

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXII NUMBER 6, NOVEMBER/DECEMBER 1990



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Scots n' Water

COVER: Barry Moore and E. Paul Moore III heading out of Southern Yacht Club harbor during the 1990 Nationals. No, it wasn't raining, Barry won the umbrella and used it to keep the sun off.

Picture by E. Paul Moore, Jr.

NOVEMBER/DECEMBER 1990

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Scots n' Water

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FROM YOUR NEW EDITOR

Lynne "Sunshine" Hartman

This is the first issue out, under my direction. I have received many ideas and thoughtful suggestions from many of my friends and fellow sailors which I hope we can all benefit from. In this first issue, as you will note, I have explained new departments or columns and have asked you to respond with information to fill these spaces in future issues. I have also used up two pages for fill-in-the blank forms that I am hopeful will be zeroxed by individuals, Fleet Captains and District Governors. Hopefully, these will be handed out at your fleet meetings, regattas, cruising meets, after day sailing or any experience you have with your Flying Scots. I realize that for many of you to sit down and write an article is time consuming, frightening in some cases, and not something everyone feels comfortable with. If you send me the information, I will write the article.

To help **Scots n' Water** and to entice all of you to participate in this, your magazine, Jerry and I are donating very nice trophies that will be presented each year at the Nationals to the Fleet and District that submits the most information. These trophies will be perpetual ones that the awardee will be able to take home for a year and display.

Going into this endeavor, being your new editor, I know I have a **major** shortcoming, I have very little experience cruising in a Scot, and unfortunately, haven't met anyone that owns a Scot that doesn't race. I am issuing an urgent plea to hear from this group since it is the largest (about 70% of FSSA members). I would like to hear from people in California and Kansas and others who have not been represented in this magazine due to the fact we don't receive information.

We are also, starting next issue, going to highlight each District and its Governor. We will start with the Florida District and Cal Hudson, Governor, since their season starts when the rest of us are

putting our boats away. We will then move on to Texas the next issue. When your district is highlighted, please participate, either through your Governor or me.

I feel that my new job being your editor, is to represent you, not write a magazine. Often times through criticism, or different ideas exchanged, a final product becomes better than was ever imagined. To write to me is your broadest base to get get thoughts and ideas out. Sure, you can talk to your friends in your fleet or go to a regatta or on a cruise and talk to 20 or 30 people, however writing to me as

your editor, you reach the membership of the Association. This makes us all stronger.

We should all be proud of our Class. It is one that has been looked up to by many other classes and one that is growing instead of falling by the wayside. This has happened due to the fine direction that Sandy Douglass headed us in, the strong boards over the years, and the people that have had input and ideas that have been published in this magazine. Let's all do our part in continuing to build and get better.

Let me hear from you! What are you doing? How do you feel about articles, new ideas you have, what you would like to see more of in this, **your** magazine, how you can help the class, people in the class that deserve recognition, how you are enjoying your Flying Scot. I personally would like to have criticism, how can I make this a better magazine. Let me hear from you soon.

A big THANK YOU certainly goes to Paul Nickerson and also his family, wife Chris, son Christopher and daughter Shannon. He has given us three years of being our Editor and has done a wonderful job. For a man, that careerwise, is rapidly rising, has a family that is growing and enjoys regattas and cruising in his Flying Scot, to devote his time to the Flying Scot Class and Association as he has, is certainly commendable.

The next time you see Paul, be sure to shake his hand and give him a personal thank you. He has led us through the fun times, the controversies, the cruising experiences with excellent thoughts, pictures and writing.

I am thankful for the help he gave me in the transitional period and hope that he and his family continue to share their experiences and their love of Scots.

THANK YOU AGAIN PAUL, A JOB WELL DONE AND CERTAINLY APPRECIATED BY US ALL!!!!

Coming in the Next Issue

The Florida District and its Governor, Cal Hudson

Gearing up for Panama City & the Midwinters

Monica Berton on Capsizing at the midwinters

The Glow in the Dark Regatta, 1990

Bernie Knight - More trophies that are presented

Answer to What If.....

Results of the Husband-Wife 1990

Hopefully, many thoughts and comments from all of you.

MAIL IMMEDIATELY TO: Lynne "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853

Dear Sunshine,

I would like to see more _____

information, articles, pictures, cruising, day sailing, people highlights etc. in **Scots n' Water**.

I just read the article on _____ and feel that _____

(good, bad, wrong, right) My opinion is _____

Sincerely, _____
Name Address Boat # Phone #

MAIL IMMEDIATELY TO: Lynne "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853

News from Fleet # _____ (number and location)!!!!

People Profile, Telltales, Thumbs Out, Fleets In, Starting Line, Share-A-Scot
(Please circle column you wish your news to be in)

Contact _____ Boat # _____ Phone Numbers _____

Comments: _____

MAIL TO: Lynne "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853

I just finished racing the _____ Regatta on

(Date) _____, Number of boats participating

were _____. There were _____ (#) races in _____

_____ (Describe wind conditions

in each race). The Fleet and person in charge of Regatta were _____

_____.

The party/dinner/after racing was _____

_____ (Body of water) _____ (State)

is always Challenging, fun, interesting because _____

The winners were _____

_____ (Please include points and boat numbers of the winners.)

Special awards presented and to whom for what reasons _____

Funniest thing that happened during the regatta, during the planning, or at the awards was: _____

Do you have any pictures of winners, participants, racing photos etc? _____

If possible, send us one.

Contact Person: _____ Phone (W) _____ (H) _____

Additional comments, deeper information, or explanation notes please put on additional paper.

LETTERS

Sunshine,

Congratulations on your new assignment. As editor you will have the privilege and responsibility of leading our class over the next few years. **Scots n' Water** continues to be the only venue that includes class members other than the small minority of us who attend national regattas.

All too often matters addressed by the measurement committee or board of directors are decided with little or no input from the majority of the association. I would like to see a forum started within **Scots n' Water** where today's issues are discussed with opposing views solicited and presented. Such a format would allow a greater portion of the association to get involved as well as educate us on both sides of the issues. The class has had several strongly debated issues over the past few years including 1/2 ounce spinners, mylar sails, and waco 360° cleats. Today's issues include alternate penalties (20% vs. 720s), seat mounted jib cleats, and the use of support craft to carry spare parts and sails. Let us hear what our top sailors and class officers have to say

about what is happening today in flying scots. I think you will find that they have arguments and ideas that the majority of us would have never thought of and currently do not have the privilege of hearing.

John Domagala, FS 3577

Daysailer or Racer

The intent of the Flying Scot as designed by Gordon Douglass was a one design daysailer that would be competitive stock from the factory for racing.

Eric Ammann, who was with Sandy since year one, stresses that the continued success of the Flying Scot depends on keeping the boat one design and simple. Although many "Go-Fast" attachments such as eight to one boomvang, shimming the centerboard, and moving the rudder blade forward, helps make the scot faster, none of these inhibit or change the intent of the Flying Scot as a daysailer. Although Racing Members are a large part of the Flying Scot Association's Membership, more Members are Daysailer's. This is the reason that we as daysailer's and racer's should become very involved and restrict the use of JIB SEAT CLEATING. I have been told they have little or no "go-fast" advantages over more conventional

cleating, however they do cause substantial disadvantages and discomfort to new, less experienced daysailers.

It is also very confusing to the new Flying Scot owners who may want to race and think that JIB SEAT CLEATING is a must, not knowing that it is a definite disadvantage and hazard to our kids, families and friends while daysailing. I will be making a request to the Chief Measurer, Bob Murdock, to make a ruling that JIB SEAT CLEATING be made illegal on the grounds that it violates the spirit and intent of the boat, and that it also violates the spirit and intent of rule number sixty four, which says, "brackets used to facilitate sheet cleating shall not be attached to the seat back or coaming so as to project the cockpit area."

It is very important that all members interested in the spirit of one design be very vocal to your chief measurer, district governors, fleet captains, and editors of our **Scots n' Water** concerning this situation as this could be one of the worst things to happen to the Flying Scot in twenty years.

Seats are for "SEATING," not for Cleating!!!

**Starling Gunn FS 1104, Fleet Captain,
126, Rt. 3, Box 370, Eden, N.C. 27288**

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

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BOOM TENT THAT COVERS FROM MAST
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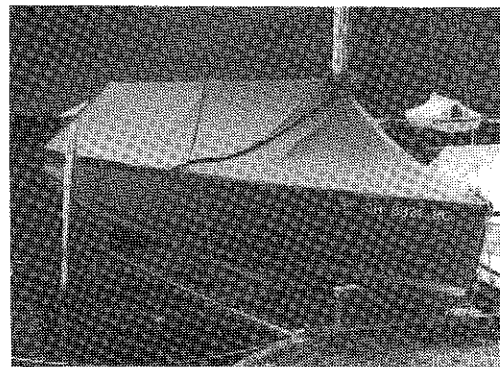
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Telltales

This column will be clubroom or off-water news, let's face it, gossip, inquiring Scot owner wants to know...For example...

Dan Goldberg, (FS 4521) who recently became engaged, brought his future wife, Pam Lewis, to the Nationals. She is a lovely person and will hopefully be in the boat soon with Dan. Best Wishes. Barry Moore (FS 3076) married several days before the Nationals. His new wife, Kim, was unable to attend the Nationals but they are planning a "real" honeymoon in October. Other news from the Children of E. Paul & Betty is that they have a new grandchild, Rachel, and that E. Paul the III and his wife are expecting a fourth.

Libby Johnson also became engaged this summer with the wedding scheduled at the Pensacola Yacht Club, home to the 1993 Nationals. Ryan Malmgren (Rhino, the lad) and Kimber Wilderson, tied the knot in October. It seems that there have been an unusual amount of weddings in the last several years. I think Greg and Charlotte might have started this wonderful trend.

Ralph Rieu (FS 0000) moved with his family to South Carolina, the Northwest District will miss him. A real moving family is the Forresters, Roland and Bonnie. They moved to the islands right before Hurricane Hugo, survived, moved back to Texas and are very happy, about a lot of things...

On the sad side, Florence Glass slipped and fell, breaking her pelvic bone in early September. They are hoping for a really fast recovery since they are planning to leave on their trip to Indonesia in October...

Let me know what news, trips, weddings, great Scot parties, embarrassing moments, questions about people you have met at regattas, babies, etc., have happened to you or to someone in your Fleet.



Juniors Corner

No, I'm not letting one of my sons have a column. This space will be geared toward juniors. A listing of regattas in the Flying Scot Class, experiences juniors have had, questions, ideas, the frustrations of being a junior...

I would like to hear from Scot sailors that have a son or daughter that is interested in sailing. How proud of them you are when they take a boat out on their own, questions and answers they have asked, how they do in your boat etc. I would also like to hear if your child does well at a regatta, or club race. These results do not have to be in the Scot. For example, if your Martha, or Marcus does well in the Optimist or Laser Club races let me know. The youngsters, if we keep them interested in the Flying Scot Class and support them now will be the backbone of our organization in the years to come.

This column was suggested by Steve Hartman (FS 4305) who has been very supportive of juniors.

Thumbs-Out

This column could have been called match-maker. It will be devoted to Skippers looking for crew, crew looking for skipper, cruisers looking for others to join them on big boats or to cruise in a scot, skippers who have a boat that would be willing to crew at a regatta in their own boat to get experience, etc. The main goal will be to get people together with the goal of having as many boats as possible at an event. It's very frustrating if you want to go to the Nationals, Midwinters or on a cruise and not find someone in your club to go or if your regular crew would like to go but doesn't particularly want to sail....

This column was suggested by Greg Fisher who thought perhaps it could read like a singles column: M/126 needs ride Midwinters, strong, determined, lots of experience call (000) 777-7777. For now, if this column suits your needs, please send me your needs and I will print them. As space grows short we may need to come up with abbreviations.

WHAT IF...

By Jerry Hartman

This column will be different situations that have happened to people where you, the reader must think about, hopefully discuss among yourselves and open your rule books to discover the solution. The following **Scots n' Water** will have the answer either coming from the results of the protest or through my research and in talking with judges.

If you have had something happen to you or if you heard about something that has happened please send this to me. I aim to have this a learning experience for all sailors.

This months what if...

Just before the finish, two boats were sailing upwind, they are approximately two boat links apart. The windward boat has not reached forward of mast to beam. A black whammy gust hits the windward boat and it capsizes, putting the top of the mast next to the leeward boat. The leeward boat, heels in the gust also, and while trying to keep the boat upright, a crew mem-

ber gets entangled with the top of the mast of the windward boat. The windward boat, not noticing the entangled crew, proceeds to right the boat, lifting the leeward crew from their boat into the air and when the boat rights itself, the crew member is attached to the top of the mast. Realizing that the crew atop might get hurt, will not be a good wind indicator, boat speed will not be the same, and also that both boats need to finish with the crew that they started with; the windward boat recapsizes itself to allow the crew of the other boat to get off the mast and into his own boat.

The windward boat goes on to finish first. The leeward boat, finished fourth since they had to wait for their crew to get back into the boat. The leeward boat protested.

This really happened at a regatta.

What do you think the race committee decided? The first five people to send in the correct answer will have their boat number published in the next issue.

"Charlie"

By Sunshine Hartman



Charlie and Granny Dees were the first Flying Scot sailors that I ever met back at the 1984 Nationals in Hamilton Canada. We pulled into the parking lot, got out of the motor home and Charlie, Granny, Terry, and Dan were having a birthday party. We met, sang Happy Birthday, had cake, and it was like I had known them forever.

The next two years at the Midwinters I rode in the Granny Dees with Charlie since I knew nothing about sailboat racing. He explained a lot to me, always with a sense of humor, but I could tell how much he knew about the rules, and about the people, he could pick a boat out from a great distance, tell me everyone that was in the boat, how they were doing and usually a great story about them.

We watched a lot of races, always had extra beer or drinks for the people that needed them and performed tasks for the race committee, newspaper people and sailors. Charlie always seemed to be the first crash boat at the scene when someone was in trouble. His expertise seemed to help calm people down so that people lives were in less danger and less damage was done to the boat. The only time I saw him in a dilemma was when a skipper and crew were in the water both going to other boats to take off their full suit foulweather gear and knee boots. They were so heavy and filled with water it was dangerous to spend too much time in the water. Charlie was keeping an eye on the rescue operation and other boats. All of a sudden, the capsized boat righted itself and took off, unmanned. Charlie didn't know whether to help with the people or take on after the boat. We sure got a big laugh when the boat literally docked itself into a slip at the club!

I always wondered why Charlie wasn't in a Flying Scot. He had been so active and given his time so frequently to the class. He had many reasons. He thought it was such a great class and a great boat back in 1971 when he started. He and Granny, Jerry and Terry could spend a lot of time as a family using the boat. The people were so great and they developed close friends from all over the country. He was fascinated by the rules and their strictness, both in the class and the USYRU. He had watched a lot of kids grow up to become great sailors and people, including his own two, and loved watching them.

One afternoon, as I was really questioning him as to why he didn't sail in major regattas, since I was beginning to feel like I wanted to, he finally shared something with me. Charlie like to be right. He laughed and said that sailboat racing was one thing that you just couldn't be right in all of the time. Too much luck was involved. He would rather use his luck with family and friends. He just plan had more fun watching and helping.

I'm really going to miss Charlie and I feel that I was so lucky to have known him. He gave us all so much just being Charlie. We are fortunate to have had him in our class and thankful for all the things he did for us, including giving us Granny, Jerry, Terry and their families to carry on. We won't forget Charlie.

Charles Dees of Fairhope, Alabama, passed away, Monday, September 17, 1990. Our sympathy and love go out to his wife, Juanita (Granny), son Jerry, daughter, Terry, their spouses, Terri, Dan Kolenick, grandson, Daniel Christopher, mother, Frances, his sisters and brothers and their families.

Charlie had been our Flying Scot Association Treasurer and Vice President. He had been the Commodore of the Gulf Yachting Association, Commodore of Fairhope Yacht Club, Race Chairman of Fairhope Yacht Club, and GYA racing. He was a USYRU judge and a Floyd Davis Awardee. Charlie loved the water, boats, racing, golf, good jokes and people.

The Flying Scot Class has benefited greatly from Charlie, who always volunteered or accepted responsibility when asked to give his time and expertise. Whether on the water as a sailor, judge, serving on the race committee or as a crash boat drive, he was always there for us.

Donations may be made to Thomas Hospital, P.O. Drawer 929, Fairhope, Alabama 36533. Granny's address is 930 Seaciff Drive, Fairhope, Alabama 36532.

SHARE-A-SCOT

We have found that almost wherever we go, either for pleasure or business we know someone associated with Flying Scots. We have on occasion, called them up and been able to borrow a boat if we have had time or just talked with them about the best restaurants or auto mechanics in town. We have also had people call us when they were in the area to borrow a boat, once for a week.

Perhaps many of you find that you are in areas with your families or by yourself on business and would like to borrow a boat for an afternoon. We have active fleets in Florida, St. Louis, Boston, New York, Chicago, Dallas and many well traveled areas that could form a reciprocal group. We will call this Share-A-Scot.

When Jerry and I have borrowed a boat we have offered compensation,

either money, beer or Kamikazes. We also have made it clear that we would be responsible for any damage. These are good guidelines, however, once the group is formed perhaps we will need other thoughts on this.

We would like to know if you would be interested in joining Share-A-Scot either as an individual or as a fleet. Please let us know by sending us the information we have filled out below:

Jerry & Lynne Hartman
FS4140, 3078

We sail on Clinton Lake, located west of Champaign, IL. The lake offers a marina where food may be purchased (no liquor). The lake has many sailors that cruise and races almost every weekend during the sailing season. Please call us at (217) 586-3575.

JOIN FSSA →

It has been mentioned that perhaps Flying Scot owners who sell their boats or new used boat owners that join your fleet are not sure how to join the association. On the opposite page is a form that all you Fleet Captains, District Governors, and people trying to sell their boats, could zerox off and have available when someone asks you how to join the association. If you have boats in your fleet that are not members, perhaps you could give them a copy of the form and tell them the benefits of joining.



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As a potential buyer of a sailboat, you probably have asked for and received brochures and information about several boats. No doubt the builders and dealers of the other boats will tell you that theirs is the best for this and that - but not one of these boats can equal the Flying Scot in many different ways:

Here are some on them:

The Flying Scot Sailing Association is one of the strongest one-design class associations in the world! A strong statement from a strong class!

What does this mean to you as a potential Scot owner?

It means that your investment in the Flying Scot is protected, if you ever should decide to sell, by the very strong market for used Scots all over the country.

It means that, because of our strict adherence to the one-design concept, the Flying Scot built this year won't be obsolete next year. All boats which race in FSSA sanctioned regattas must meet strict design and rigging standards. Optional equipment which might tend to "juice-up" a Scot must be approved for use by the FSSA Measurement Committee. This is not to say that the equipment not approved cannot be used by you for your own enjoyment, but it does assure that Boat No. 100 is competitive with Boat No. 4700 in sanctioned regattas. You won't find yourself out of date next year!

It means that you will be welcome to visit the more than 160 Flying Scot fleets across the country where, as a Scot owner, you will find many new friends.

It means that as a member of the FSSA you will receive **SCOTS N' WATER**, our official publication, which is published six times a year, available only to members.

It means that you will receive a copy of the official **HANDBOOK** as well as the roster of all Flying Scots and their owners.

It means you can attend and compete in the North American Championships, the annual Mid-Winter Regatta, the Sandy Douglass Regatta and many other official Flying Scot events, such as District and Local Regattas.

It means that if you just want to enjoy your boat as a family cruiser, you're still an important member of FSSA - in fact, your whole family can be through our family membership.

So, whether you're a racer, a cruiser, a day-sailor, an old salt or a landlubber, the Flying Scot and the Flying Scot Sailing Association are for you and your family.

You'll notice that we haven't said a lot about the quality of construction and rigging and other great features of the Scot. We don't have to! The fact that thousands of owners are delighted with her, and the fact that we are one of the strongest class associations, says it for us.

And you can become a part of this after you purchase your Scot.

We hope you'll be returning your membership applications soon.

Happy Sailing!

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Subscription September 1- August 31

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(F/S owner, part owner, or designated club member of YC owning a F/S)
- ASSOCIATE MEMBER**\$20.00
(Non-owner who has been for at least 3 months part of the regular crew of a specific F/S whose owner is an ACTIVE MEMBER; part-owner if another part-owner is an ACTIVE MEMBER; wife, husband or child of an ACTIVE MEMBER; or a designated YC members of YC have ACTIVE MEMBERSHIPS on all Flying Scots owned.)
- FAMILY MEMBER**\$45.00
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List first names of family _____

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1989

1st Lipton Cup - Seniors
3 of top 4 Sobstad Spinn.
1st Lipton Cup - Juniors
3rd Mid Winters - Champ Div.
1st Southern Regional
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1990

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"TEAMING UP" SAILING THE NAC'S WITH MARC EAGAN

By Greg Fisher

This was the topic that I was asked to write about after sailing with Marc Eagan at the 1990 North Americans Championships. Marc was extremely impressive in this regatta, winning the five straight firsts. While it seemed there *must* be something tricky that Marc does to sail so well, the wording should probably be a little bit different... It's not what he does, but what he **doesn't** do to sail so fast and so smart. Marc is definitely a detail man; he misses little and most importantly makes few mistakes.

Marc and I decided to sail my boat in the North American Championships since it was pretty much set and needed very little work. I thought, other than a little scrubbin', very little time would be needed to make it race ready. However, Marc and I literally spent hours making sure everything was as perfect as we could make it. From filling little gouges in the bottom, to tightening all the rudder fittings to eliminate slop, to replacing slightly worn shrouds, to removing absolutely every item that wasn't necessary to have on board for the race each day, Marc didn't miss a thing. By the time we were done we were confident in our equipment; not only that it was fast, but also there was absolutely nothing that could fail. This exercise was refreshing for me as it reaffirmed all the details that must be looked after when putting together a race winning effort. Readyng the boat wasn't something we did just before the regatta; we went over the boat after we took it out of the water each evening, then again before we put it back in the mornings.

Marc's starting was usually very conservative and definitely got much more conservative as the series progressed. Even when we felt that one end was favored over another; we often would start closer to the middle to avoid congestion and be able to have a hole to drive into and develop top speed before the gun.



Marc always approached the start on port track; tacking into a hole at a minute or before. It was interesting that we got pretty close to the line early and then defend hard to maintain the hole to leeward. Marc would work hard to develop the hole but not too early. He mentioned once that he was concerned about opening the hole early enough so that someone else would come in and take it. It wasn't until about twenty seconds before the gun that he would luff up the boats to windward to allow the gap to leeward to develop.

Earlier in the series, when we were more aggressive at the start and not only started much closer to the favored end but also pushed the line a little harder, we did get nailed once for being over early. Yours truly will take responsibility for that action because, evidently, I was off just "a bit" on the watch. As I counted down to zero and we turned to look back at the committee boat in anticipation of the gun; we found we were a full boat length out in front of the rest of the fleet and four seconds before the gun. Mark's only ques-

tion was where I bought my watch (I think it went like that...) He was greatly relieved when I told him I found it on sale at a truckstop...

We all know the importance of avoiding fouls and protests around the race course but Marc's approach was interesting. Often, we found ourselves talking about *potential* foul situations long before we got near them. That way we knew what our moves would be. We felt that at all costs it was critical to avoid any situation that could lead to a protest or taking a penalty. Only one time, in some prestart maneuvering four minutes before the gun, did we get caught in somewhat of an unavoidable situation. It all ended up fine; there was no collision, and no flags flown, but it did remind us of the importance of watching out for everyone and everything even well before the start.

Marc is an extremely talented "seat of the pants" sailor. He almost has a sixth sense for seeing velocity and shifts on the water. However, he doesn't let this feeling rule his race tactics. We always

(Continued on page 12)

"Teaming Up"

(Continued from page 11)

made a conscious effort to stay to the middle of the course unless Marc was extremely confident the wind was going to be somewhere else. Remember, when you're in the middle the percentage chances of getting hurt due to a wind shift are not near as great as when you're on the corner. In one of the earlier races we found ourselves stuck on the right side in a very dangerous position. After the wind had phased hard left, died and the Committee had fired three guns, Marc beamed and mentioned something about not trying to be too smart...On another occasion, as we were leading up one of the windward legs, I suggested that we tack to cover our closest competitor. Marc saw wind in front of us so we held for another ten or twelve boat lengths, sailed into a fifteen degree knock, tacked, and then turned our three boat length lead into fifty yards. Pretty impressive...However, the moral of the story was very clear: follow your instincts when the risk of losing much is very small; when the stakes are high, as in picking one side of the course or the other...don't: try and stay near the middle and play it conservatively.

Boatspeed is certainly important to sail-

ing conservative tactics, and we are definitely very fast. As mentioned earlier, we had our equipment right and in good shape which contributed to a great deal. In addition, obviously, Marc is a great helmsman. He always kept the boat moving well and never seemed to slam directly into the waves. It was impressive how Marc moved the tiller very slowly and very gently. I could barely tell when Marc was heading up or bearing off. This was demonstrated by Mark's ability to feel headers before they'd shown up on the compass. He was always looking well out in front of the boat, instead of inside the boat, so he always knew what to expect. Of course, this is difficult to describe, it simply takes lots of practice.

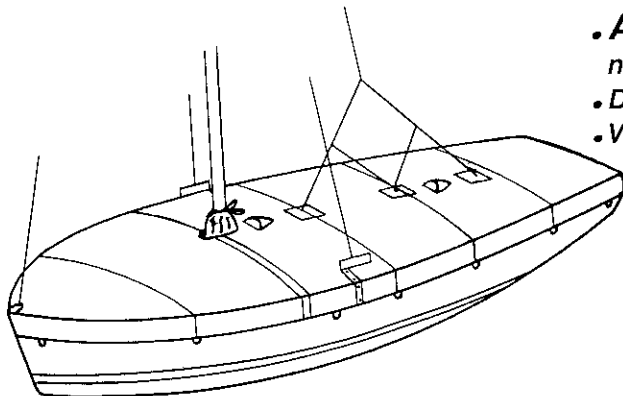
Our sail trim, however, was "by the books." We used the basic guidelines of wrinkles on the luffs of both sails, the out-haul tight, 28'6" of rake with four inches of slop, the jib weather-sheeted so the clew was over the middle of the seat with the top batten straight back or angled out a little bit for power, etc., etc., etc. However, the key to our speed, I think, was again Marc's attention to details. We were nearly always in the right gear with the sails trimmed properly for that condi-

tion. Marc was careful to always trim his sails in smoothly as we rounded marks, pull the vang on properly as we got overpowered, have me ease the jib out as we hit waves and then retrim as we sailed into flat spots. He was simply on top of it all the time; and when it was time to change gears I think the fact that we were "shifting" at the right time was one of the big reasons for our speed. The North Americans were sailed primarily in light to medium winds with some pretty heft chop...a definite stop and go condition. Acceleration was the key and changing gears properly made it happen.

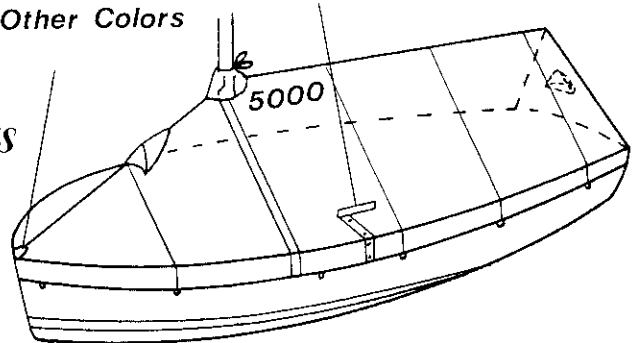
Marc definitely kept the races and the regatta in perspective. He made it clear right from the start that we were there to have a great time. Although our goal was to do well in the regatta that was not to get in the way of our having fun. That we did; and I can honestly say that was one of the funnest regattas I have sailed, not only in the Flying Scot, but also in my entire career. His attitude helped us work together better as a team and I think this showed not only in our ability to get the chute up and down but also in being able to make clear tactical decisions.

(Continued on page 13)

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Tent 6" Skirt	249 ⁰⁰	265 ⁰⁰	278 ⁰⁰
Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
Sail # Installed	25 ⁰⁰		

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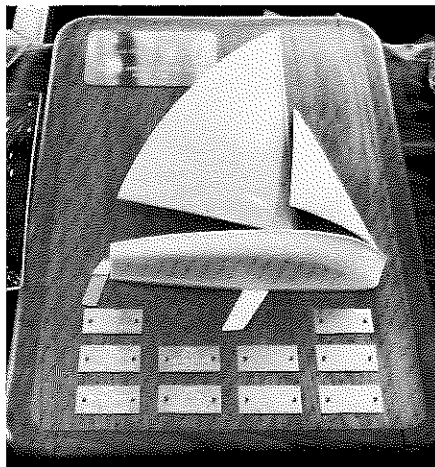
"Teaming Up"

(Continued from page 12)

I think this was one of the most important lessons learned. Too often, it is easy to get caught up in what we should be doing, where we should be finishing, who we should be finishing ahead of - and the fun's gone...and your performance suffers.

Of course, it's always fun to sail with a winner, but I think Marc really deserves to be a winner. Besides keeping the whole idea of racing in perspective, he's very humble. We had chats about when we were younger and growing up in the junior sailing, remembering when we were just learning. He hasn't forgotten where he started so he has a lot of respect for those people who are new to the sport. He went out of his way numerous times to help people set up their rigs; even as late as two minutes before the gun.

Sailing with Marc was a fun experience and fortunately one that sounds like we'll be able to repeat. It was like a refresher course on what it takes to win sailboat races, but even more to the point, how to do it and have a lot of fun. After all, that's what it's all about!



Masters Trophy

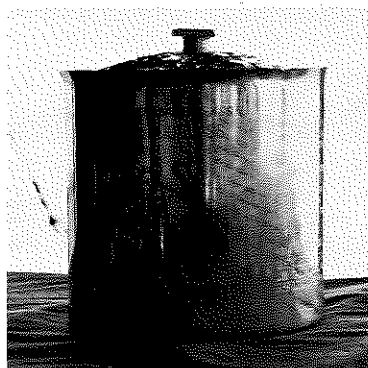
The MASTERS TROPHY is awarded to the winner of the Masters Division in the NAC each year. To qualify for the Masters Division, the combined ages of the skipper and one crew must equal 100 or greater. Past winners include

- 1985 Fred Breekland
- 1986 E. Paul Moore, Jr.
- 1987 Bob MacKenzie
- 1988 Halam Walker
- 1989 Donald Hott
- 1990 Dick & Doris Smith

FLYING SCOT PERMANENT TROPHIES

By Bernie Knight

This is the first in a series of articles which will provide a description of the various permanent trophies awarded at the NAC and at the Midwinters. In all, there are 30 permanent Flying Scot trophies. These trophies represent sailing accomplishments by Flying Scot sailors, regatta results for the most part. However, several of these trophies are intended to recognize individuals who have made a significant contribution to the welfare of the Flying Scot Sailing Association or to the furtherance of our sport in a way that has little to do with sailing results.



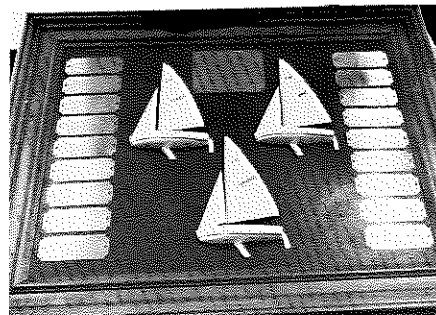
Mary Douglass Trophy

Awarded at the NAC, the MARY DOUGLASS TEN TIME TROPHY is donated to the highest scoring family mixed or all girl crew by Gordon K. Douglass "in tribute to my crew who, more often than anyone has crossed the finish line ahead of me." The Mary Douglass Trophy is a fully functional pewter ice bucket.

Past winners include:

- 1975 Elanor Schreck
- 1976 Ethel Manee
- 1977 Linda Mockridge
- 1978 Leslie Wilson
- 1979 Martha Lee Stewart
- 1980 Judy McKinney
- 1981 B.N.8.T. MacKenzie
- 1982 Abigail K. Winans
- 1983 Greg & Patti Fisher
- 1984 Jodi Solomon
- 1985
- 1986 Suzie Knight

- 1987 Martha Lee Stewart
- 1988 Paul, MJ, PJ, & Jodi Blonski
- 1989 Roxana, Starr & Larry Lewis
- 1990 Terry, Danny, & Dan Kolenich



Fleet 1 Trophy

The Fleet 1 Trophy was donated in 1984 by Fleet 1, at Cowan Lake, Ohio to recognize the fleet with the top three finishers in the NAC. Knowledge of this trophy should encourage fleet participation in the Nationals.

- 1985 Fleet 7, Riverside, CT
- 1986 Fleet 98, Bay Waveland YC
- 1987 Fleet 83, Lake Carlyle, IL
- 1988 Fleet 6, Deep Creek Lake, MD
- 1989 Fleet 97, West River Sailing Club, MD
- 1990 Fleet 98, Bay Waveland YC



Bill Singletary Trophy

The BILL SINGLETARY TROPHY is awarded to the winner of the qualifying race series at the NAC. The BILL SINGLETARY TROPHY is an elegant sil-

(Continued on page 14)

Permanent Trophies

(Continued from page 13)

ver plate that was donated in memory of Dr. Bill Singletary who passed away shortly after the 1987 NAC at Lake Carlyle, where he was Chief Judge. Past winners include:

- 1988 Larry Taggart & Debbie Peterson
- 1989 Larry Taggart & Carrie Haydel
- 1990 Bubby Eagan

Ted & Florence Glass Trophy

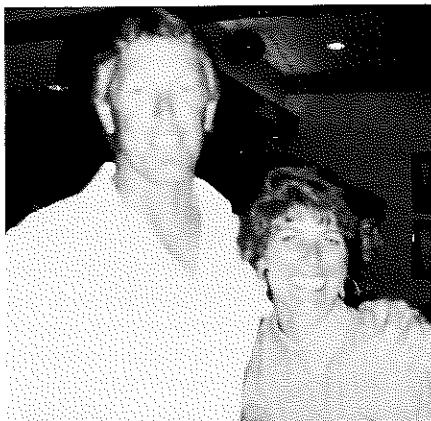
The TED & FLORENCE GLASS TROPHY, known as the TRUE LOVE TROPHY is awarded to the best husband/wife boat in the NAC. The TRUE LOVE TROPHY was donated by Ted and Florence Glass to commemorate husbands and wives who tolerate each other in the boat well enough to do well. To do so requires true love according to Ted, who can attest to over 40 years of true love with Florence.

- 1979 Jack & Martha Lee Stewart
- 1980 Chris & Kim Dukeminer
- 1981 Larry & Starr Lewis
- 1982 Ted & Florence Glass
- 1983 Brad & Diane Davis
- 1984 Griff & Carol Williams
- 1985 Jack & Martha Lee Stewart
- 1986 Ted & Florence Glass
- 1987 Charlotte & Greg Fisher
- 1988 Karen & Harry Carpenter
- 1989 Karen & Harry Carpenter
- 1990 Kelly & Heidi Gough



PEOPLE PROFILE

We would like to profile several Flying Scot owners in each issue. If you have someone in your fleet or you have a good friend that you would like to have recognized, please send a picture and write a few paragraphs about them. It can be someone that does a lot of work within the fleet, a person that has organized a wonderful day of cruising, an excellent cook, a great skipper, someone that has done something incredibly funny (or stupid) etc. We want to highlight what great people own Flying Scots.....



Kelly and Heidi Gough Dallas, Texas

The 1990 Nationals was the first major regatta that the Gough's attended, however, they are not new to sailing or racing. Kelly started competitive sailing with his dad at age 10. While in college at the University of Texas he was on the sailing team which was very successful however Kelly dropped out of school to train for the 1980 Olympics. These were boycotted by the USA. He trained for the 1984 Olympic in California and while his boat did not qualify he was asked to stay on and help train and tune the USA team, which won the gold medal. During this time, he became friendly with John Bertram who was involved with the America's Cup. Kelly was asked to go to Australia, first to help train for the Port Sail Trimmer on America II. He has won many other classes. Heidi, has crewed on J 22's and now they are both together in their new Flying Scot, 4545. They both looked at fleets to join and became involved with the White Rock Lake Group of Flying Scots. Kelly and Heidi have never met such fun people that enjoying racing and are very competitive. The way the boat is made and the fact that they can be together was another factor in choosing a Flying Scot for a family boat. We are very happy to see them join our class. It's quite a compliment to us all.

Con Lancaster

"The Wild Man" is another person we have missed at regattas. He had plans to sail last years Midwinters but had a tennis accident and really messed up his ankle. He was able to stop by the Nationals for a few hours with his wonderful wife Brenda.

Stories told by Con and about Con are too numerous to mention, however, I think he had the wildest ride ever during a race at the Midwinters. When rounding the mark, he, and he alone got hit with a super blast that threw his crew to the bottom of the boat and Con backwards, to lay on top of the tiller. The entire leg was raced in these positions (they passed Bubby Egan, Harry Carpenter, and Jerry Hartman like they were standing still). All the sails were cleated and the spinnaker pole and boom alternated dips in the classic death roll. Con was yelling the whole time, still laying on the tiller, trying to stay on the boat. When they reached the leeward mark, their personal whammy died, the spinnaker dropped into the boat, Con and crew were able to get in more comfortable positions, round the mark and went on a full half leg in front of all the amazed people who were wondering what the number on that speed boat was.

Hopefully, Con will find time away from Big Boat Sailing and since he has given up tennis, to join us again in a Scot. We miss him.



PEOPLE PROFILE

Mac Hadden & Bubby Eagan

These two guys have been sailing for many years in the New Orleans area. This year at the Nationals, Mac crewed for Bubby and they did very well, finishing 5th overall. In recent years they have been very busy with family (Mac and his wife, have a new baby boy, and Bubby and his wife, Karen, have three beautiful daughters) and business and have been missed by the fleet. Their claim to fame you ask...Mac sang "Tighten Up" with the band at the Gulf Port Nationals and Bubby won the party trophy at the 25th Anniversary Regatta arriving in a hearse. Hopefully, in the near future they will be



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NORTH SAILS WINS 1989 MIDWINTERS

WHY ARE THERE LETTERS AND NUMBERS ON MY SAIL?

By Jane Champion

Editor: Jane has been very active in the Flying Scot Class. She is a regular on the GYA circuit, the Glow in the Dark, and the Midwinters, in fact is, as far as I know, the second woman to win the Challenger Division at the Midwinters. Pictured is Jane and her husband Phil.



It recently came to my attention as I attended the most recent Flying Scot North American Championship that while to me the statement, "I belong to a GYA club," is self-explanatory many Scot sailors don't know exactly what this means. At the request of some of these confused sailors I committed to attempting to explain what the GYA is and what it means to be a sailor for a GYA member club.

The GYA was originally called the Southern Gulf Coast Yachting Association and was organized in 1901. The charter members of this organization were Bay Waveland Yacht Club, Biloxi Yacht Club, Mobile Yacht Club, Pass Christian Yacht Club, and Southern Yacht Club. Gulfport Yacht Club became a member in 1903 and Pensacola Yacht Club joined in 1920. In 1921 it was reorganized and became the Gulf Yachting Association. At present there are 29 member clubs which are bordered on the East by St. Andrews and Bay Point in Panama City, Florida, on the West by Lake Charles Yacht Club in Louisiana, and by Grand Maumelle to the north in Little Rock, Arkansas. At one time St. Petersburg, Tampa, and Sarasota Yacht Clubs were also members of the GYA. The association is governed by a board composed of a Commodore, Vice-commodore, Rear commodore, and Secretary-treasurer. There is a progression up the ladder from rear commodore to commodore, with the requirement that the rear commodore comes from a certain geographic location and has been commodore of his club. Past commodores and present commodores are also members of the GYA board and each club has only one vote in making decisions.

Members of the GYA were introduced to one design sailing when Southern Yacht Club had six gaff-rigged, 21 foot

sloops built in 1919 as club boats to be used as interclub races. The boats were named for different types of fish and thus was born the Fish Class, which for 50 years served as the competitive boat for the GYA. The Fish Class was retired in 1969 and the Flying Scot became the club boat for GYA competition. The first interclub race was sailed in 1920 on Lake Ponchartrain between Pensacola and Southern Yacht Clubs. The winner of this event was Pensacola Yacht Club and they were awarded the coveted trophy which had been donated by Sir Thomas Lipton for interclub racing. Today the Lipton Regatta is the biggest competitive event in GYA racing. GYA sailing is a team competition which is composed of three races, except for the Lipton which has four races. Each club enters only one boat and each race is sailed by a different skipper. In most regattas skippers may crew races that they are not sailing so the team could consist of as few as three, or as many as nine different participants. In the Lipton a club member may either skipper one race or crew two races which means the minimum number of team members is eight. The method of selecting a team for the Lipton may vary from club to club but quite often skippers compete for the opportunity to make the team. Generally skippers are allowed to select their own crew but consider factors such as weather conditions and weight as well as skill in making their choices. In

a GYA competitive race minimum total crew weight is 425 pounds. The clubs also may compete for an annual Capdeville Trophy. In order to qualify a club must sail in a minimum of seven sanctioned Capdeville regattas and they are awarded points based on the place they finished and the number of clubs who participated.

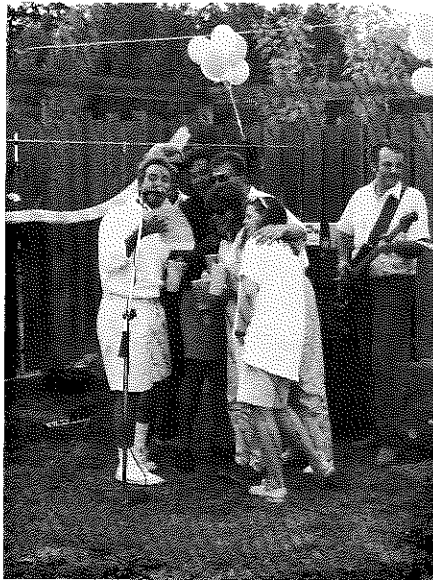
In addition to one-design sailing the GYA also sanctions some PHRF events. It sanctions the Gulf Ocean Racing Circuit (GORC) which is sailed on the Mississippi Gulf Coast (WFORC) which is sailed out of Pensacola in the Fall; and the GYA Challenge Cup which is a four boat club team race sailed in Gulfport in June. The GYA is a member of Area "D" of USYRU and is very active in committees, activities, and sailing events of USYRU. The GYA has the following committees to assist the association and member clubs in conducting regattas and races:

1. One-design Council
2. Offshore Council
3. Race Management
4. Club Management
5. USYRU Rules and Protest Committees, Judges, Race Officers.

So now, when you are cruising or racing and see a Flying Scot with a GYA and a number on the main instead of just the boat number, you will know a little more about us.

THE HISTORY OF KAMIKAZES AND THE FLYING SCOT CLASS

By Sunshine Hartman



Our wedding at the Glow in the Dark Regatta. Notice the size of glass it took to have Dunkin and backup group sing "Frank & Lola".

Many years ago, my girlfriend, Barb Armstrong and I would take her two kids and my three kids and all their friends camping at least every other weekend. You know camping is for adults, a lot of work but so enjoyable since your kids will remember it their whole lives.

We would get up early, fix breakfast, straighten out tents, fix coolers for the day, clean up after breakfast and head to the beach or to go boating. All day it was finding towels, giving out money for treats, fixing food and snacks, then packing everything up, collecting all the kids and head back to the campsite to unload the coolers and water equipment. As soon as we had the kids back to the campsite, Barb would find dry, unsandy towels, soap, tooth brushes etc. and I would make a batch of kamikazes. We would then send all the kids to take showers. While we had these few minutes, we would start dinner and drink the kamikazes; it was our five minute happy hour.

We had our own special dixie cups (the real small ones) and there was always a

toast like- "Here's to not losing any kids" tap cups and shoot, "Here's to it not raining tomorrow" tap cups and shoot, "Here's to the beautiful sunset" tap and shoot. Always, our last toast was "Here's to our five minute happy hour" tap glasses, shoot, fix dinner, and make sure all kids got back from the shower, light a huge bonfire, clean up dinner, have angles on horseback, sit around the campfire and share stories until all the kids dropped.

When I met Jerry, he loved camping and brought his two kids and their friends on our excursions. He loved our tradition of the five minute happy hour.



The Warmups , Ft. Walton Beach, 1988.

As all the kids got older, they became interested in other girls and boys, the telephone, school sports, and mostly staying home on weekends. This allowed Jerry and I to go to more regattas and, of course, the five minute happy hour went with us. We started with a little plastic container called Dexter. He, when full, held about 8 Kamikazes. At regattas we always had friends around or had just met some wonderful people and of course, we would share Dexter with them. We soon moved up to a larger cooler and then to a really large (2 gallon) one when Jerry's cousin Steve had a

Japanese person write the symbols for the word on the top of the jug and presented it to him at his 40th birthday party.

It has now become tradition, at every regatta we bring out the jug one night, gather a group, pass out plastic dixie cups, toast to the regatta, to the race committee, to the winner, to good friends etc. Many times I have been asked to divulge my secret recipe and the rules for drinking with us for the five minute happy hour; so here we go....

- 1 Part (Ounces, pints, glass, or for a big regatta, quart) Ross Lime Juice
- 4 Parks Vodka (We use Gordons, don't use the best-you can't tell the difference)
- 3 Parts Triple Sec (It's an orange tasting liquor)
- 4 Parts **Water** (This is the secret ingredient)

Put in jug with lots of ice and shake before each pouring.

RULES & PENALTIES

NEVER drink before a toast or even touch the glass to lips

Penalty-Drinking yours before the toast and getting another one for the toast

NEVER offer a toast until asked

NEVER make any kind of negative toast
Penalty-you don't get one

NEVER throw your cup down on the ground

(Continued on page 18)



The Warmups, Ft. Walton Beach, FL, 1990.

HISTORY OF KAMIKAZES

(Continued from page 17)

Penalty-you don't get another cup

NEVER drink anything else (hard liquor)
for several hours

Penalty-it's self inflicted - you feel awful
that evening or the next morning

NEVER be a gumby and have too many
(see picture)

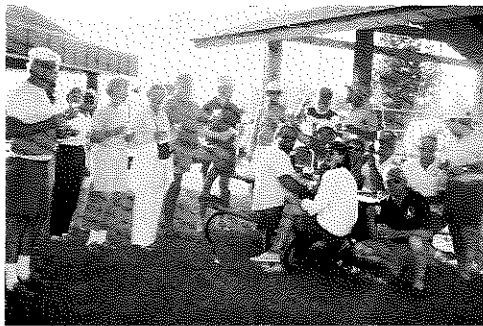
NEVER drink and drive

Penalty-We all know drinking and driving
don't mix.

A more complete list of rules are given
each time by Jerry and of course they are
subject to change. Enjoy the pictures of a
Kamikaze Five Minute Happy Hour at
several regattas. And, remember, if you
see the red jug at a regatta, please come
over and join us.



Barging Regatta, 1989 Carlyle



Midwest Districts, Carlyle 1990.



1990 Nationals, New Orleans



*Of course, caution should be used by
everyone when consuming Kamikazes
and other liquor. We use these simply as
a congratulatory toast.*



*Of course, caution should be used by everyone when consuming
Kamikazes and other liquor. We use these simply as a congratulatory
toast.*

FLEETS IN

N.E. Districts

By Jenny Montello, wife and crew of FS 845, August 19, 1990

The N.E. Districts this year was hosted by Fleet 11 out of Sandy Bay Yacht Club from August 10-12 in Rockport, MA. The event can best be summarized by three words: "The Good, The Bad and The Ugly."

The Good

There was a great turnout for the regatta, with a total of 36 Scots registering for the three day event. Four fleets from the N.E. District were represented: Cohasset, Harwich Port, Massapaog and Sandy Bay. There was also a strong representation by the Connecticut fleets out of Candlewood Lake, Riverside and Sprite Island.

Jim Cavanagh, with crew Jeff McNeff, finished first in three races to claim the N.E. District title for the second consecutive year. In spite of poor starts, his excellent boat speed and ability to read the wind and tide combined to yield the three victories. He faced good competition, as Jack Orr, with his two sons for crew, finished second in the regatta.

The first race on Saturday was held in light southwest wind. David Robinson reached the first windward mark in the lead, with Cavanagh in second. By the jibe mark, Cavanagh had taken the lead, followed by Joe Gulick. He maintained the lead for the remainder of the race, with Gulick finishing second.

The first race Sunday had quite a turn of events. The race began in very light west-northwest winds, which held through the first leg of the race, but died down to a near-drifter before the lead boats of Jack Orr, Danny Waltuck and Allen Lovejoy rounded the jibe mark. Cavanagh, after a poor start, worked past seven boats on the first reach, managing to keep his boat moving in the light air. He took three more boats after the jibe mark but Orr and Waltuck still held the lead at the leeward mark. At this point, the majority of the fleet played the mid-to-right side of the course. Orr tacked to cover, but Cavanagh won by two feet at the finish line.

While the first one-third of the fleet finished the race on a beat, the other boats quickly raised their spinnakers, as a 180° windshift had started to me across the Bay. It was quite exciting to observe, as the wind tested the alertness of the skippers and crew on the course, and those quickest to react made up good time. As

a result of the windshift, the windward finishing mark from the first race became the leeward starting mark for the second race, thus the Race Committee did not have to change position.

The second race got off after a general recall and another five minute countdown, due to too many boats over the line early. Gulick had the lead at the first windward mark, with Cavanagh in second. At the jibe mark, Cavanagh had the lead and opened the distance, as the other boats dropped their spinnakers. On the final windward leg, Cavanaugh played the left side of the course all the way to the layline, hoping the tide would be better closer to the breakwater. Gary Werden played the right side of the course and caught six boats in the middle of the course, who appeared effected by the tide. He finished second, eight boat-lengths behind Cavanagh.

The Bad

The inclement weather kept the races with in the Bay for the entire series and severely limited the number of races. On Friday, thick fog rolled in as the boats completed the first race, and the second race was cancelled. The forecast for Saturday was even more ominous, but one light wind race was completed in the morning before the Race Committee wisely sent the boats toward the yacht club. As the boats headed in towards shore, torrential rain and thunder and lightning enveloped the Bay. The racers had time to dry off as they waited for a break in the storm, which did not materialize. Sunday proved sunny, but the wind remained light, and two races were completed.

The Ugly

A miss-communication during the Skipper's meeting on the rule to honor three out of the six Government markers in Sandy Bay, lead to over 60% of the boats, including eight of the top ten finishers, facing potential disqualification in the first race on Friday. The majority of the boats failed to honor a Government mark, which unjudiciously was located in the middle of the leeward leg which follows the jibe mark. The protest went unknown to the majority of the sailors until after the second race was cancelled and those protested were not present at the hearing, causing a minor uproar. Fortunately, as music is to the savage beast, Lobster and Chicken Dinner is to the distraught skipper. In the final decision, Judge Emily Ma-

goon referred to the ambiguity of the oral and written instructions, thus abandoning the race, to the satisfaction of the majority.

Despite the controversy, the regatta went well, thanks to the good spirits of the participants, who took the weather and the abandoned race in stride. In addition, much credit goes to the volunteers of the Sandy Bay Yacht Club who worked on the Race Committee and the chase boats; to the launch operators and club manager who willingly performed tasks "beyond the call of duty;" and to the members of Fleet 11, lead by Fleet Captain Peg Wright.

FINAL RESULTS	Boat	1	2	3	Total	
1.	Jim Cavanagh Fleet 76	4499	1	1	1	2.25
2.	Jack Orr Fleet 24	3877	8	2	3	13
3.	Ralph Rieu Fleet 76	4565	4	8	4	16
4.	Joe Gulick Fleet 142	964	2	10	5	17
5.	David Robison Fleet 24	2415	3	4	11	18
6.	Skip Montello Fleet 11	845	5	11	6	22
7.	William Faircloth Fleet 142	4287	10	9	10	29
8.	Gil Levin	2106	12	10	7	29
9.	Allen Lovejoy Fleet 7	213	17	5	8	30
10.	Randy Rubenstein Fleet 76	1635	6	7	19	32

Southern Regional Championship

May 26-27, 1990 Southern Yacht Club, New Orleans, LA

Thirteen skippers sailed their 3 race event highlighted by a thunderstorm in the first race where there was a 45+ degree wind shift causing those skippers not using their compasses in the heavy rain to sail to the incorrect mark on the second windward leg of the modified gold cup course. The winner of this event was presented the "FASTEST SCOT IN THE SOUTH" perpetual trophy.

FINAL RESULTS	1	2	3	Total
1 Dwight Le Blanc III New Orleans	1	2	2	4.75
2 Larry Taggart New Orleans	2	4	3	9
3 Tommy Taggart New Orleans	5	5	1	10.75
4 Steve Bellows Pensacola	6	1	5	11.75
5 Hogie Herman New Orleans	3	7	6	16

(Continued on page 20)

Fleets In

(Continued from page 19)

Regatta Report Egyptian Cup

Suzie Knight

Festivities started with a Friday night dinner party at the home of John Pulman. The clouds above looked ominous and later the party was broken up by Mother Nature and her thunderstorms.

Saturday proved to be a tough race day with two races in very gusty winds of 18 to 22 knots. It was reminiscent of the year of the tornado in Marion, IL during the Egyptian Cup in 1984. In the first race, six boats out of thirteen dropped out. There was one capsized, leading to the Sunday name on the boat of the lads from Clinton Lake of "Egyptian Turtle." In the second race, six or seven boats started out of 13 registered. Four boats finished. By definition—survival racing.

Sunday was a nice clear day with steady 8 to 10 knots, at least until the two back to back races were completed. After that it really piped up again until the lake was a solid mass of whitecaps. With no throw-out, John Domagala won with two firsts and two seconds. Good job, Pale Twin! Last year John single handed his Scot in the regatta, and even righted his capsized boat without losing a position. It is not surprising what he can do with a crew, and he had a great one this year at that. Paul Moore III and dad, E. Paul Jr. came in second with very consistent sailing. The new boat seems to be fast. Barry Moore in 3076 was third, with Bernie Knight and yours truly fourth, and Jim Harris and Betty Struckhoff in fifth. Give a hand to the Carlyle guys.

Mark Hartman, Jerry's son, and his friend, Don, carried the title of Kamakazi chairmen in Dad's absence, and they are to be commended for a good first regatta. Overall, it was a great regatta and the Carbondale people who worked on it really did a good job.

Fleet 142 Sprite Island Regatta

by Dan Verdier FS 4447

Fleet 142 hosted its annual regatta this past June 23 & 24 at Sprite Island Yacht Club on Long Island Sound in East Norwalk, Connecticut. The event was grown annually thanks in a big part to event chairman Bill Faircloth. This year the fleet was host to some top guns from out of the area in the likes of Harry and Karen Carpenter from Fleet 6, Neil Glassburg from

Fleet 46 and Jim Cavanagh from Fleet 76. Harry brought up a brand new boat factory equipped with all the latest go-fast gadgets including under the seat spinnaker sheets, 8:1 boom vang controlled at the rear of the center board trunk and many more. Everyone checked this boat out. Not to be outdone, neighboring Fleets 7 and 24 sent in their heavy hitters and Fleet 24 at Candelwood Lake additionally provided a couple of FSSA celebrities, Jack Orr, Association Secretary and Dave Jacobsen, District Governor. Seven fleets were represented with 24 boats on the line, 9 of which competed in last year's NAC.

With this star studded fleet, the boats left the mooring area Saturday with light and variable wind and NOAA predicting violent thunderstorms with hail. Before the start of the first race the black sky opened up with a downpour. Fortunately the main part of the storm passed west of the course. Racing got under way shortly after the race committee adjusted the olympic course to the new wind direction while the Scots bailed out the results of the deluge.

The first day of racing went to the home fleet, with knowledge of the tidal currents around the big Norwalk Islands being a big factor in the extremely light and constantly oscillating air. Several guest boats being carried in the outgoing tide missed the jive mark. Following the race, cocktails and hors d'oeuvres were served on the island, with all hoping for better air the next day.

Sunday brought the air everyone was waiting for, a Southwesterly of 15-20 knots, a perfect day for racing. The out-of-town talent had learned quickly the ways of the Sound thru the Islands. Racing was very competitive, with the locals holding their own.

After the third race of the day, the fleet adjourned to the club grounds for a buffet lunch while the race committee compiled the results.

The final results were:

FINAL RESULTS	Boat	1	2	3	4	5	Total
1	Jack Orr	3877	6	4	3	1	14.50
	Mark Riefenhauser Fleet 24						
2	Joe Gulick	964	2	1	4	4	15.75
	Patti Gulick Fleet 142						
3	Fred Breekland	2499	2	7	3	3	18
	Judy Breekland Fleet 142						
4	Jim Cavanagh	4499	11	3	2	2	20
	Ralph Rieu & Dennis Dubuque Fleet 76						
5	M. Bonaparte	1775	1	7	5	6	24.75
	Mike Bonaparte Fleet 7						
6	H. Carpenter	4619	15	5	1	5	29.75
	Karen Carpenter Fleet 6						

Awards were presented by Bill Faircloth to the top six boats. The awards consisted of a framed photo taken the previous day with an engraving denoting the event and finish position, as well as etched Sprite Island glasses. Bill and wife Tiger finished 7th, but received the biggest round of applause as all present recognized the tremendous effort on their part to put this regatta together, including providing lodging for several out-of-town crews.

Many are already looking forward to next year's event, with this being considered a good tune up for the 1991 North American Championships being held 15 miles down Long Island Sound at Fleet 7 in Greenwich.

Dandelion Regatta

by Gary Sullins, FS 4100

The Dandelion Regatta was held June 2-3 on the Magothy river. The Potapskut Sailing Association and fleet 86 hosted the five race event with a great turnout of thirteen boats participating in the first of an annual event. Three races were held on Saturday in 15-20 knots of wind. Shifty conditions forced several postponements for races 2 and 3 further wearing down the competitors. Brian and April Davis (FS 4418) dominated the racing with three firsts. The race for second and third, however, remained close, with only three points separating the next four boats; Jim Ellis (FS 135) and myself had 10 points, Bill Dunn and Walt Wise (FS 1265) had 12 points and Frank Gibson had 13.

Saturday evening PSA sponsored a cookout and everyone enjoyed watching video tapes of the days races. Sunday two races were held in 20 knots of wind. Brian Davis continued his domination of the fleet as the race for second and third heated up. The last race, I edged Rick Newell for second place and second overall. Bill Dunn and Walt Wise came in third by beating Frank Gibson, who came in fourth. Rick Newell sailed two strong races to end up fifth.

The weather provided perfect winds for the weekend and everyone enjoyed the racing. Join us next year, we plan to have good wind, good weather and more boats.

FINAL RESULTS	Boat	1	2	3	4	5	Total	
1	Brian Davis	4418	1	1	1	1	3	
2	Gary Sullins	4100	4	4	2	8	12	
3	Bill Dunn	1265	6	2	4	6	16	
	Walt Wise							
4	Frank Gibson	3709	5	3	5	4	17	
5	Rick Newell	2303	3	5	DSQ	2	3	22
6	Jim Ellis	135	2	5	3	5	PMS	24

SCOTS N' WATER

WHO SAID THIS?

"Push" is the force exerted upon the door marked Pull • The trouble with people is their trouble with people • Success is a matter of pluck • The best way to have a good idea is to have a lot of ideas • The chief cause of problems is solutions • Good judgement comes from experience, experience comes from bad judgement • The only thing wrong with doing nothing is that you never know when you're finished • Experience is what you get when you didn't get what you wanted • Verbal agreements lead to verbal disagreements • A thing not looked for is seldom found • Life is largely a matter of expectation • You can't win them all, if you didn't win the first one • Assume nothing • Exceptions rule • Every clarification breeds new questions • If the first person who answers the phone cannot answer your question, its a bureaucracy • There is a difference between an open mind and a hole in the head • Nothing ever gets

done on schedule or within budget • If its worth doing, its worth hiring someone who knows how to do it • There is always free cheese in a mousetrap • Never, ever, play leapfrog with a unicorn • Second rate people hire third rate people • He who never sticks out his neck, never wins by a nose • The first myth of management is that it exists • The wheels of progress are not turned by cranks • The other man's word is an opinion, yours is the truth and the boss's is law • Incompetence plus incompetence equals incompetence • No job is too small to botch • Information is where you find it • The world gets better every day, then worse with the evening news • People can be divided into three groups: those who make things happen, those who watch things happen, and those who wonder what happened • Those who think they know it all are very annoying to those who do.

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CAJUN COUNTRY CHAMPIONSHIPS

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Fleet 153, Cypremort YC;
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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.

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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 2-5, 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

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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

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.

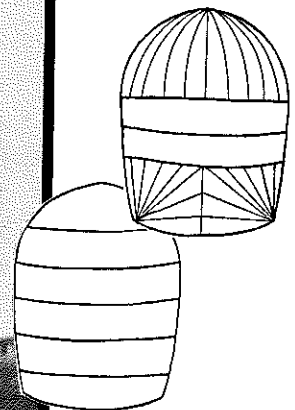
ATTENTION ALL FLEET CAPTAINS

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.

FSSA New Members

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
Asc/Sus	Capitol	Craig Decker	433 Edgewater Rd.	Pasadena	MD	21122
Asc/Sus	Capitol	Anthony Wilbur	818 Coachway	Annapolis	MD	21401
	Carolina	Jim Lankton	926 West End Blvd.	Winston-Salem	NC	27101
3916	Carolina	William A. McVey	6006 Thistle Trace	Greensboro	NC	27410
Co2412	Carolina	Phil Threatt	8409 Smith Rd.	Apex	NC	27502
3518	Greater NY	David E. Butler	24 Pape Drive	Atlantic	NJ	07716
4246	Greater NY	William H. Ewing	935 River Road	Fair Haven	NJ	07704
4676	Greater NY	Thomas C. Garske	18 Druetzler Court	Whippany	NJ	07981
4707	Greater NY	Saul E. Harrison	42 Norma Avenue	Lincroft	NJ	07738
4102	Greater NY	Gerson Helfant	Box 948	W. Hampton	NY	11978
0914	Greater NY	S. Roseman	36 Clark Street	Long Beach	NJ	11561
Asc/Sus	Gulf	Preston Christman	1108 Amelia St., Apt. A	New Orleans	LA	70115
Asc/Sus	Gulf	Leslie W. Kelly	1026 2nd Street	Gulfport	MS	39501
Asc/Sus	Gulf	Ellen M. McBride	344 S. Palo Alto Avenue	Panama City	FL	32401
Asc/Sus	Gulf	Charles Merrigan	661 North Beach	Bay St. Louis	MS	39520
Asc/Sus	Gulf	Holly Murray	P.O. Box 751	Long Beach	MS	39560
Asc/Sus	Gulf	David M. Quinlan	20 Greenbriar Dr.	Gulfport	MS	39507
2891	Gulf	Dr. B.W. Ruffner	3021 E. Brow Rd.	Signal Mtn.	TN	37377
	Gulf	Donna S. Toncrey	4835 Hauck Drive	New Orleans	LA	70127
Asc/Sus	Gulf	Pam Tripp	310 Audubon Drive	Mandeville	LA	70448
3586	Gulf	Alan Winger	Privateer Rd.	Hixson	TN	37343
Asc/Sus	Mich.-Ont.	J.M. Arnold	10 Dean Avenue	Guelph, Ont.	CN	N1G1K4
2991	Mich.-Ont.	Robert Bergman	359 W. Clarkston	Lake Orion	MI	48035
	Mich.-Ont.	Mark Nathans	2441 N. Street	Milford	MI	48380
3461	Mich.-Ont.	Dr. John M. Phillips	57 Simcoe St., S.	Ashawa,	CN	L1H 4G4
	Midwest	Jerry Alton	5679 Grove Terrace	Greendale	WI	53129
1611	New England	Christopher Duggan	431 King St.	Cohasset	MA	02025
1399	New England	Jonathan C. Wood	82 A. River St.	Bass River	MA	02664
0918	New York Lake	Paul C. Brown	23 Carolyn Terrace	Scenectady	NY	12309
0611	New York Lake	Frank Lyons	P.O. Box 2601	Glens Falls	NY	12801
4598	Ohio	George Barlow	21 Walnut Street	Tiffin	OH	44883
4441	Ohio	Robert J. Dzurilla	9977 Pebble Beach Cove	Aurora	OH	44202
4283	Ohio	Michael Linne	281 Parkway Drive	Pittsburgh	PA	15228
4606	Ohio	John A. Rickman	Rd. #5, Box 27	Oakland	MD	21550
4606	Ohio	Ted Taylor	60 S. Main St., Apt. 709	Washington	PA	15301
3776	Ohio	Robert B. Tupper	1032 Rimrock Rd.	Washington	PA	16301
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FS 3227 - 1978 boat in fine condition. Two horsepower Honda engine and Sterling trailer. \$3900. Will deliver within reason. 615-855-2993 (H), 615-339-6241 (D). Don Anderson, TN

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, N.Y.

FS 4170 - Douglass built - new spring 1986, white with blue boot stripe. Includes the following sails: one Schurr main and jib (well used), one Schurr spinnaker, one Fisher main and jib (used one season). Race rigged with following equipment: spinnaker pole downhaul, outhaul, Douglass 6:1 vang, cunningham, spinnaker topping lift, Douglass spinnaker blocks, Waco 360. Boat has been dry sailed only - trailer has never been in water. Excellent Condition. Contact: Ray Folio, 32 Holland Lane, Colts Neck, New Jersey 07722, 202-431-0956. Price \$6500.00.

FS 4175 - Owner transferred boat in Ohio, Douglass 1986, excellent condition, anti-fouling painted, Schurr main & jib, spinnaker, mast hinge, internal spinnaker, Waco 360, motor bracket, compass, Harken blocks, anchor. Orig-

inal owner, racing equipped, full cover, Tee Nee trailer, \$6500. Contact Bob/Barb Skillman, 1410 Wingfoot Loop, Laredo, Texas 78041-1909, 512-725-4065.

FS 4406 - 1988 Douglass, excellent condition, dry sailed, used little, never raced, silver hull off white deck, blue trim, completely equipped with most options, Schurr sails; main, window jib, spinnaker (never used), Tee-Nee Galvanized trailer, sidemounted outboard bracket. \$7,500. Clark G. Cook, 820 Annabelle St., Vestal, N.Y. 13850, evenings (607) 748-9747.

FS 4500 - Bult 11/88 - Douglass - cream with green cove stripe, TeeNee trailer, galvanized axle and wheels, rigged for two person crew, mast hinge, lifting bridle, two sets Schurr sails, 6:1 vang, 3:1 out haul, compass, tack-n-track, dry sailed, stored in carport, good race record. Asking \$8,250.00. Gary Painton, work (318) 235-2452, ex. 401, home (318) 988-4331, Louisiana.

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FS 1801 - CREAM TOP, FADED YELLOW HULL STOLEN WITH MOORING, FROM LAKE CHAMPLAIN AT WESTPORT, NY. CALL COLLECT ROBERT MCKINLEY, 518-587-8098 WITH ANY INFORMATION.

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FSSA, 3008 Millwood Avenue, Columbia, SC 29205

District Governors

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

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

GULF DISTRICT
Terry Dees-Kolenich
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Spanish Fort, AL 36527
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MICHIGAN-ONTARIO DISTRICT
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9215 McGregor Rd.
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MIDWESTERN DISTRICT
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NEW ENGLAND DISTRICT
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