editor.

For all those fleets who have sent me your newsletters, and any who don't, please put Sunshine's name on your mailing list "Sunshine" Hartman, 708 West State St., Mahomet, IL 61853, 217-586-3575.

Congratulations and good luck Sunshine!

Thanks Paul and "Good Morning" Sunshine!

As I am sure many of you are aware, this is the last issue for Paul Nickerson, our Editor of **Scots n' Water** for the past three years. Through his efforts and those of his contributors, our publication has remained at the forefront of one-design newsletters. On behalf of the Governing Board and all FSSA members we thank Paul for all of the time and effort he has contributed to our organization, and we thank his family for sharing him with us. I know that Paul will remain active in our class and will continue to assist in our endeavors.

Probably the most difficult obstacle facing our editor is obtaining quality material for publication - contrary to popular belief held by some, our editor is NOT responsible for writing all articles/stories. Please do not hesitate to lend your talents to our now Editor Lynne "Sunshine" Hartman whom we welcome aboard. I ask that you freely contribute stories about things you feel will be worth sharing with your fellow Flying Scot sailors - and don't forget to send in race schedules and results.

We all want a quality, interesting and meaningful **Scots n' Water**. With a little extra effort we can all help to achieve this end.

Good Sailing! Larry Taggart, President

Junior and Ladies NAC

On July 22, SYC hosted the Flying Scot Junior and Ladies North American Championships. Only two races got off due to the weather. In both races the wind decreased from start to finish. Our strategy was to get on top and cover the fleet; however, when the wind died, close covering became nearly impossible. Finding the next puff and keeping our boat speed kept us near the top throughout the series.

Since the ladies' regatta was started first, we had their fleet to show us where the wind shifts were. In our first race the lead between the top three boats changed with every shift. After the first round the wind died and the rain came. We found a lone puff and left the fleet for the finish. In the second race after the first round, Charlie Merrigan went off after the ladies. With that strategy how could he lose? He found the shift on the left side, passed up, and was in the lead for good.

My crew, Gerard Ballanco and Owen Peneguy, and I had been training since June in Flying Scots for the Sears Cup's Quarter and Semi-final events. We felt fast, and our boat handling was down pat. This was my last year of eligibility to sail in the Junior North Americans which makes this win even sweeter. Larry Taggart and SYC did an excellent job running the regatta, and the festivities afterwards could not have been better.

WOMEN DRIVERS!

by Charlotte Gordon Fisher, FS 3961

A new decade - a new trend.

The 1990 New Orleans North American Championships was the sight of the first Flying Scot Women's North Americans. Three races were scheduled for Sunday, July 22. While others were measuring and tuning, the women were out on the water racing, Lake Pontchartrain didn't hold back any secrets for the ladies.

There were twelve boats - 36 competitors - that sailed. A superb turnout for this first year event, with heavy participation from the Gulf Coast. Some of the sailors - Leslie Kelly, Shelly Killeen and Mamsic Maynard are well seasoned skippers. But for some, it was a new thing sitting in the rear of the boat. Suzie Knight, a well versed crew, had some very impressive starts. It's very comfy in the back of the

boat. Maybe some will get used to it. Actually, Granny Dees pushed Jerry forward and steered the rest of the week.

Two of the three races were completed. The conditions ranged from drifting to squalls and back to drifting. We saw all Lake Pontchartrain has to offer. We had our seaworthiness tested as well as our patience. It was a fun day for all. It's a funny thing, I kept listening but, there was no yelling to be heard (although we couldn't hear the spectator boats).

A special thanks to our FSSA President, Larry Taggart for initiating this new addition to the Flying Scot NAC. Thanks also to the Southern Yacht Club for hosting the event. As always, the southern hospitality was in abundance. So ladies - get your tillers ready - it's Riverside in 1991.

ON TRYING TO QUALIFY AT THE NAC

by Sandy Eustis, FS 4710

SUNDAY, JULY 22:

We arrive at the Southern Yacht Club at about 12:30 a.m. after a 14 hour drive from Cincinnati, my new Flying Scot "Quicksand" in tow. Of course, I immediately start looking for Jerry Hartman's (in)famous motor home, the "Bay Hilton." It's parked just about where I expect, right in the corner of the boat trailer area next to the club - no surprises so far. Jerry comes out as we unhook, and there are smiles and handshakes and a couple of cold ones to share while Jerry catches us up on the pre-regatta gossip.

1990 marks my 9th NAC in the past ten years, and most of them have started with Jerry in this manner. I live to sail and I love to compete, but for me the best part of the NACs has always been the opportunity to enjoy a week long party with the good sailing friends I have from all around the FSSA. According to Jerry, there will be a small but extremely strong field this year, so qualifying for the Championship division may be difficult for

a bunch of folks who usually make the cut (this probably will include me.)

My crew Scott Litwin and I head off to the boathouse apartment we'll be living in this week, and after a good sleep head back to SYC just before noon. There isn't much of a crowd at measurement, but we take all afternoon getting it done anyway—many interruptions for chatting with old friends as we take our time getting ready to go. In midafternoon the SYC staff comes out to set up a keg in front of the Bay Hilton (note: they did this every day as soon as we came in from the races, hospitality unparalleled!) and there's a pretty good party going by 5:00 pm. We never do get around to scrubbing the bottom or taping the stays, but it doesn't seem to matter much.

As we knew it would be, the field is going to be very small, only 47 entries. The Champ Division will probably include only 25 or 26 boats, and there are at least 35 skippers here who have finished well up in the final standings at a previous NAC or Midwinters. The top 6 or 8 boats are

simply out of our class, and about a dozen others have beaten me with some consistency over the years. Although I've sailed in the Champ Division in 8 of my 9 previous NACs, and even finished in the top 20 twice, I realize I'm probably no better than a 55/50 bet to make the cut after the three qualifying races on Monday and Tuesday.

MONDAY JULY 23:

We get to SYC early and learn that we're in qualifying series division A, which means we sail in the first start for all three races. My best guess is that it'll take 36 points in the qualifying races to be sure of getting into the championship division—just a consistent 12th in each 23 to 24 boat race. Now some of you readers may be wondering why a couple of grown men, just decent club racers from a little pond in Ohio, would be so hot to go to New Orleans in July, sit in the hot

(Continued on page 6)



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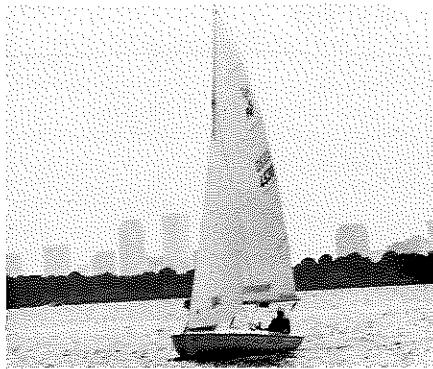
Trying To Qualify

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sun for 6 to 8 hours a day, and get our whatevers kicked by a bunch of truly hot Scot sailors. Well, there are 3 basic reasons I do this: (1) the party, (2) the party, and (3) to learn something new and improve at my sport. (1) and (2) always seem to take care of themselves at an NAC, and I really believe the (3) works best when you sail with the best and watch how they beat you. This is also known as the "To Improve, Pay your Dues" way of thinking, and most of the skippers here feel the same way. Any way, my personal NAC goal for the past several years has been finish in the top 20 overall, and just getting safely through a tough qualifying series and into a small champ division will get me close to that goal.

Monday morning dawns with 5-8 knot westerlies and clear skies. We sail out into Lake Pontchartrain, about a mile and a half to the starting area, and as usual I start trying to figure out the weather and the course. Let's see now, we've got a prevailing southerly that comes up from the Gulf of Mexico about 25 miles away, then downtown New Orleans — plenty big enough to create thermal airflows and build a few thunderstorms on summer days, then Lake Pontchartrain itself — 50 by 25 miles and probably a source of shore effect breezes, then the Mid-USA arctic northwesterly that for the past two weeks has bottomed out at New Orleans before shooting up to Boston. So, all I have to do is figure out the unique interaction of these four breeze sources and a particular day and I've got the weather factor licked. Hmm — maybe I'll do better to follow local advice. Last night Marc Eagan summed it up as follows: "First it'll blow some whichway, then we'll get a bunch of little thunderstorms with no wind in between. Just head toward the dark clouds when you have a chance and go to the right when in doubt."

The first race goes quickly for us despite the light and dying westerly. We have a lousy start near the pin, going up the left side of the course to be nearer to those dark clouds building over downtown New Orleans. However, the wind shifts to the right a couple of degrees, and the boats on the right side of the beat do better (sail into a persistent shift, not away from it!) We're 17th at the windward mark, but two good reaches get us to 14th by the end of the first triangle. We go left again on the second beat, and again get nowhere. Starting the run back to the leeward mark, I notice that the first



Larry Klick and Dan Stillmank enjoy a Sunday sail with New Orleans off in the distance.

7 to 8 boats have opened up a huge lead on the pack, which is about 10 boats deep. I'm near the end of that pack, and I look around to see folks like Jack Stewart, Barry Moore and his brother Third (that's Paul Moore III when he's at work), Dan Goldberg, Jerry Hartman, and Chris Swenson. All of those guys have been in the top 15 before at NACs, so I know a good finish will be tough.

As we approach the leeward turning mark for the last time, I notice that one of those dark clouds over the city has moved out over the middle of the windward leg. The wind veers clockwise by about 15 degrees before we get to the mark. Almost everyone tacks immediately to starboard right after rounding the mark, heading up the left side of the course in what seems to be a 15 degree lift. Guessing that the wind will go further right because of that big dark cloud, and wanting to position myself under the darkest (always the windiest) part, I hold on port for about 300 yards before tacking. Sure enough I begin to get lifted on starboard and have just a bit better breeze than the pack to leeward, and I cross ahead of several pack boats when they eventually come back to port. The last 200 yards of the race are extremely tight, and I'm lucky to be in just the right place in a couple of small windshifts to catch the whole pack. I finish 9th, and I'm ecstatic.

The dark cloud passes, and we drift down the course to the leeward mark for the start of qualifying race #2. For the next 90 minutes we do lots of drifting in the hot sun, waiting for a breeze. We watch three or four thunderstorms building over the city, one of which heads right over the race course. The locals take down their sails and throw out anchors, so we follow suit. The storm is brief but

brings lightning and hard rain — a bit scary for a while, but it does cool things off. Behind the storm a light westerly fills in, and we're ready to go for race #2.

About 8 minutes before the start I tack to starboard near the committee boat and my mast falls gently over the side and into the water. In case you missed that, I said THE MAST FELL OVER!!! The pin at the base of the side stay worked itself loose, and I promise I will never ever forget to tape up my stay pins again. Any way, we get our sails off as quickly as possible and I dive into the water to help maneuver the mast around. This is not a great decision, as I'm no use in the water and it just tires me out. By this time our race has started, but wait — there's a general recall and we have 10 more minutes to work on the stick. One of the judges' small motorboats comes over to help out, but the rules say that competitors cannot take any assistance after their preparatory (5 minute) signal, and so he can do no more than watch as we miss another start. Another general recall — I can't believe my good luck, and now we can take assistance for five minutes before our next preparatory signal. The hinge pin is hopelessly twisted, the mast butt is bent and the hull is bobbing around in the post thunderstorm chop. One of the judges pushes up on the mast while Scott and I pull, but at the last second someone slips and the mast falls again, onto the canvas roof of the judges' boat this time. We are back on our own just before the 5 minute signal. We keep struggling, but the boat is rocking too much in the waves and the twisted hinge pin sticks up just enough to prevent us from clearing it when we try to lift the mast butt up from the tabernacle slot. The gun sounds, a fair start this time, and we fall back exhausted and very frustrated, waiting now to be towed in. I know that my chance of making the champ division is practically gone — 25 points for a DNS plus my 9 in the first race and I'm at 34 needing a top 3 finish to qualify, virtually impossible for me in this field.

Ten minutes later the same judges' boat comes by to tow me in. Only he doesn't; he tells me there has been a huge windshift up the course and the race committee chairman is going to abandon the race. I'll have about 20 minutes before the restart if I want to try again to get my stick back up. By this time Scott and I have talked through the

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Trying To Qualify

(Continued from page 6)

situation thoroughly and know what we have to do. Some one comes aboard and with the two of them bracing the mast butt and me lifting, we get the mast up on the second try. With about 7 or 8 minutes to go before the restart, Scott and I start putting the boat back together — duct tape on the stays first!, then untangle the halyards and raise the main. We weigh anchor and start sailing up to the starting line. We get the jib back up and get into the starting area. A friend hollers out "50 seconds" and several more give me the thumbs up sign. We fold into the pack near the pin end and the gun goes off. We're not set up at all and soon are left behind. The boat's still a mess, and I'm trying to singlehand while Scott rigs our topping lift, ties off our spinnaker halyard and sheets, untangles the main, etc., etc. Finally we're together, but I decide to go left just before the wind goes right, and we're only ahead of 6 boats at the windward mark. the wind gets real light down the first reach and shifts around further behind us (clockwise, or to the right again.) There's another thunderstorm brewing over there, and as we round the

gybe mark, we soon have to douse the spinnaker in another clockwise shift.

I've worked my way up to 12th through the reaching legs, but the first 10 boats are long gone, and the second 10 are tightly bunched. At the end of the first triangle the committee boat signals that the weather mark has been moved to the right and once again almost all the boats around me tack immediately to starboard in the apparent big lift. This time I can see the thunderstorm clearly, and it's on the right side of the course. Again I hold port into the persistent shift before tacking. On starboard I get lifted by 15 degrees, and I can almost fetch the windward mark. A peek under the boom tells me that I have probably caught the 11th place boat.

Suddenly there's a big black spot boiling on the water to windward and I realize the thunderstorm is here. No rain this time, just a further shift of 20 degrees to the right and LOTS of wind. Soon I'm planing on a reach to the mark, and all the boats below me can fetch too. I've overstood, but I did get to the big breeze first, so it's not too bad. The breeze picks up to 25+ knots, and I'm letting the main flap and planing almost on jib alone. I notice a couple GYA boats near me who

have more experience in these conditions and try to get my sails trimmed like theirs. We whip around the windward mark and head back to the committee boat on a sleigh ride. The boats from our start are going one way while those from the second start are heading up to the mark we just rounded. Everyone is on a full plane, and there are a couple of close passes. We shoot by a few very serious faces, one or two terrified ones, and lots of laughing, shouting ones — YAHOO what a ride.

Wisely, the race committee has shortened course and we finish downwind as we pass between the committee boat and the leeward mark. I finish 14th for a total of 23 points on the day, with my hope of making the champ division very much alive. I sure got my moneysworth today, including a great final leg in race #1, a big thunderstorm, the mast debacle, the abandoned race miracle, and that incredibly exhilarating pair of reaches in race #2. I'm too tired and too sore to do much partying tonight, so I make only a token appearance at the great party which SYC members Nat and Phil James have at their house.

(Continued on page 8)



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Trying To Qualify

(Continued from page 7)

TUESDAY, JULY 24:

Very light northerly winds greet us for today's final qualifying race. I get buried in the second row at the start, but at least I'm near the favored committee boat end. All I have to do is finish 13th or better to be sure of making the cut, so I have decided to sail very conservatively. I tack to port in a pack of about 10 boats shortly after the start, just under Bubby Eagan. Over the next 10 minutes I watch helplessly as he slowly pulls away. He doesn't point any higher than I do, and for long stretches he doesn't go any faster, but whenever a set of bigger waves come through he seems to just slide through while I get smacked and stalled. Bubby Jerry Hartman, John Meredith, and I tack through a series of small shifts together way out into the right hand corner of the beat. Coming back to the main pack on starboard we look pretty good at first, but there's a big puff on the left hand layline and we fold into the middle of the fleet. Bubby is 6th at the weather mark, Jerry 9th and I'm 13th.

Two uneventful light airs reaches follow, and now we're at the end of the first



Jerry and Sunshine Hartman shoot for the mark ahead of a pack at the 1990 NAC.

triangle. The wind is dying (this is a late morning pattern throughout the entire regatta), and I have a hard time seeing the shifts in the sloppy leftover waves. I go right again (when in doubt,...) and find a good wind velocity. I look to have gained big until we get near the windward mark. Once again the last big shift is from the left, and we're still right in the middle of the pack. On the downwind leg the wind almost dies completely. Marc Eagan and Scot Sonnier, the two leaders of the sec-

ond start race, catch us about halfway down the leg. They somehow manage to keep their chutes full while we rock and flap and spill what little breeze remains. I notice that in both those boats skipper and crew are huddled together in the middle of the boat, as close together as possible to the center of gravity. Scott and I try sitting that way, and we rock a bit less on the last part of the leg. On the final beat to the finish, needing only to hold position to be sure of qualifying, I stay right of the pack all the way. Unfortunately, I lose two boats near the finish and wind up 14th.

Back at SYC the scores are posted. Twenty-seven boats make the cut, and my 37 points is 2 better than the lowest qualifying score of 39. Now we face a 5 race championship series in which I will surely be cannon fodder. It will take a good series for me to finish in the top 20, but I'm grateful that I'll at least have the chance to try. Don't let anybody tell you that only the winners have fun at the NACs, or that only the championship series matter; Scott and I got all we could ask for just trying to make the cut.

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1990 NORTH AMERICAN CHAMPIONSHIPS

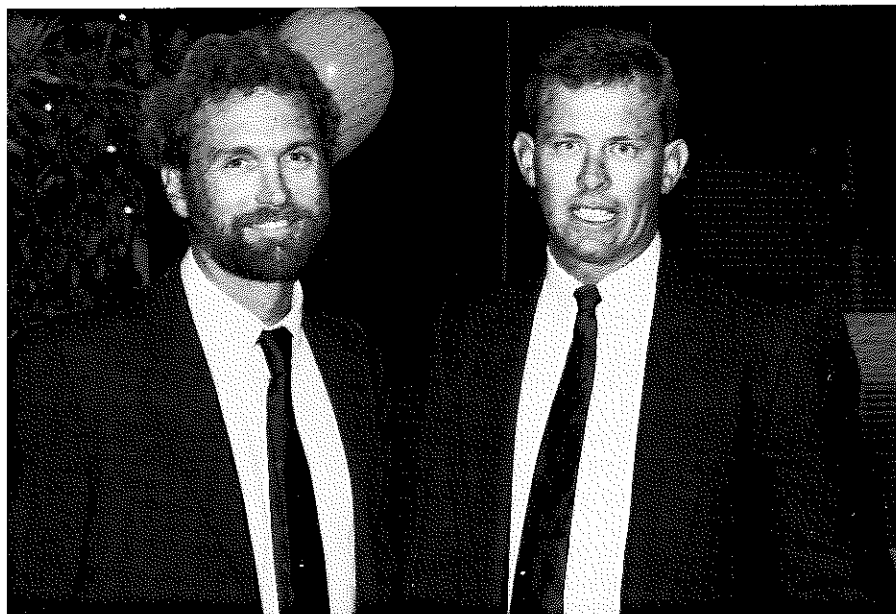
MARC EAGAN AND GREG FISHER AN UNBEATABLE TEAM

by Paul Nickerson, FS 3911

One reason I love to attend NAC's is to sail in varying conditions in scattered areas of the country at different clubs. Each NAC is unique and that's what makes them so special. The 1990 NAC in New Orleans, hosted by Southern Yacht Club on Lake Pontchartrain, was no exception.

The conditions promised for racing were for typically light winds and most of the boats were crewed by two in anticipation. Everyone also expected hot and humid conditions and so it was, although there have been much hotter NACs. The best of the GYA sailors were also expected and they ended up dominating the series. What nobody had anticipated was the teaming up of skipper Marc Eagan and crew Greg Fisher. Between them they have a list of NAC and MidWinter titles too long to print. Let's just say they have been the two most dominant skippers in the FSSA over the last decade. While everyone thought that they were the team to beat, the rest of the fleet also thought that the fluky conditions expected could help upset them.

Measurement went smooth for the number of boats that had to be measured. This was the first year that measurement certificates expired so not only did all the GYA club boats have to measure in, but also many of the NAC regulars had to go through it again. Sails were measured in the cool comfort of the Southern Yacht Club banquet room. Measurers will tell you stooping to measure in approximately 250 sails is never cool under any conditions. Things were a little hotter outside where boats were measured. All centerboards were examined and compared to cross sectional templates made from the Gordon Douglass molds. In general you can not do anything to change the shape of the centerboard by FSSA rules, you can only remove mold marks and fair the board.



Greg Fisher and Marc Eagan couldn't carry all their awards after sweeping the championship series.

The measurement committee was pleased to find that shapes of boards seem to be fairly consistent (not perfect) over the many years and various builders. The class needed this information to better define board shape in the future.

During the Saturday measurement everyone got a taste of the expected hot and humid weather. During the afternoon several small thunderstorms passed through the area with only minor rainfall at SYC. Since that was the forecast for the week ahead everyone was curious as to just how they would develop. Many of the early competitors took time to cool off in the SYC pool or around the barrels of lemonade and iced tea and keg of beer. This was a great time to renew those old acquaintances and get to know some new sailors.

For the Nickerson's, Saturday night was the time to head for downtown New Orleans and the French Quarter. Every city has some sort of trademark, but few can compare to Bourbon Street. The mix of the Blues, Jazz, Dixieland, Cajun and

Rock combined with the most elegant and the sleaziest of people; its all there all night on Bourbon Street in a matter of a few blocks. After the drive through from Cleveland we didn't have the energy to explore too deeply. We did discover how easy it was to tell the tourists by the way they gawked at all that was going on.

Sunday saw the late arrivals get measured in while the Juniors and Women's NAC competitors headed out for the race course. In the early afternoon we decided to go for a sail and watch the racing. It was our first sail on Lake Pontchartrain and we were ready for a few sailing lessons. On the way out we sailed through four or five major wind shifts over a 180 degree range. When we got out to the course area the race committee was attempting to figure out how to set the course as the light winds kept shifting. They had just gotten one race in and now the skies to the west were turning ominous. As a dark cloud built to the west we decided it was time to head for shore as the winds shifted another 120 degrees.

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North American Championships

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We were just about back into the harbor but concerned about getting in before the storm when a large cruiser motored up and offered us a tow. Not being fools, we threw them a tow line and stashed the sails. We got to the SYC docks just as the first gust hit. Out on the lake the fleet had dropped sails and anchors around the various committee, mark and spectator boats. The thunderstorm passed and eventually racing was resumed.

Sunday evening everyone enjoyed some cocktails and hors d'oeuvres courtesy of the Gordon Douglass Boat Company. Awards were presented to the Junior NAC and Women NAC participants followed by a skipper's meeting and the first of daily door prize drawings for all participants. Various hats, shirts, bags, boat parts were donated by Scot builders and sailmakers, local merchants, and Southern Yacht Club. It was also announced that the grand prize would be a Plastimo tactical compass to be given out at the awards banquet on Friday. With all the pre-race hoopla wrapping up, it was time to start thinking about the racing to start on Monday.

The first qualifying race on Monday almost got started on time. It may have been a sign of things to come for Monday as the first division lined up on the wrong starting line. It seems these over anxious skippers ignored the starting line pin and instead tried using the leeward mark set in front of the start line as the pin. We laughed as we watched from next to the judges boat at the real pin. The entire fleet was over early. On the recall, it was funny to see how many boats were re-reading their race instructions. The race finally got started ten minutes later in light winds.

In the second division it was a good start except for Marc Eagan who was over early and had to go back spotting the fleet a one minute head start. While Eagan and Fisher were back in the pack it was not until they got an inside overlap on a large pack of boats at the gybe mark that they really gained ground, eventually finishing third. Bubby Eagan and Benz Faget were the race winners in their respective divisions.

As the last boats finished and enjoyed lunch, another now famous Lake Pontchartrain thunderstorm was building and heading towards the fleet. Anchors went over and the sails came down as the storm went through. Fortunately you could see these storms coming for what seemed like an hour or more. After the



Scott Sonnier and Benz Faget lead a tight pack to the gybe mark.

storm there was little or no wind and what looked like the threat of another storm. The fleet waited for whichever came first, wind for the race or a storm. Finally the threat seemed to pass and the winds filled in after about two hours.

Then what I called the Sandy Eustis curse fell upon the fleet (see his story in this issue). Sandy and crew Scott Litwin lost their mast shortly before the start when a clevis pin parted. Sandy let out a big "Yahoo" when the fleet was called back for a general recall and possibly time to fix the problem. It's not easy retrieving and stepping a mast on the water with no hinge for the mast and it looked as though Sandy's luck had run out.

A course was set and division one started. Just before division two started there was a 90 degree shift and the race was abandoned immediately after the start. Sandy was now about ready to give

the mast another try and this time the mast went up to stay so he could continue racing. While division one sailed back, a new course was set and the race then finally got started, including Sandy. As division one rounded the second windward mark and division two was starting up the second beat the winds started blasting across the course. With a beat that now turned into a close reach and a run that became a beam reach the competitors enjoyed the wildest sailing of the week as the waves kicked up instantly with winds over 20 mph. The race committee wisely decided to shorten the course and finish boats at the leeward mark. After a long day on the lake it was an exhilarating and fun sail back to SYC.

For those that had the energy there was a Mexican Pool Party that evening.

Tuesday began as a near perfect sailing day. The fleet went out and got the final qualifier in before the winds died. Bubby and Marc Eagan were the winners of race three giving Bubby the Bill Singletary Trophy for the low score for the qualifying series with 2 firsts and a second. Everyone, except the Board of Governors, had time off to enjoy the afternoon and evening in New Orleans.

The fleet was split with 27 boats in the championship division and 20 boats in challenger. The cut point for the fleets was 39 points and there were eight boats between 37 and 39 points. The Posts, in FS 3201, failed for the third time in a row to make championship by one point.

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Just part of the crowd that attended the friday night Awards Banquet.

North American Championships

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Wednesday the winds turned more northerly for the start of the championship series. The mile and a half beat to the starting area took boats over an hour in the light winds and leftover night chop causing a short postponement until all boats made it to the starting area. After another general recall, the championship division got off the line in light fluky wind with many of the favorites fighting for the pin end. In the challenger division we found ourselves with a small puff and big shift to the left moments before the start and were able to port tack start on top of the fleet. The winds played games with the fleets as the chop hindered headway and the puffs and shifts were nearly impossible to play. Forty-five minutes later, nobody was close to the windward mark in the championship division and their race was abandoned. For a while it looked like a challenger boat would make the windward mark in the time limit but it was not to be.

The winds were starting to fill in at this point and the race committee proceeded to set a new course in the area of the windward mark. Finally, the racing got started in 5 knot winds shifting 10 to 20 degrees from the northwest. The championship division jammed the pin end with several boats being over early and a pack of top qualifiers fighting for clean air. Benz Faget took a twenty percent penalty fighting for clean air on port tack in this pack. Boat speed was important and hard to maintain while playing just the right shifts. It was also important to look for parts of the course with an extra couple of knots of breeze to sail faster and higher into the chop. The breeze seemed better on the sides of the course for those daring to head for the corners and possible disaster. In the championship division Marc and Bubby Eagan were leading the way along with Preston Christman, Scot Sonnier and Kelly Gough.

In the challengers Dan Goldberg and John Meredith battled at the top with a pack of boats not far behind. This battle continued through the last beat but Bernie Knight was able to sneak by and take the gun while Goldberg covered Meredith followed by Charlie Merrigan and Paul Nickerson.

Lake Pontchartrain was living up to its reputation of fickle summer winds. Having enough boat speed to play the shifts and make it to the favored side of the course was easier said than done. Everyone had a few minutes to think about the first race, enjoy lunch and swim

while the race committee leap frogged the course out from the finish area.

Race two looked like a carbon copy of race one at the start. The line was very square and starting strategy was for clean air and trying to get to the first puff or shift. Eagan and Fisher again lead the way in the championship division while the top five saw some new boats in the other positions. Peter Merrifield and crew Steve Bellows bounced back from a 14th in race one to take second. Larry Lewis after being over early in the first race came back for a third. Benz Faget was back in gear for a 4th and Preston Christman was the only other skipper with two top five finishes. Harry Carpenter was showing good boat speed but a 20% penalty in race one and being over early in race two, (failing to restart



Stewart Sumpton and crew Andrew Sumpton and R.J. Cooper gybe all by themselves in the Challenger Division.

properly for five minutes and finally finishing 13th), were inflating his scores. While Eagan and Fisher were dominating, it was obvious that a terrific battle would ensue for the top ten positions.

In the challengers Meredith and Goldberg were again leading the pack at the windward mark with Nickerson right behind. At the gybe mark Meredith and Goldberg tangled, with Goldberg taking a 20% penalty, and Nickerson snuck through behind them and into the lead. The left side was heavily favored by better winds on the second beat and Nickerson opened up a good lead. The winds lightened on the run and became shiftier. On the last beat, Nickerson and Meredith went hard left with Meredith getting a little bit more of a lift in the corner

to take the lead. Bob Post sailed a perfect last beat to overtake Goldberg while Charlie Merrigan settled for a fifth. A good battle was developing among the top seven boats after two races with Meredith leading followed by Nickerson, with Knight, Merrigan and Post only a 1/4 point apart.

Now after leapfrogging the course several times offshore, everyone had a very long sail back to SYC. The challengers opted to allow the various power boats to start the towing process and they just caught the champs just before the harbor.

Wednesday evening was the Annual Dinner and Meeting at Southern Yacht Club. A seafood buffet was enjoyed by all followed by the meeting.

FSSA President Larry Taggart presented MaryAnn Eubanks with the Executive Secretary's Cup in honor of Ed Eubanks, our past Executive Secretary who passed away this spring. MaryAnn has taken over the operation of the FSSA office as the new Executive Secretary and we wish her well.

Larry Klick, FS 4530, was honored as the farthest traveled skipper for the NAC. Larry is a recent Flying Scot convert and traveled 1,300 miles from Minneapolis, Minnesota to attend.

The Fleet of the Year honor went to Fleet 160 of Lake of the Woods in Virginia. They are a small but enthusiastic fleet which prides itself in their own fleet activities as well as hitching up and attending other regattas. This year's judging was handled by Bob MacKenzie who redesigned the scoring system to take into account percentage of fleet participation in various events. You'll be hard pressed to find a more enthusiastic or fun loving fleet than Fleet 160. They were also well represented at the NAC with three of their nine members. Congratulations on a well deserved award.

Larry Taggart also presented each participant with a personalized memento of the NAC, a marble paperweight with a plaque including each boat's sail number.

Measurement for the NAC was discussed with emphasis on the use of centerboard templates. It was also announced that the Board of Governors had approved a motion that boats participating in any sanctioned FSSA event may not use any other boat on which to store sails for the possibility of changing sails between races. The current rules permit the carrying of two mains or jibs but only one spinnaker on board a Scot at any time during racing. This ruling is to pre-

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North American Championships

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vent on the water sailchanges between races by people who may have access to support boats, a service not available to all boats. It does not prevent a boat from sailing back to the club to change sails between races when time allows. This ruling is effective immediately with this issue of **Scots n' Water**.

The Executive Committee reported that the 1991 Husband-Wife Championship was awarded to Fleet 19 at Berlin Yacht Club near Youngstown, Ohio. The 1992 Husband-Wife Championship was awarded to Fleet 6 at Deep Creek in western Maryland, the home fleet near Gordon Douglass Boats. A bid has also been received for the 1993 NAC by the Pensacola Yacht Club. While no official acceptance was made on this bid, everyone is reminded that we are still looking for bids for the 1992 NAC and all fleets and districts are asked to give their area serious consideration.

The meeting wrapped up with the election of the 1991 officers. The only office to change was that of Editor of **Scots n' Water** to which Lynn "Sunshine" Hartman was elected. We wish her the very best and every fleet and district should give her their full support.

Thursday morning the sailors arrived at SYC to a full 12 knot breeze and 2-3 foot waves from the east. This made the day look very promising to keep the racing on schedule, which was a fear from the light winds predictions. The third race got off on schedule and Eagan and Fisher got into the lead early with Merrifield and

Bellows close behind. The winds slowly lightened during the race making boat speed through the big leftover chop the utmost importance. Marc Eagan went on to win with Merrifield second, and starting to move up through the standings to fifth. Christman continued his consistency in the top five with another third while Harry Carpenter and Scot Sonnier rounded out the top five. The top ten of the championship division saw several tightly packed groups of boats with a gap to eleventh. Only ten points separated places 11 to 20. Each race could still mean a swing of several places in the standings.

In the challenger division John Meredith and Larry Klick had a tight battle throughout with Meredith taking his second bullet of the series by only inches over Klick. Bernie Knight, Dan Kolenich and Charlie Merrigan rounded out the top five. John Meredith seemed to have things under control with only 4.5 points while second through seventh places were only separated by seven points.

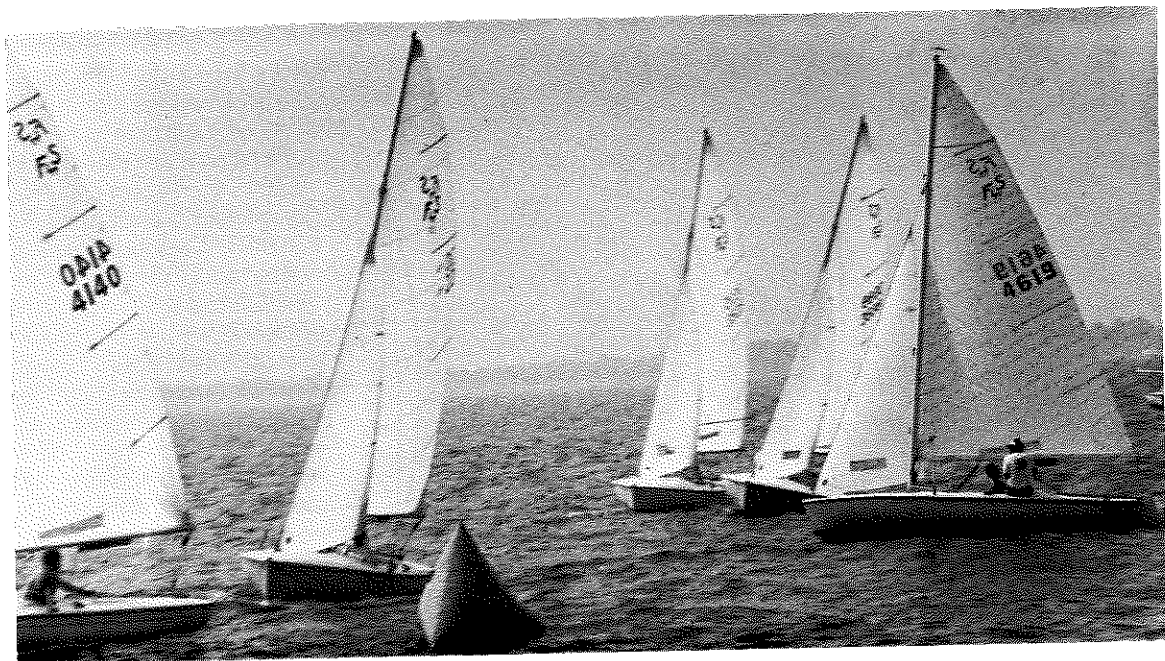
The boats took a break for lunch while it became apparent the winds were getting lighter. The race committee set up for race four with still a few knots of breeze left along with chop. The championship division started as the winds died and in the challenger fleet we watched as the fleet split, gambling on new wind coming in from the corners. Either corner didn't really matter, just as long as the winds filled in. As boats tacked back towards the middle we noticed they were sailing

almost parallel to the starting line on both tacks. For the challenger start the last gasp came through getting us almost up to the championship boats, before it died. It looked like a big shift with very little wind was going left and we tacked as we seemed to lead the challenger fleet. We were pointed at the windward mark with telltales barely fluttering and all of a sudden we noticed we were going backward in the lightly rolling chop. The 45 minute time limit expired for both fleets with nobody even close to the windward mark.

Now everyone wondered if we would sit and wait for some wind to develop or head for shore. The numerous committee and spectator boats took boats under tow to round them up and then it was decided to head for shore and see what happened. The weather was the sunniest it had been all week with no cloud build up or threat of thunderstorms. However, the high humidity formed a haze that left the shore and downtown seem very distant. Back on shore, everyone was instructed to be ready to return to Lake Pontchartrain if the winds filled in. Meanwhile, a lot of sailors took to the pool or shaded patio for relief. I thought it was interesting that there were fans hung from the balcony over the patio, but we soon understood why.

The racing was finally canceled at 4:00 as only spotty patches of wind had formed. We had set aside Thursday night to take the kids out for a New Orleans

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A tight pack of boats rounds the windward mark at the 1990 NAC on Lake Pontchartrain.

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



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This year PCYC was determined to win and they went all out to do so. They wanted every advantage. Instead of going with the same old sailmaker they tried something different, Sobstad. The sails were faster in the club elimination series and they helped the Junior members win the Junior Lipton Regatta, held in Mid August.

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North American Championships

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dinner. We asked some locals where they might recommend for some real New Orleans cuisine and found ourselves eating a variety of tasty seafood at La Cuisine just a mile from SYC. We were not disappointed. After dinner we returned to SYC to check the bulletin board and socialize. A lot of sailors were enjoying a traditional "Red Beans n' Rice" buffet on the patio as the night breeze was blowing in off the lake with a few white caps. We were finally realizing just what a nice night breeze there had been every evening, although it would fill in anywhere between 6:00 and 10:00. Our hopes were getting high that with a quick first race, we might be able to get in the final two races on Friday if there was little hesitation between races. Also, by FSSA rules, the last race must start by 1:00 so there would be no need to take time for lunch.

Friday morning a good breeze was still left over as the fleet headed for the course. Race four got off on time and it looked as though it would be challenging conditions for the two races to determine the final standings. There were nice 20 degree shifts to play as well as areas of differing velocities combined with the chop. It took full concentration on the boat, the fleet and the race course to sail well.

The championship division watched as Eagan and Fisher again got a clean air start and worked out in front of the fleet. Benz Faget put together his best race to take second while Scot Sonnier continued his excellent series with a third. Eric Doyle was making a move taking fourth and Peter Merrifield finished fifth. This left second through sixth as Sonnier (21), Christman (22), Merrifield (23), Bubby Eagan (25) and Faget (26). Indeed, anything could happen to any one of the top six places in the championship division.

In the challenger's fourth race it was again a battle between the top seven boats. Post and Merrigan battled out front while the leader, John Meredith, struggled back in the pack. Nickerson and Klick hung on tight to the leaders. While Post and Merrigan dueled on the last beat the fleet was moving up on them. Post slam dunked Merrigan driving him off and out of phase. Merrigan then tried to cover Nickerson with whom he was tied. Unwilling to cover to the left corner, Merrigan tacked back to cover the fleet coming in from the right. Another 200 yards and Nickerson tacked on a big shift to get lifted to the pin end for second be-

hind Post. Meredith sailed a great last beat to finish third ahead of Klick, Merrigan and Knight.

Meredith had an eight point lead while the Posts (15.75) held a quarter point lead over Nickerson (16) followed by Knight (17.75), Merrigan (19) and Klick (20). It was all coming down to the last race, the way it should be.

The winds remained the same for the start of the fifth race but you could sense them getting a little lighter and shiftier. In the championship division Eagan and Fisher were again in the early lead. Tacking angles were hard to judge because of the swells and a pack of boats jammed in trying to make the weather mark, some unsuccessfully. Every mark rounding found at least one large pack of boats jamming it in.

Meanwhile the real gains and losses were made on the beats playing the shifts and puffs. One of the top boats reported he felt he was sailing a good beat only to find he had lost eight boats when he got to the windward mark. The winds were slowly lightening and it was tough to have a feel for the boat in the rolling chop. Marc Eagan continued his streak of five firsts while Merrifield took second and Faget third. With Sonnier and Christman struggling in at 10th and 11th, Merrifield moved up to second overall and Faget third. Sonnier had to settle for fourth while Bubby Eagan was a point behind in fifth and Christman slid to sixth, just another point behind. Eric Doyle with a fourth in the last race moved up three places to seventh overall just a point ahead of Kelly and Heidi Gough, sailing their first NAC.

The Carpenters managed only a 17th in the fifth race but held on for ninth overall after Tommy Taggart took a 50% penalty (accepting a protest late but before a hearing). That put him in the

tiebreaker lead with Jerry Hartman and Steve Salzer all tied at 61 points.

In the challengers, Berkeley Merrill took the early lead followed by Paul Nickerson and Larry Klick. They sailed as a tight pack with the lead changing several times between each of them. Bernie Knight sailed a great second beat to get right into the thick of things with the leaders. Going into the last beat, Klick and Merrill pulled slightly away while Knight covered Nickerson whom he trailed by 1.75 points. Nickerson was content to sail covered, but in clean air, to the finish knowing Knight needed a boat between them. At the finish Klick was first across the line only to find out part of his advantage may have been a premature start. Merrill got the gun as the fourth winner in the five races of the challengers. Knight took second with Nickerson third and then they turned to watch the fleet finish. Pete Sylvester finished fourth with Bob Post fifth. That put it Nickerson, Knight and Post in that order with John Meredith well back in the fleet and worried about his lead. He ended up ninth which was enough to maintain his first overall but not without some worrying. Charlie Merrigan experienced his worst race with an 11th but still finished fifth overall.

As the final boats crossed the finish line the winds were dying and it was time once again to get out the tow lines. The week of racing was over and it was pretty much just what had been expected. A lot of credit goes to the race committee headed by Stewart Barnett, Jr. for getting all the races in and setting great courses in challenging conditions. The starting lines were always square and the proper course changes were made as necessary.

Southern Yacht Club was a great facility with three hoists to get the boats in and out fast. The clubhouse was nice and cool and the food was very good. All of the members and employees were very friendly and helpful and seemed to take great pride in hosting the NAC. All things considered this was truly a first class event in every way.

At the awards banquet on Friday evening everyone savored a trout dinner served by SYC after some cocktails and reminiscing of the week. Brad Davis of Fleet 23 in Dallas issued a Fleet 23 challenge for any fleet to get 23 people and a keg of beer on a Flying Scot. The boat must remain afloat and it must be docu-



Doris and Richard Smith
Winners of the Masters Division

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1990 NORTH AMERICAN CHAMPIONSHIPS

CHAMPIONSHIP DIVISION

CHALLENGER DIVISION

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL	
1. Mark Eagan Greg Fisher	3961	1	1	1	1	3.75	
2. Peter Merrifield Steve Bellows	GYA 11	14	2	2	5	25	
3. Benz Faget Tom Baker	GYA 101	14	4	6	2	3	29
4. Scot Sonnier Shelby Friedrichs	GYA 61	4	9	5	3	10	31
5. Bubby Eagan Mac Hadden	3599	2	8	7	8	7	32
6. Preston Christman Chris Williams	GYA 20	3	5	3	11	11	33
7. Eric Doyle Matt Mestayer	GYA 36	12	7	11	4	4	38
8. Kelly Gough Heidi Gough	4545	5	10	8	7	9	39
9. Harry Carpenter Karen Carpenter	4619	11	13	4	9	17	54
10. Tommy Taggart Mary Salzer	GYA 29	8	6	10	18	14	61
11. Jerry Hartman Sunshine	4140	10	16	17	10	8	61
12. Steve Salzer Jerry Blouin	GYA 25	16	14	9	16	6	61
13. Roland Foerster Bonnie Foerster	1198	11	12	22	20	14	79
14. Larry Taggart Carrie Haydel	4510	7	17	18	24	16	82
15. Larry Lewis Starr Lewis / Joann Mestayer	3993	28	3	13	21	13	83
16. Jack Stewart Martha Lee Stewart	1342	15	15	14	23	18	85
17. Gene Walet Holly Murray	3525	17	18	12	12	28	87
18. Barry Moore Paul Moore III	3076	13	20	15	22	24	94
19. Brad Davis Larry Seals	4689	18	11	20	26	26	101
20. Sandy Eustis Scott Litwin	4710	22	23	24	14	22	105
21. Bruce Moore John Diggins	1453	28	21	28	6	23	106
22. Bob Summerfeldt Allen Porter	264	23	19	25	17	12	106
23. Mike Howell Scot Tongrin	4202	24	22	16	25	21	108
24. Kent Irwin Wilma Irwin	4019	20	24	21	28	15	108
25. John Domagala Pam Schurr	3577	25	25	28	13	20	111
26. Chris Swenson Denise Swenson / Sarah Taylor	4639	19	26	26	17	25	113
27. John R. Dye John Dye	3718	21	28	23	19	24	115

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL	
1. John Meredith Jennifer Squibb / Cratien Sustendahl	4501	3	1	1	3	9	16.5
2. Paul Nickerson Christine Nickerson	3911	5	2	7	2	3	19
3. Bernie Knight Suzie Knight	4115	1	8	3	6	2	19.75
4. Bob Post Bob Post	3201	6	3	6	1	5	20.75
5. Charlie Merrigan Gilly Chamberlain / Konnie Merrigan	GYA 97	4	5	5	5	11	30
6. Dan Goldberg Monica Berton	4521	2	8	8	8	7	33
7. Larry Klick Dan Stillmank	4520	7	7	2	4	21	41
8. Granny Dees Jerry Dees	4109	8	11	13	7	6	45
9. Dan Kolenich Terry Dees Kolenich / Daniel Kolenich	4211	15	6	4	12	10	47
10. Berkeley Merrill Daria Drury	3095	14	14	9	11	1	48.75
11. Pete Sylvester Terri Swift	GYA 65	12	10	11	14	4	51
12. Stewart Sumpton Andrew Sumpton / R.J. Cooper	3028	10	15	17	16	8	66
13. Jim Brown Myra Brown	4647	19	13	16	12	10	70
14. Richard Smith Doris Smith	2721	11	17	15	9	21	73
15. David Quinlan Derek Pickering / Leo Seicshnaydre	GYA 53	9	21	10	13	21	74
16. John Beery Sammy Goff	4257	16	12	12	15	21	76
17. Charles Grant Hugh Grant / Georgia Grant	4387	13	9	14	21	21	78
18. Ted Glass Florence Glass	3617	17	16	18	18	13	82
19. Patricia Shields Ann Dodd / Debbie Castle	1199	20	19	19	17	14	89
20. Don Hott Charlotte Hott	3029	18	18	21	21	21	99

WOMEN'S NAC

FINAL RESULTS	RACE 1	2	TOTAL	
1. Lesley Kelly Gaye Weatherly / Shannon Hawkins	GYA 57	1	1	1.5
2. Shelly Killeen Shirly Goch / Jennifer Penegy	GYA 36	2	2	4
3. Charlotte Fisher Denise Swenson / Sarah Taylor	3961	3	3	6
4. Mary Salzer Daria Drury / Karen Furlow	GYA 28	5	4	9
5. Missy Breath Davis Weems / Ellen Eagan	GYA 99	6	5	11
6. Mamsie Manard Pam Schurr	GYA 22	4	8	12
7. Suzie Knight Pam Schurr	4115	7	6	13
8. Holly Murray Laura Nelson / Shannon Musgrove	3525	9	7	16
9. Donna Toncrey Pam Cumberland/Jayne Toncrey	GYA 101	10	9	19
10. Granny Dees Terry Dees Kolenich / Carrie Haydel	4109	8	13	21
11. Patricia Shields Ann Dodd / Debbie Castle	1199	11	13	24
12. Pam Tripp Janet Schmidt	GYA 179	12	13	25

MASTERS DIVISION (Score 3 Races)

FINAL RESULTS	RACE 1	2	3	4	5	TOTAL	
1. Richard Smith Doris Smith	2721	1	2	1	1	dns	2.25
2. Ted Glass Florence Glass	3617	2	1	2	2	1	2.5
3. Don Hott Charlotte Hott	3029	3	3	dns	dns	dns	9

JUNIOR NAC

FINAL RESULTS	RACE 1	2	TOTAL	
1. Manning Montagnet Gerald Ballanco / Owen Penegy	GYA 36	1	3	3.75
2. Charles Grant Hugh Grant / Georgia Grant	4387	4	2	6
3. Chris Williams John Moss / Wade Tornios	GYA 29	2	4	6
4. Charlie Merrigan Gilly Chamberlain / Konnie Merrigan	GYA 99	6	1	6.75
5. Byron Denhart Richard Denhart / Rene Denhart	361	8	5	13
6. Robert Prince Alan Arnold / Seth Adams	GYA 34	3	10	13
7. Justin Jones Stewart Williams / Brock Smith	GYA 170	5	10	15
8. Derek Pickering David Quillan / Leo Schicknayder	GYA 53	7	10	17
9. Peter Hartman Marianne Hartman / Dennis Hartman	4305	10	10	20

North American Championships

(Continued from page 14)

mented with a picture. Good luck trying to top this one!

Larry Taggart honored some competitors with some special awards for their participation and contribution to the NAC and the FSSA. Granny Dees received the first award for the *Top Female Skipper*. Granny and the Dees family have been very active in the Flying Scot and GYA events for many years as well as attending many NACs.

In the age categories David Quinlan (15) was honored as the youngest skipper and Ted Glass (77) was honored as the senior skipper. Don Hott easily took the award for most NACs, having attended all 32. Don will be the first to tell you that you don't go to the NAC just to race, you go because it's fun.

Charlotte Hott will long remember her not so fun time at the NAC as she unsmilingly accepted the *Hard Luck Award*. Don and Charlotte had to leave the races early when a tooth-ache flared up, ending in an emergency root canal. So much for references with racing on Lake Pontchartrain and pulling teeth.

The *Last But Not Least* award went to Patricia Shields and her crew of Ann Dodd and Debbie Castle. They sailed in the Women's NAC as well as the qualifying series and challenger series without a lot of success but were very dedicated.

Top NAC Rookie was awarded to Kelly and Heidi Gough in the championship division. Kelly, who has sailed in just about every type of sailing competition imaginable, recently purchased his Scot as their family boat. He said this NAC proved he made the right decision because of the quality of competition, friendliness of the people, and the ability to sail as a husband-wife team.

Many door prizes were awarded from various sponsors with the grand prize of a the Plastimo tactical compass from Gordon Douglass Boats won by Paul Nickerson, whose son Christopher pulled the winning tag from the hat. No protests were filed and he promises to use it at future NACs.

No one present will argue that this was indeed one of the finest NACs and Larry Taggart, all of his volunteers, the SYC membership and staff, the Race Committee, and everyone involved deserve a big "Thanks" for hosting such an outstanding event.

1990 NORTH AMERICAN CHAMPIONSHIPS PERPETUAL TROPHY WINNERS

GORDON K. DOUGLASS TROPHY
First Place Championship Division
MARC EAGAN

BOSTON YACHT CLUB TROPHY
Second Place Championship Division
PETER MERRIFIELD

GEORGE L. FOSTER TROPHY
Third Place Championship Division
BENZ FAGET

RATSY & LAPHORN TROPHY
Fourth Place Championship Division
SCOT SONNIER

MAX AND MARY DOLITTLE TROPHY
First Place Challenger Division
JOHN MEREDITH

SAM TELLSHROW MEMORIAL
Second Place Challenger Division
PAUL NICKERSON

TERRY SCHROEDER TROPHY
Third Place Challenger Division
BERNIE KNIGHT

MASTERS TROPHY
First Place Masters Division
RICHARD SMITH

PAUL C. SCHRECK TROPHY
Skipper With Most 1st Places
MARC EAGAN

MARY DOUGLASS TROPHY
Best Family Boat With Ladies Aboard
DAN, TERRY AND DANNY KOLENICH

DETROIT YACHT CLUB TROPHY
Best Sailed Club Owned Boat
PETER MERRIFIELD

**TED AND FLORENCE GLASS
TRUE LOVE TROPHY**
Best Sailed Boat by Husband and Wife
KELLY AND HEIDI GOUGH

FLEET ONE TROPHY
Fleet With Best 3 Finishes
BAY WELAND YACHT CLUB
MARC EAGAN
BUBBY EAGAN
PETER MERRIFIELD

BILL SINGLETARY TROPHY
First Place For Qualifying Series
BUBBY EAGAN

**HURON PORTAGE YACHT CLUB
TROPHY**
Highest Placing Woman Skipper
GRANNY DEES

NANCY ROMAN TROPHY
Challenger Division
Highest Finisher With Women Aboard
JOHN MEREDITH

**J. EDGAR EUBANKS
EXECUTIVE SECRETARY'S CUP**
Individual Contribution To FSSA
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FLEET OF THE YEAR
FLEET 160
LAKE OF THE WOODS

SKIPPER TRAVELING GREATEST DISTANCE
LARRY KLINK
Minneapolis, MN

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Karen Furlow
Natalie James
Mimi Parker
Pat Grevemberg
JoJo Muery
Sandra Smith
Daria Drury
Erston Reisch
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Tommy Parker
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Charlie Dees
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Ewell C. Potts III
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SCOTS ACROSS THE CHESAPEAKE

by Paul Nickerson, FS 3911

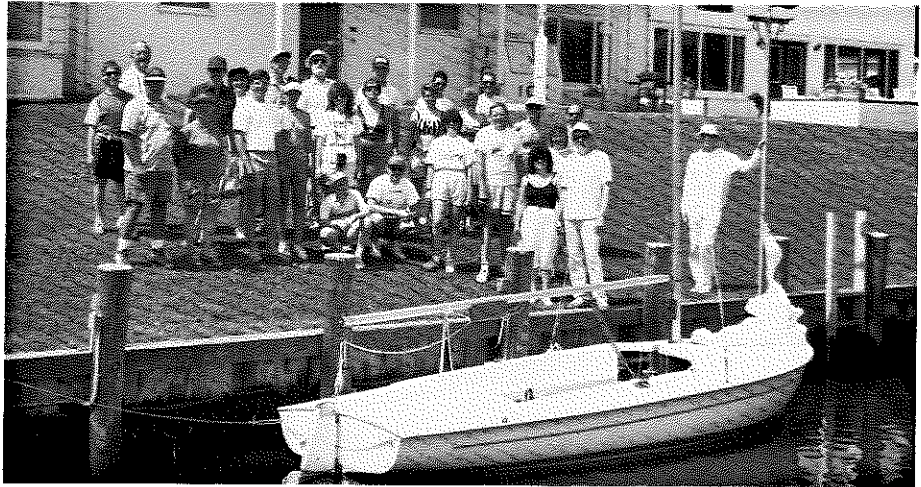
When we bought our first sailboat, it's primary purpose was as a recreational compliment to camping. Fifteen years later we have won our share of racing hardware but our sailing enjoyment wouldn't be fulfilled without some traveling to distant places just for the sake of sailing. When you go to the NAC or, any other regatta, there is plenty of time to sit and relax, but seldom do you relax and just enjoy a laid back sail.

This year's Chesapeake Bay cruise was set in motion two years ago when after soliciting for some ideas, Bob and Mary Ellen Neff came forward thinking it would be a good way to promote their newly purchased marina and share their love of the Chesapeake Bay. I don't think they had any idea of just how much work organizing such an event would take but they were committed and hopefully rewarded by the smiles and thanks of the participating sailors.

I have found cruisers to be dreamers and though all of us dream, few of us realize the dream. There were many inquiries about the cruise but the final commitment saw about eighteen boats actually participate and everyone agreed it was a great experience.

After scouting the area for places to cruise, it was decided that St. Michaels, on the Eastern shore, would be a good location. With just the right contact... they were able to arrange docking and camping for boats at the Miles River Yacht Club, which was close by St. Michaels for those looking for housing in bed and breakfasts or motels. The scenario worked out perfect as everyone's needs and interests were met.

The weekend of June 16-17 the boats started to arrive at the Neff's Selby Bay Sailing Center. A modest field to store boats accompanied by a hoist and dock, the Neff's have attracted numerous Flying Scots from the Washington-Baltimore area and are about to assume the Fleet 42 Charter. Some of the boats decided to begin the week at St. Michaels while about a dozen other boats sailed from Selby Bay and West River. Monday morning the winds were pushing up a few whitecaps on the bay as the winds were South, straight down the bay, at 12-15 knots. This would mean a lot of closed haul sailing across the bay and a couple mile beat up the eastern shore around Kent Point. We knew it would be



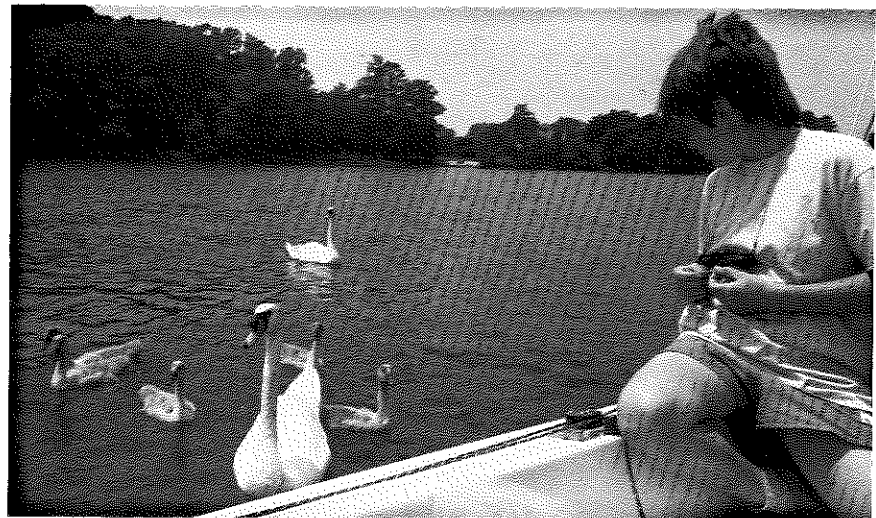
Some of the participants of the 1990 Chesapeake cruise gather in front of Miles River Yacht Club during a beautiful week of sailing.

a long tough sail as these were typical conditions for us on Lake Erie. Some of the small-lake sailors, such as Tom Lee and family, had never seen a real wave before in their sailing experience. For single-handed sailor Paul Knapik it would be an exhilarating challenge. The Neffs followed the fleet with the *Hallie Q*, the 30 foot race-committee boat of the West River Sailing Club. This large crabbing style boat proved great to throw some extra gear on and a special thanks goes to WRSC and Fleet 97 for it's use for the week.

After a couple of tacks to get out of South Bay and around Marshy Point the boats settled in closed haul past the Thomas Point Shoal lighthouse. This is

one of the old style lighthouses built on screw piles, once common on the Chesapeake Bay. While many of the more experienced sailors strapped things down and enjoyed the beat across the bay, we were trying to coach the Lees and Len Mayernik on the importance of the boom vang and pinching into the wind to depower and make the ride more comfortable. Eight miles across the lumpy bay brought us to a beat up the western shore of the Kent peninsula which offered some protection from the waves until we got to the point. There we met up with some more Scots that had left from West River, just a few miles south of Neff's Selby Bay Marina.

(Continued on page 19)



Shannon Nickerson shares her lunch with the swans. The swans were willing to eat out of our hands but we liked our fingers too much.

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 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
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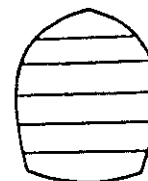


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North American Championships

(Continued from page 17)

After about 14 miles of closed haul sailing we were around Kent point and into the Eastern Bay. The sails ran out and now the fleet enjoyed a broad reach for six miles down the Eastern Bay. There were some nice puffs coming from the eastern shore which allowed everyone to get up on some great surfing planes during this stretch. It was almost enough fun to make one forget the first fourteen miles. Even the rookie Bay sailors learned to enjoy getting up on these fast surfing planes, although fighting the bow from burying up to the backs of some waves was quite a struggle for everyone.

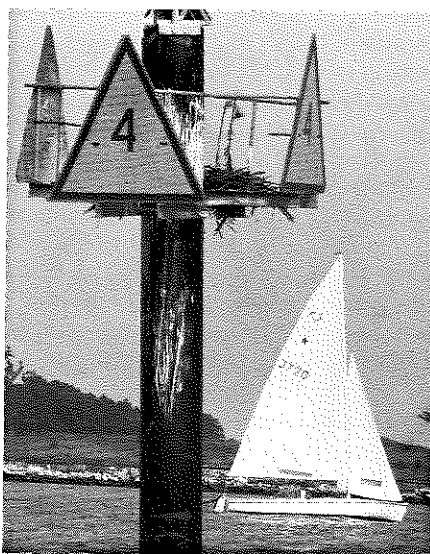
The fleet cleared Rich Neck and headed up the Miles River which was again a beat for about five miles. We found the waves coming straight down the Miles River into the bay too lumpy for our sore buttocks and slow going, so we tacked over towards the shore to seek shelter from the river currents. This proved much more comfortable and was a great tactic as we caught up to the fleet after watching over some of the tail-enders. This also shows how just about every sailor, even when they are cruising, likes to judge their performance against other boats.

The first day's marathon, as I figured we sailed close to 26 miles across the water, was quite a sail. Once in to St. Michaels and the Miles River Yacht Club, everyone wound down and enjoyed sharing their day's experiences. Tom Lee was trying to figure out how to sail better into the wind while Paul Knapik was lamenting a long hard day of single-handing. While the boats tied up and everyone enjoyed the facilities of Miles River YC, Bob Neff fired up the charcoal grill for a steak fry. An approaching thunderstorm only dampened spirits for a few moments as it cleared in time for great steaks and a beautiful sunset. MRYC was proving to be a great facility as the harbor was well protected with ample room to tie off 15 Scots and the picnic pavilion on the dock was just large enough to host some social activities.

The fleet split evenly between sleeping on boats, camping on the MRYC grounds and finding a place downtown. For those that have never slept on the Flying Scot, we saw three examples of how to do it. Paul Knapik found the floor of the Scot to be comfortable enough. Bob and Barb Comella used the across the seat canvas cot for their bed. This consists of two wooden supports at either end of the cockpit which frame three poles which

support a canvas, cot type bed. Dave Jacobsen used three 2 foot by 4 foot plywood sections across the seats topped with foam for his berth. All three of these methods can be appropriate depending on crew, weight and space considerations.

The plans for Tuesday were to sail up the Wye River for a scenic tour. After a brief skippers' meeting the boats were manned and the fleet got away in a light westerly breeze. We sailed out past the Miles River channel marker, which also doubled as an osprey nest, and into the Eastern Bay. About a mile or two up the bay the winds fizzled out and it didn't take



Cathy Cream and David Jacobsen sail by an empty osprey nest on the number four channel marker of St. Michaels.

long to get out the tow lines. The Neff's in the *HALLIE Q...* and Frank Gibson in another support boat got two lines going and we were soon enjoying a leisurely tow down the wilds of Wye Island including the scenic view of large estates and the wilds of Wye Island including the sighting of a skate (a ray type fish) and more Ospreys, including a distant look at a mother with young babies just sticking their heads out of the nest was just spectacular. The first tow decided to play pirates and ducked into Dividing Creek to hide from the second tow. It was also decided this would be a good time to have lunch and go swimming as the winds were filling in slightly. By the time the lunches were done it was apparent a healthy thunderstorm was headed our direction and this would be a great place to wait it out. We could see and hear it approaching for what seemed like an hour.

While others pulled out their boom covers for shelter, we tried to enjoy the comfort of the front berths on the Scot. The anchor basket didn't make a great pillow but somehow I managed to doze off during part of the storm. When the storm passed, we motored out to the river to get a better look at the horizon for more potential storms. The coast looked clear and the winds were a nice 5-8 knots. While it would have been nice to continue up the Wye, it was getting late in the afternoon and it was about an eight mile sail back to St. Michaels. Back out we sailed by several more Osprey nests and several flocks of wild swans on Bennett Point.

That evening many of us enjoyed dinner at the Miles River Yacht Club, a pick your length tender dinner. A special thanks must go out to all the MRYC members and staff for their hospitality and cooperation with this strange group of cruisers. Besides the good food, docking and facilities the use of their pool helped cool us off after a hot day of sailing and the lounge provided a great place to meet our new friends while avoiding the mosquitos during the evening.

Wednesday was planned as a day to enjoy St. Michaels. Still a small quaint and unspoiled town, many of the homes are over 100 years old. The Chesapeake's heritage can be found all around from the crab boats in the harbor to the woodcarvers in town. There also was the much needed laundrymat which seemed to be the hub of everyone's walk around town. St. Michaels is also known as a great stop for those chartering or cruising bigger boats around the Chesapeake Bay. We even ran into a group of Scot sailors from North Carolina enjoying a charter boat cruise who were aware that we would be in the area.

The Chesapeake Bay Maritime Museum provided several hours of nautical pleasure as you could tour through much of the Chesapeake's boating heritage. From the Pilot House admission gate you continue through historical houses with artifacts. Waterfowling, which has always been important to the area, is represented by a collection of decoys, guns and boats. In the small boat shed there is an outstanding collection of wooden work boats as well as some sailing classes popular in the area. This exhibit includes Penguin #1.

From these exhibits, your attention is turned to the waterfront where the float-

(Continued on page 20)

North American Championships

(Continued from page 19)

ing fleet includes the *Edna E. Lockwood*, the last log-built working bugeye on the Bay; *Rosie Parks*, one of the Bay's fastest and best known skipjacks; Old Point, a Virginia crab dredger and *Mr. Jim*. The boat exhibit continues with a boat shop where you can observe craftsman building and restoring various boats.

The landmark of the museum is the Hooper Staigh Lighthouse. Originally put into operation in 1879, it was moved here in 1966. It is a screwpile construction which means the legs end in a large screw for securing it into the ground. This is similar to the Thomas Point Lighthouse which we sailed past on Monday. Inside is a complete display on the lifestyle of the keepers. From the weight driven bell to the large fresnel lense used for the light, this is an interesting display.

Also included in the museum is the Point Lookout Bell Tower, the Tolchester Beach Bandstand, and an aquarium. Soon to open at the museum is the Propulsion Building displaying more than 50 steam and gasoline engines and the impact of mechanical power.

After a tour of town, many folks enjoyed an afternoon sail before dinner. Many of the group decided to enjoy some

local flavor with a crab dinner at the local Crab Claw Restaurant. Dave Jacobsen and myself decided to sail over to the bay side restaurant. While enjoying a feast of crabs by the dozen we could watch the start of the Wednesday night fun series of the local racing fleet. Boats ranged in size from 40 feet to 16 feet as they raced up the Miles River. Meanwhile a the group of twenty or more people enjoyed twisting, peeling, cracking, breaking, hammering or whatever was necessary to get the meat out of the tasty little crabs. It was almost as much fun as figuring out the final bill.

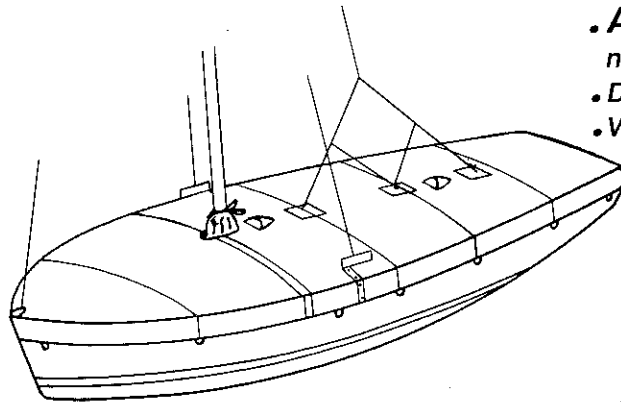
The sail back to MRYC contained another lesson in Chesapeake Bay sailing, low tide. Fortunately, our centerboards come up. Unfortunately for a 30 footer coming into St. Michaels, his keel didn't. Imagine his embarrassment as he hailed two Flying Scots over to help him out. Just about the time we were wondering if and how we could help him, and with the sun just over the horizon, the harbormaster responded to their call for help and came to the rescue. We sailed away as they pulled the boat over by the mast until it was afloat and then pulled it out to deeper water. The harbormaster was so

good and fast at this that he must practice a lot.

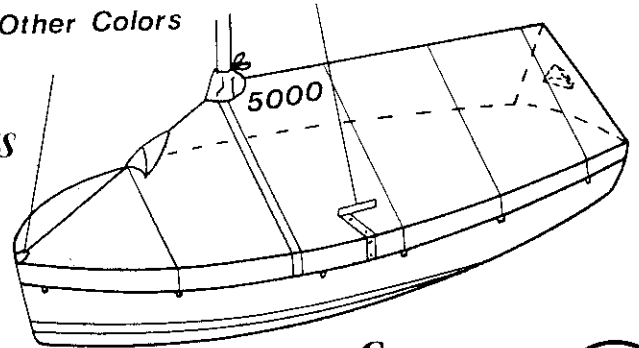
Thursday the dreamers awoke to a light westerly breeze and plans to cruise the Miles River and its tributaries. In the light air the fleet drifted across from St. Michaels to Leeds Creek. The channel marker contain the normal Osprey nest with mother watching over a nest full of eggs. One circle around was all that any Flying Scot that ventured too close was worth to this attentive mother. We were told there was a pink castle worth sailing by so we made our way up the creek in search of this expression of gaudiness. We found it boring compared to a playful pair of skates that seemed to be following us. Before leaving Leeds Creek, most of the fleet decided this would be a good time for lunch while the winds filled in. While most of the fleet hove to or dropped sails for lunch, we decided to cruise the shorelines and found a family of Swans. Mamma and Papa had their six children out for an afternoon swim and we thought it would make a great picture. As we sailed with them into an inlet, Papa Swan came over to say "not too close". A peace offering of a piece of

(Continued on page 21)

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Tent 6" Skirt	249 ⁰⁰	265 ⁰⁰	278 ⁰⁰
Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
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North American Championships

(Continued from page 20)

bread from a sandwich seemed to satisfy his anger but made the others jealous. Soon we had Mamma and the children along side nearly eating out of our hands and plenty of pictures for **Scots n' Water**. This got so crazy that they actually followed us demanding more food.

The rest of the fleet was now done with lunch and sailing down the channel towards the Miles River. There we were greeted by a great northwest breeze at about 12 knots. It was just perfect for a spinnaker run up the river to Long Island. We pulled up the centerboards and sailed between the island and mainland onto Hunting Creek. Down Hunting Creek we sailed past another Osprey nest on a channel marker and this one had about a half-dozen little heads poking up as mother was feeding them. We finished our circumnavigation of Long Island and sailed the four mile beat back to the St. Michaels and the MRYC. In the fresh breeze we were able to keep up with motoring cruisers who preferred the easy way upwind while the larger cruise boat full of tourists left us in her wake.

A refreshing swim in the MRYC pool was enjoyed by many. Then, it was on to the lounge and a seafood dinner at Miles River Yacht Club. We rehashed our week of fun with some of the locals in the lounge and anticipated the long sail back to Selby Bay the next day.

I awoke early, about 6 a.m., and headed for the shower only to see Paul Knapik sailing off, looking for a light early morning breeze to get him started on his single handed trek back. The rest of the fleet assembled by about 8:30 to pack up the boats and get away by 9:00. The winds were light from the southeast and many of the boats put up spinnakers hoping to enjoy a run back across the Bay. As the fleet approached Rich Neck, you could see where the winds would die, and they did. Bob and Mary Ellen Neff were following in the *Hallie Q* and two tow lines formed off their stern. Out around Rich Neck and into the Eastern Bay there was little sign of any wind. A fleet of racing boats sat becalmed across the bay. At this point we were wondering how Paul Knapik had made out with his early morning departure. We motored for an hour up the Eastern Bay with hardly a ripple on the water. As we approached the Kent Peninsula, there was a very light breeze and a set of Flying Scot sails. Idling along with her tow, the *Hallie Q* snuck up on Paul who was laying back daydreaming in the light air. It looked as though a light

breeze might finally fill in and Paul said he'd prefer to sail across, so we motored on. Out around Kent Point we slowed for a moment to see what the winds were really like on the Chesapeake Bay. Still light and fluky in the 3-5 knot range, we felt towing would be the surest way to cross the bay and get all the boats pulled. As we entered Selby Bay, the winds freshened to 10-12 mph but by then it was too late to enjoy the breeze. We unloaded and pulled the boats ready to hit the road just as Paul Knapik sailed up to the dock after a nine hour sail across the Bay. While some of the boats were eager to get home for the weekend, a few of us stayed on to help Paul and reminisce the week's adventure and share ideas for future cruises in the Flying Scot in hopes of making this an annual event.

A special thanks goes to Bob and Mary Ellen Neff whose hard work made this whole event possible. They were responsible for all of the details of the trip and although they may have preferred sailing their Scot, they watched over the fleet from the *Hallie Q*. More thanks go to Fleet 97 and the West River Sailing Club for the use of the *Hallie Q* for the week. The Tom Mooney family of Fleet 97 was instrumental not only in participation but in helping make the arrangements with the MRYC.

Finally, not enough thanks could be said to the Miles River Yacht Club, its staff and its members. They have a wonderful club and we say thanks for opening it up for enjoyment by our unconventional group of cruisers who thoroughly enjoyed the week.

STARTING LINE

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.

CAPITOL DISTRICT CHAMPIONSHIP

September 29-30

Fleet 160, Lake Of The Woods;
Fredericksburg, VA

Good competition combined with the hospitality of Fleet 160 should make this a perfect event. Friday, September 28th, there will be a special sailing seminar featuring a top Flying Scot sailor.

Contact: John Beery, Box 305 LOW, Wilderness, VA 22508, (703) 972-7411.

SHORE ACRES INVITATIONAL

September 29-30

Come sail this fall on Beautiful Barnegat Bay. Great conditions are the norm for fall sailing.

Contact: Chris Smith (201) 234-9459, Joe Thrope (201) 545-5282.

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

(Continued on page 22)

Starting Line

(Continued from page 21)

Capitol and Carolina District sailors and is growing every year.

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

WEST RIVER FALL REGATTA

October 6

Fleet 97, Galesville, MD

CBYRA sanctioned event.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037, (301) 798-4146.

OKTOBERFEST REGATTA

October 6-7

Fleet 127, Percy Priest YC
Nashville, TN

Last regatta of the Nashville 1990 Series. Nearby camping and lodging. Come and help Scots become number one for "the series".

Contact: Nathan Dozier, 216 Friendship Dr., Goodlettsville, TN 37072, (615) 865-6484.

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.

GREAT SCOT REGATTA

October 13-14

Fleet 118, Lake Logan Martin;
Birmingham, AL

Fleet 118's annual regatta is a southern classic and everyone is invited to attend. Always a good Gulf turnout and excellent sailing.

Contact: Berkeley Merrill, (205) 879-3917.

PUMPKIN PATCH REGATTA

October 20-21

Fleet 97, West River SC
Galesville, MD

The Chesapeake Bay may be unpredictable in October but Fleet 97 promises a great regatta and terrific Octoberfest dinner on Saturday evening. Come join us in our last regatta of the year.

Contact: Susan Hauser, 3922 Wexford Dr., Kensington, MD 20895, (301) 949-2695.

1990 HUSBAND-WIFE CHAMPIONSHIP November 10-11

The 1990 Wife-Husband Championship will be held in Melbourne, Florida on November 10-11. This weekend will coincide 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.

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.

(Continued on page 23)

Acrylic covers last "Twice as Long"?... Twice as long as what?

6 STYLES:

MOORING FROM \$282

FULL DECK OVER THE BOOM
(PICTURED)

TRAILING/MOORING FROM \$247

FULL DECK COVER FOR TRAILING &/OR
FITS WITH MAST UP

SKIRTED FROM \$318

BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM \$177

BOOM TENT THAT COVERS FROM MAST
OF TRANSOM

BOTTOM COVER \$235

SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

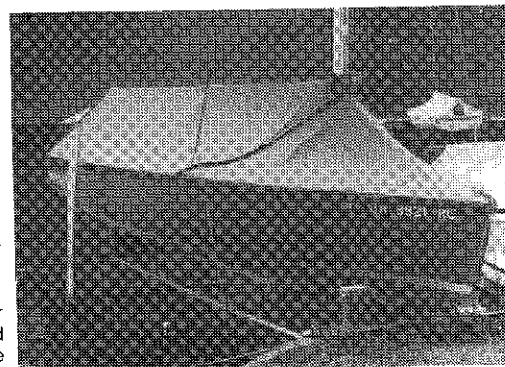
Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!



So, when you're ready for a new boat cover, choose the quality standard of the industry... a cover by **The Sailors' Tailor**.

INVEST IN THE BEST!

VISA/MC ORDERS CALL
SANDY: (513) 862-7781

The Sailors' Tailor

191-FS Bellecrest, Bellbrook, OH 45305

Starting Line

(Continued from page 22)

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.

1991 MIDWINTER CHAMPIONSHIPS April 1-5, 1990

St. Andrews Bay Yacht Club Panama City, Florida

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

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

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

Motels: By proximity to SABYC

Bayside Inn (904) 763-4622
Howard Johnson's (904) 785-0222
Days Inn (904) 769-4831
Ramada Inn (904) 785-0561

1991 HUSBAND-WIFE CHAMPIONSHIP, June 29-30, 1991 Fleet 19, Berlin Yacht Club N. Benton, OH

The 1991 Husband-Wife Championship will be held on Berlin Reservoir in northeastern Ohio. It is located approximately one hour from Cleveland, Akron and Youngstown. BYC has a nice clubhouse with showers and there is plenty of camping available on the club grounds. We will also attempt to house participants with local fleet members as possible. Sailing is on the largest part of Berlin Reservoir, which is divided by several causeways. We take great pride in our local fleet of over 30 Flying Scots and welcome all to attend. Weekend activities will include a Friday night welcome party, racing on Saturday followed by dinner and a party, and Sunday's conclusion. Make plans to attend.

Contact: Michael Gold, 8757 Lynn Park, Rt. 1, Alliance, Ohio 44601, (216) 935-2846.

1991 NORTH AMERICAN CHAMPIONSHIP AND JR NAC July 21, NAC July 22 to 26 Fleet 7, Riverside Yacht Club Riverside/Old Greenwich, CT

Contact: Charles Edgar (203) 661-6818, Robert Hellandale (203) 637-4129.

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.

FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
3610	Capitol	William E. Seale	2020 Penn. Ave. NW #307	Washington	DC	20006
1276	Capitol	Don Ziegler	524 Newfield Road	Glen Burnie	MD	21061
4038	Capitol	Donald J. Zeman	418 Fox Chapel Drive	Timonium	MD	21093
4630	Capitol	Bradley A. Gerth	8658 Pulpit Harbour	Pasadena	MD	21122
1818	Capitol	Robert Fetters	909 Mitchell Farm Lane	Kennett Square	PA	19348
3611	Capitol	Gene Welker	16 Myrtle Avenue	Havertown	PA	19083
4488	Capitol	Glenn McMinn	11911 Bristol Rd.	Churchville	PA	18766
2590	Capitol	Philip M. Mulford	6101 Old Centreville Rd.	Centreville	VA	22020
3354	Capitol	Gene Kendall, Jr.	3216 Adams Court	Fairfax	VA	22030
4642	Capitol	Mark Ewing	829 Danbury Drive	Norfolk	VA	23518
1013	Carolina	Lowry B. Furst	6001 Creola Rd.	Charlotte	NC	28226
1439	Carolina	J.R. Brayford	3114 Markworth Ave.	Charlotte	NC	28210
1663	Carolina	Russell W. Lookadoo	7442 Beaufort Circle	Charlotte	NC	28227
3621	Carolina	Thomas M. Guy	Rt. 6, Box 744	Moorestville	NC	28115
4654	Carolina	George Collin	5531 Alexa Road	Charlotte	NC	28226
3812	Greater NY	Jeffrey S. Ramer	34 Glen Avon Circle	Riverside	CT	06878
0751	Greater NY	Jennifer Tamm	235 First Avenue	Atlantic	NJ	07716
4614	Greater NY	Michael C. Connor	4 Meadow Court	Chatham	NJ	07928
4641	Greater NY	Frank Aaronson, Jr.	133 Evergreen Street	Mt. Holly	NJ	08060
4659	Greater NY	Joseph M. Mancusi	925-A Liverpool Circle	Lakehurst	NJ	08733
4672	Greater NY	Robert Meli	13 Chipper Drive	Kendall Park	NJ	08824
4504	Greater NY	Edward J. Gutman	204 Seaview Ave.	Island Park	NY	11558
4674	Greater NY	Philip B. Linker	74 Oak Road	Bayport	NY	11706
1744	Midwest	Kenneth H. Waltsgott	707 Somerset Circle	St. Joseph	IL	61873
4687	Midwest	Gary V. Martin	205 Monterey Drive	Washington	IL	61571
1183	Midwest	Robert A. Kern	5908 Interlachen Blvd.	Edina	MN	55436
1464	Midwest	Dale Hedtke	2101 Randolph Ave.	St. Paul	MN	55105
0605	Midwest	Dr. Jack Stellplugg	P.O. Box 675	Beaver Dam	WI	53916
1069	Midwest	Mary C. Irwin	503 W. Maple Ave.	Beaver Dam	WI	53916
1184	Midwest	Larry G. Salsbury	7817 Jackson Park Blvd.	Wautosa	WI	53213
1499	New Eng.	Edward P. Bertero	37 Depot Road	Boxford	MA	01921
1781	New Eng.	Elizabeth Lynch	111 Brigham St., 12B	Hudson	MA	01749
2809	New Eng.	Jack Hamilton	494 Upper County Rd.	S. Dennis	MA	02660
1469	NY Lakes	Gary K. Emmick	7 White Oaks Dr.	Corning	NY	14830
2919	NY Lakes	Daniel E. Lynch	4 Pine Robin Road	Greenfield	NY	12833
4128	NY Lakes	Robert G. Zilling	1569 Water Street	Olcott	NY	14126
0396	Ohio	Elizabeth A. Hanna	198 Lake Dr., Rt. 3	Fremont	IN	46737
3381	Ohio	David/Roi-Ann Bettez	3346 Mantilla Dr.	Lexington	KY	40513
0681	Ohio	John T. Blonski	10021 Hunting Dr.	Brecksville	OH	44141
4491	Ohio	Herbert L. Tallitsch	702 Clark	Rothschild	WI	54474
4387	Pacific	John H. Parke	3152 Via Real	Carpinteria	CA	93013
0494	Prairie	Patricia Brierley	11 Sherrill Rd.	Little Rock	AR	72202
4057	Prairie	John E. Wymore	318 E. 18th St.	Scottsbluff	NE	69361
0779	Prairie	Mike Thompson	P.O. Box 696	Ardmore	OK	73402
0327	Texas	B.R. Respess, M.D.	3309 Lovers Lane	Dallas	TX	75229
1068	Texas	Robert W. Jordan	2001 Ross Ave., #800	Dallas	TX	75201
2176	Texas	Sheldon L. Brown	6708 Apache Trail	Wichita Falls	TX	76310
2217	Texas	Ian Lissiter	12519 Honeywood Trail	Houston	TX	77077
2578	Texas	Robert K. Roach	1604 Singleton	Wichita Falls	TX	76302
2631	Texas	Steve Priester	4507 Lisa Lane	Wichita Falls	TX	76309
3041	Texas	Glenn Tole	P.O. Box MWH	Wichita Falls	TX	76307
4545	Texas	Kelly Gough	217 Heatherglen	Coppell	TX	75019
2878	Florida	Sandy Bagdan	7014 S.W. 114th Pl. Unit D	Miami	FL	33173
3360	Florida	Charles R. Love	105 Sims Creek Lane	Jupiter	FL	33458

CAVEAT EMPTOR

FS 23 - Douglass, completely refinished 2 yrs. ago, white deck and sides with blue stripe, Boston Sails, new trailer, full rigging, beautiful condition for older Scot, \$2,800 or offer. G.J. Finney, 2261 Lake Isle Ave., Onokama, MI 49675, (616) 889-3688

FS 620 - Douglass, completely refinished deck and hull in polyurethane paint, new balsa blocks under deck, good trailer just repainted, two suits of sails and WILL BUY NEW SUIT OF SAILS for boyer. \$3600. Call Michael Cohn collect (919) 674-8463 nights, weekends or (919) 373-6824 days. 1001 Nesbit Road, Pleasant Garden, NC 27313.

FS 857 - Custom Flex white deck, green hull, new Regatta Baltoplate racing bottom with white strip. Harken race rigged. Ca-1 boom vang, Waco 360 centerboard fitting and more. Motor mount bracket, tilt trailer, spare tire, 3 suits sails, spinnaker. Boat in excellent condition. Asking \$3,300. Dr. Bloomberg, 6640 Harrington, Youngstown, Ohio. Home (216) 758-4265, Office (216) 758-6671.

FS 2774 - Douglass white hull light blue deck; dry sailed fresh water only; North sails, Murphy & Nye spinnaker, Sailor's Tailor cover, trailer, mast hinge, motor bracket; very good condition, raced in area fleet races but not sailed at all in two years. \$3500 - Roy Jacobus, 120 Newport Drive, Oak Ridge, TN (615) 482-4520.

FS 2991 - Custom Flex red hull - white deck some harken original sails, spinnaker. Solid boat, looks new. Pamco trailer. \$3900 - Bob Bergman 359 W. Clarkston Rd. Lake Orion, MI 48035 Office (313) 693-2347, Home (313) 693-2347.

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. George Kalnitsky, 10 Lakeview Dr., RR 6, Iowa City, Iowa 52240. Ph. (319) 351-9169.

FS 3274 - 19' sloop, Douglass built, white hull and deck, blue bottom, red waterline, Schurr main and jib, motor mount, blue cover for main, canvass boom tent, very good condition. Sterling trailer, with spare tire. \$4500. Chris Salb, (516) 725-0740, Sag Harbor, NY.

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, 4HP 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 3672 - Douglass ivory hull with orange boot-top. Galvanized trailer/nosewheel jack/tiedown rig and full custom cover. Schurr sails with spinnaker and spinnaker pole, rigging, etc. Many extras: outboard bracket, compass, Harken blocks, boom vang cunningham, etc. Excellent condition - an honest 8 (of 10)! \$4750.(reduced) Contact Frank R. Middleton, III 508 Partridge; Albany, GA 31707 or (912) 883-3166 after 6 pm.

District Governors

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Robert J. Post, Jr.
Box 581 Lake of the Woods
Locust Grove, VA 22508
(703) 972-7134

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

FLORIDA DISTRICT
Thomas C. Hudson
986 Haas Ave. NE
Palm Bay, FL 32907
(407) 725-3008

GREATER NY DISTRICT
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Woodbury, CT 06798
(203) 263-0769

GULF DISTRICT
Terry Dees-Kolenich
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Spanish Fort, AL 36527
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