

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIII NUMBER 1, JANUARY/FEBRUARY 1991



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## Scots n' Water

COVER: Judges oversee Scot Regatta.

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## Scots n' Water

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# FROM YOUR EDITOR

## Lynne "Sunshine" Hartman

Well, was I wrong!! I thought my first **Scots n' Water** issue would be the hardest one to do - Big mistake! This, my second one has been difficult since I started new columns and ideas, then expected replies and responses from all of you. One problem - the first issue wasn't out before the second one was due - Let me hear from all of you so that the third issue will be easier!!!

Also, as advertised in the last issue we are going to highlight each district, however, we will start next issue with Florida. Since Cal Hudson, District Governor, hosted the Husband-Wife, there just wasn't time for a full report from his Fleets before the deadline.

Also the famous Tale of Monica Burton and Dan Goldberg capsizing at the Midwinters will have to wait since I have not received it yet.

Another problem is with the "What if..." column, these will be numbered and the answers given. It will not be in the next issue until we get five new responses.

Do you have any ideas or thoughts for

**Scots n' Water**? Have any new ways of rigging? Write or phone me, don't forget that everything I receive gives your Fleet

## Letter to the Editor

**Bill Russell, FS 4420**

Since ancient times, the Blessing of the Fleet has been conducted by the various faiths which populate the shore line areas from which the fishing fleets set out in the quest for food. The annual blessing sought to safeguard the lives of those who plied the waters in search of food for their fellow man and to protect the ships on which these mariners plied their trade.

Those of us who have lived on or near fresh water often have not had the experience of having our boats or our mariners themselves blessed. Beginning about five years ago, an Episcopal church located in Wilmette, Illinois began performing a spring blessing of the fleet at Wilmette

and District points toward the **Scots n' Water** Trophies given out at the Nationals. Please be sure to put your Fleet Number and District on everything. Thanks for your input and patience.

Harbor, the home of Flying Scot Fleet #3. An extension of a scheduled beach-front Sunday service, the blessing is bestowed by the priest, conducted around the harbor by motor launch. A few days before this service is to take place, all of the harbor members receive a letter reminding them of the schedule and suggesting that if a blessing is desired, a purple ribbon should be placed on the boat. The presence of the owner, on board, is not required for the craft to be blessed. Very thoughtfully, a supply of ribbons is provided at the harbormaster's office for our convenience.



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# The Warm Ups

## *Ft. Walton Beach, FL*

# & The Midwinter Championships

## *Panama City, FL*

These two regattas are a must for Flying Scot owners. It's a great place to get warm if you have a winter where you live and it's a wonderful time to get to know other owners, learn about racing, see how differently boats are rigged, and meet sail makers and experts at sailing a Scot and partying. I know one man that bought a Scot in December, rigged it during the winter, went to the Midwinters to put the boat in the water for the first time ever and had a wonderful time. It was a great learning experience. He hasn't missed one since, and that was 14 years ago! I also know people that have been to the midwinters and have only come to watch the racing and learn about sailing.

However, it's not only the excellent race committees, beautiful beaches, wonderful restaurants, excellent water, great people and parties that attract Scot sailors; the hospitality is truly phenomenal. What other regattas let you camp on the grounds, have wonderful showers and restaurants at the club, have many spectator boats, and club members who are not necessary Scot owners that help with rigging, boat placement, bring food to cocktail parties, etc.?

The Warm-ups in Fort Walton, draw a lot of sailors from the area that aren't able to take the entire week of the Midwinters off and people from all over that have not sailed for months. From the north, Mike Johnson, his family and all the club members are very congenial. Lunches and dinner are available at the club on Saturday. Usually there are two races on Saturday and one on Sunday with the awards right after. It provides plenty of time for those who want to go to Panama City and set up there in the parking lot or take a day to sit on the miles of white sandy beaches in the area.

Monday brings sail measurement (that goes very fast due to the experience of the people doing it) and another day to take it easy. Monday evening the Bayside Inn has a patio party for FSSA members. Plenty of free beer, shrimp and munchies.

Tuesday starts the racing and this year they are planning on having two races on

the first day. Wednesday is more racing and after getting off the water, oysters and beer on the Club lawn. Thursday is more racing and the Flying Scots are welcomed to a SABYC cocktail party. Members of the club bring snacks (unbelievable-everything from Prime Rib, Shrimp Salad, mini tacos, cheese, crackers, eggs, etc.) and there are free cocktails for a happy hour. Friday brings rac-

ing if necessary and the awards dinner (last year Prime Rib, twice baked potatoes). The Wednesday and Thursday evening events are sponsored by sailmakers and provide an excellent opportunity for meeting people and learning about sailing.

*(Continued on page 6)*

## 1991 Midwinter Championship Registration Form

Skipper \_\_\_\_\_

Address \_\_\_\_\_  
Street # City State Zip

Fleet # \_\_\_\_\_ District \_\_\_\_\_

Which Division: (circle) CHAMPIONSHIP CHALLENGER

Sail # \_\_\_\_\_ Hull Color \_\_\_\_\_

Spinnaker colors \_\_\_\_\_

Crew name (1st) \_\_\_\_\_

Crew name (2nd) \_\_\_\_\_

Registration Fee: \$55.00 if received before March 25th 1991  
 \$60.00 after March 25th, 1991 - Save the \$5.00. Mail back ASAP

Please mail registration to: Betty Smith  
 P.O. Box 406  
 Panama City, FL 32402

Checks should be made to the order of: Midwinter Regatta Fund

Six races with an excellent social calendar. Lots of fun and great racing.

Racing will start on Tuesday this year with two races. Some camping is available at the St. Andrews Bay Yacht Club grounds. All motels listed are within fifteen minutes and the Bayside Inn is offering a special rate if you mention that you are a FSSA member when registering. They are also having a patio party for Flying Scot sailors on Monday evening.

MARK YOUR CALENDAR AND COME JOIN US!!!  
 April 5, 1991

Hotel: Bayside Inn (904) 763-4622  
 Howard Johnson's (904) 785-0222  
 Ramada Inn (904) 785-0561

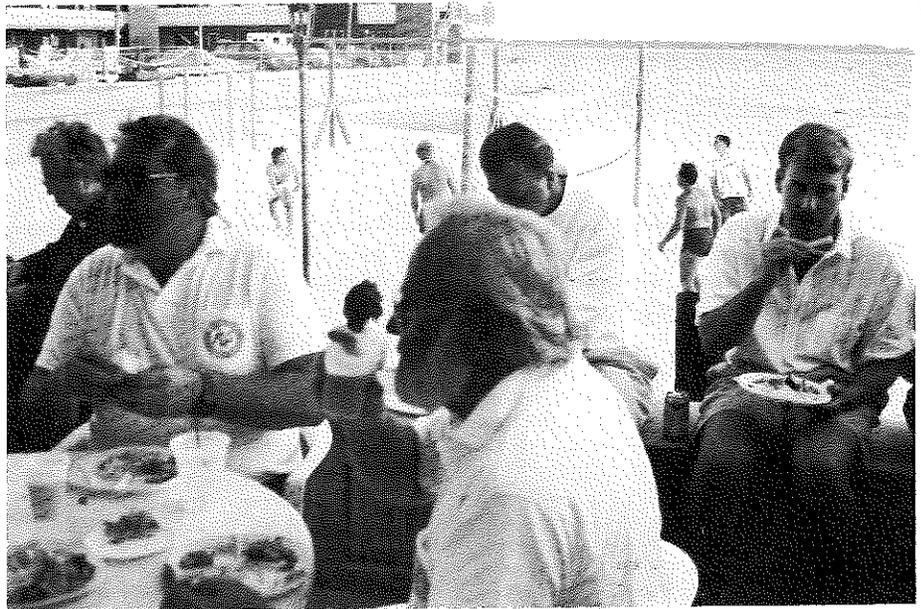
More Information: Contact Betty Smith Phone # (904) 763-4223 or the above address.

**The Warm Ups**  
(Continued from page 5)

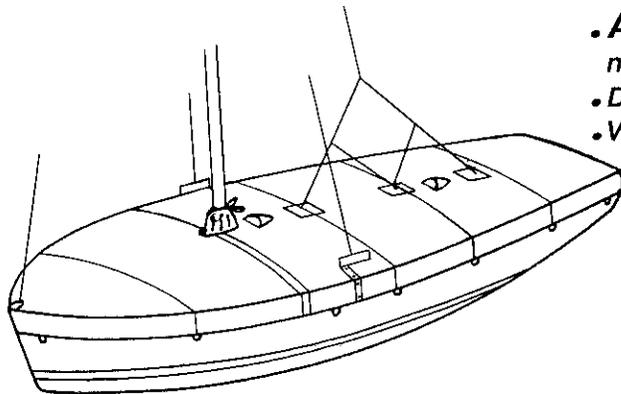
A word about the weather - mostly sunny and warm. I've been to the Midwinters when all days were lighter air, however, it usually blows for the afternoon races, when the sea breeze kicks in and most boats have not only three on board but take foul weather gear to protect from spray and salt water.

This will be the 21st year the SABYC has held the Midwinters. Bo and Betty Smith and Allen Douglas are the organizers. They do a superlative job and I suspect that right after each Midwinters, they start planning for the next.

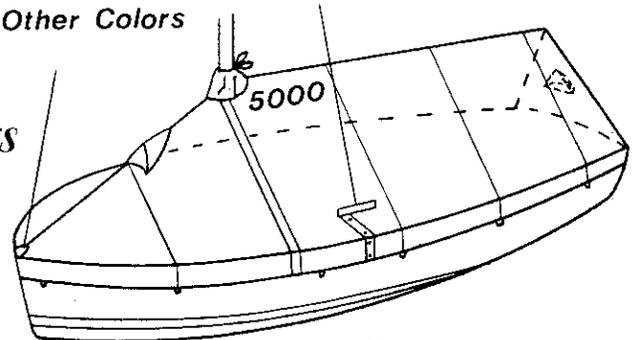
If there is any way you can make it to the Florida panhandle the last weekend of March and April 1st through 5th, please come and join us. When you arrive, our motorhome ("Rocky" to be profiled next month) will be parked right out in the front part of the parking lot. He has an orange awning with a big "I" on it (for Illinois) please stop by and see us. It might also be an excellent time to get me any articles you have for **Scots n' Water** or give me info on your fleet. Looking forward to seeing a lot of you then.



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Tent 6" Skirt	249 <sup>00</sup>	265 <sup>00</sup>	278 <sup>00</sup>
Tent Full Side	299 <sup>00</sup>	315 <sup>00</sup>	330 <sup>00</sup>
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# Flying Scot Permanent Trophies



## Brenda B. Pollak Trophy

Buddy Pollak, another long time active GYA sailor donated the Brenda B. Pollak Trophy. The Brenda B. Pollak Trophy is awarded to the winner of the Challenger Series of the Midwinters each year.

Past winners are:

- 1972 Vince DiMaio
- 1973 Vince DiMaio
- 1974 Tom Davis
- 1975 Ed Reardon, Jr.
- 1976 Pete O'Neal
- 1977 Michael Johnson
- 1978 Farley Fontenot
- 1979 Chris Dukeminier
- 1980 Mike Johnson, Sr.
- 1981 Paul C. Newton
- 1982 Sue Clay
- 1983 Sandy Eustis
- 1984 Bob Schneider
- 1985 Billy Ross
- 1986 Ira Cohen
- 1987 Jane Allen
- 1988 Jim Cavanaugh
- 1989 John Domagala
- 1990 Pat Manichi



## Mary Meno Trophy

The early Flying Scot Midwinters were held in Ft. Myers, and in 1969, St. Andrews Bay Yacht Club in Panama City held the Warm-ups. Since the Warm-ups had more boats than the Midwinters itself that year, Fred Meno was instrumental in getting the Midwinters moved to SABYC starting in 1970. Fred also donated the Mary Meno trophy to be awarded to the first place winner of the Championship Series. The Midwinters has been held at SABYC every since.

Past winners are:

- 1972 Paul Shreck
- 1973 Woody Steiffel
- 1974 Fred Meno
- 1975 Art Ellis
- 1976 Mark Eagan
- 1977 Gordy Bowers
- 1978 Mark Eagan
- 1979 Bubby Eagan
- 1980 Bubby Eagan
- 1981 Mike Johnson
- 1982 Andy Fox
- 1983 Andy Fox
- 1984 Chuck Barnes
- 1985 Greg Fisher
- 1986 Greg Fisher
- 1987 Steve Bellows
- 1988 Greg Fisher
- 1989 Sam Hopkins
- 1990 Mark Eagan



## Frank Percola Trophy

The Frank Percola Trophy is awarded to the St. Andrews Bay Yacht Club skipper with the lowest score in the Midwinters each year. Frank Percola was a local Panama City newspaper man who did an outstanding job of covering and promoting the Midwinters in Panama City, and the excellent local media coverage that the Midwinters continues to enjoy each year is testimony to the interest in the local community associated with the event.

Past winners are:

- 1981 John Lee
- 1982 John Harmon, Jr.
- 1983 Jane Allen
- 1984 Jane Allen
- 1985 Jane Allen
- 1986 Jimmy Ruthven
- 1987 Billy Mason
- 1988 Steve Nolte
- 1989 Steve Nolte
- 1990 Pete Sylvester

## Floyd Davis Trophy

Floyd Davis was one of the best loved GYA sailors to come down the pike. He had a way with words that made him famous. According to Allen Douglas, Floyd was once chided about his dress in

*(Continued page 8)*

**Permanent Trophies**  
(Continued from page 7)



some fancy yacht club up north, and his retort was that "... we didn't come up here to teach y'all etiquette. We came to teach you how to sail."

The Floyd Davis Trophy is one that is not awarded for sailing finishes on the water at all. Rather it is awarded each year to the person(s) who by their presence and contributions to the Midwinter Championship best captures the spirit of the event.

Past winners are:

- 1985 Chuck Barnes
- 1986 Charles Dees
- 1987 Dr. Bill Singletary
- 1988 Allan Douglas, Betty Smith, and Bo Smith
- 1989 Jerry Hartman & Sunshine
- 1990 Larry Taggart



# "Uncle Floyd"

by Ellen McBride

When asked to write an article about Floyd Davis, or "Uncle Floyd" as he was known to most folks, I must admit, I was nervous. Not just because I don't write well, (which will become painfully obvious as this progresses) but also because I wasn't sure I could do the memory of him justice. I began thinking of some of Floyd's sayings, and the one that struck me was "If it ain't fun, it ain't worth doing'. So....I'm going to try to have fun with this and see what happens.

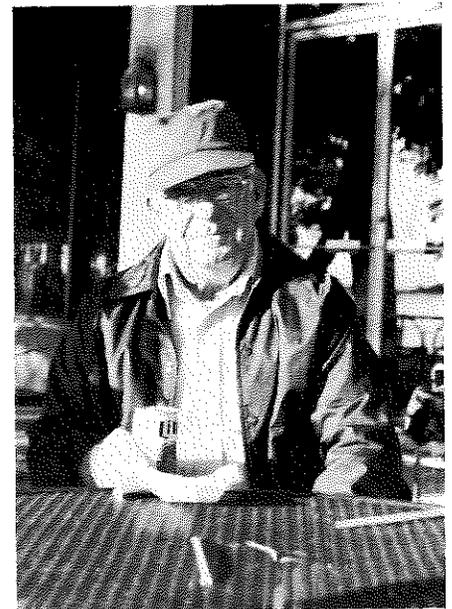
There is no way to briefly describe Uncle Floyd, so maybe I should just reminisce. For many years, I travelled the Gulf Coast and a few other places crewing for Uncle Floyd. I never remember going anywhere that someone didn't know Floyd well and have wonderful stories to tell. As Floyd and his friends would stand around and discuss old times and stories, I was always amazed that Floyd remembered every detail, it didn't matter how long ago the race or happening was, he would recapture entire races, leg by leg, finishes of the first boats, etc. He dearly loved racing and did so every chance he got.

Some of my most memorable times sailing with Uncle Floyd were on Lake Martin at the Dixie Sailing Club. He loved staying at the Kowaliga Inn and buying beer out of the beer machine at the club. One particular regatta at D.S.C. clearly stands out in my mind. Our other crew member (Floyd always like to sail with two girls) who shall remain anonymous, decided to take off her shirt and shorts (she did have a bikini on) to get the full benefit of the first sun of the sailing season. Uncle Floyd, looking at her lily white skin said "Laura, you look like a peeled onion!" (See, Laura, I didn't tell anyone who it was).

At this same regatta during one race, as I was setting the spinnaker to go downwind, I set the pole, one end on the spinnaker line and the other end, both onto my swimming suit top and the mast. Much to Uncle Floyd's protests, I insisted on "staying close" to the spinnaker pole, even though it meant climbing half way up the mast. We won the race, in spite of my forward position, and it was another story about things that happen on a

Flying Scot that Floyd loved to talk about.

Floyd was by no means passive on the race course, he'd stand his ground if he thought he was right, but he also admitted "screwing up" occasionally and would promptly make amends when necessary. That is another thing that Floyd taught all of us young sailors, always have fun but play fair. It's a lesson I'll never forget, both on and off the race course, AND I guess it's one of the reasons folks



thought so highly of Uncle Floyd. That and the fact that he would do anything to help anybody, anytime. He was a good friend to many people and I know I'll always be eternally grateful to have had so much time with him. I often remember him and can still hear him say these familiar lines "When in doubt, let 'em out" or "it's just a whirlwind, it'll come back!" As we race Flying Scots, I often picture Uncle Floyd hovering over the bays and lakes that he loved to sail, giving us advise and fussing (or cussing) when we don't follow it. So the next time you are out there racing, look up to the sky and give a wave to Uncle Floyd—I know he's watching, especially at the Mid-Winters, you never know, he might wave back and give you a little extra breeze.....

# The Beginner FS 1744

*By Ken Waltsgott*

Let me share with you how our family got started in this fun sport of sailing. For many of you this article may be a trip down memory lane, for others it may be so real it seems like it happened just yesterday.

In 1987, I headed up a Boy Scout High Adventure Trip to the (BSA) Florida Sea Base. Little did we know how this first venture was going to open the world of sailing to two families in our troop. Upon arriving at the BSA Sea Base on Islamorada, Florida, half our group separated and went on a scuba adventure. The other half, my group, went on a Robinson Caruso's out-island adventure. For seven days we were on a deserted island, and I mean deserted. We fished, snorkeled, swam and, you guessed it, sailed. We had basic instructions on how to sail a Sunfish and boy did we have

fun! Well, that's all it took for Richard Denhart, who was the other adult scout leader, his son Byron, my two sons and myself to get hooked on sailing. We went to the local bookstore and purchased *Sail, Sailing World, and Small Boating* magazines. But we were very disappointed to find very little for the beginning sailor. We read one hi tech article after another but it all seemed like Greek to us.

In the Spring of 1988 I made my first purchase, a brand new Zuma. This was the boat that was going to launch our family (wife, Marilyn; sons, Ken 22, Matt 20) into fun filled weekends on the water. Problem #1: Who's going to teach us how to sail it? Well we solved this problem by buying a book, after all, we are of basic intelligence, we can read, it couldn't be that difficult to learn. Problem #2: Who was going to sit on shore while only one

was out sailing on the lake having fun?

After two summers I found myself with a wife (5'8") who was very unimpressed with the size of the cockpit in the Zuma. She was a little apprehensive of the water to begin with, but I'm sure it didn't help when I flipped the sailboat the first two times I took her out in it. Also that summer, we had very light winds, which made it harder for me to learn to sail.

In the Spring of 1989, a salty veteran sailor entered our lives (Mr. Steven Hartman). He informs the Denhart's and my family that we should buy a larger, more stable sailing vessel like a Flying Scot. "A flying what?" I said. "That sounds more like a drink than a sailboat." Mr. Steve Hartman of Fleet 135, Clinton Sailing Association, first introduced us to

*(Continued on page 10)*



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**NORTH SAILS WINS 1989 MIDWINTERS**

## The Beginner

(Continued from page 9)

a Flying Scot at a BSA Spring Camp-O-Ree. Fleet 135 members and twelve sailboats, sponsored this outing and gave our boy scouts the opportunity to earn their Sailing Merit Badge. This was my first prelude to the Hartman sailing clan, Mike and Debbie, Jerry and Sunshine, and Steve and Laura. They told us about the great people who own Flying Scots and who belong to the Clinton Sailing Association and they were right!

This brings you up to date on how we got started into sailing. In the Spring of 1990, we bought our first Flying Scot #1174 from Jerry Hartman. We then set out to spit polish, buff and clean her up until it was time to head for the lake. We (my wife and I mostly) sailed the entire summer just to get to know our boat. By mid-summer we could leave the dock with confidence knowing we could, without to many tacks, make our way back to shore. Usually we waited for everyone to clear the dock area before we tried out our return docking method. Then during the days of August everyone kept talking about two up-and-coming events, A Whale of a Sail Regatta at Carlyle Lake and The Glow at Clinton Lake. Club members were asking us if we were going to race? At this point we had never before entered a race. Steve and Mike built up our confidence and our belief in our sailing ability to at least get around the course, so we entered. The Denharts also joined in for their first time, but our group had more sailors than boats. So we worked out the sailing arrangements and headed off for Carlyle and "A Whale of a Sail". Saturday morning brought the most beautiful day you could have asked for. Breezes were 8-12 mph and very steady. We had a boat check, both Steve and Mike Hartman helped us make a few alterations and we were ready to put our boat in the water. Being a beginner I let everyone get out ahead of me. But my crew and I were unsure of how to use a hoist for the first time. Thank heavens for helpful committee members. When we got out on the water it looked like rush hour traffic in the Chicago Loop. Sharon and Marilyn kept telling me I had a boat on the starboard side, port side, straight ahead. You think this didn't intimidate me, you bet it did. This race included Flying Scots, Y-Flyers, Lasers, and a fleet of E-Scows, that always seemed to be going full speed ahead right in front of me.

Our first race began, we were so far off the start line I'm sure my crew thought I

## WHAT'S IN A NAME

By Bill Russell  
FS4420

Because she spent her dry time parked in our former raspberry patch, our first Flying Scot bore the name, RASPBERRIES. Moored in Wilmette Harbor, just north of downtown Chicago, the harbor is also home to a fleet of ducks almost equal in number to the number of boats in the harbor. Harbor ducks love the Flying Scot's wide, flat decks, but don't make very good houseguests.

When RASPBERRIES was replaced two years ago, we were advised to forgo using the same name on successive boats. Choosing the new name was a struggle until a sharp-eyed daughter spotted a most appropriate Far Side cartoon. In this cartoon, one duck appears looking out of the window of one of a number of tall buildings and the caption reads, "Fear that somewhere, somehow a duck is watching you." This caption describes the phobia, ANATIDAE-HOBIA and the name of our Flying Scot.

was waiting for the start of the next race. Wrong!! We finally got across the start line and worked our way up to the first mark. It wasn't the greatest execution of sailing but we looked behind us to see two other, slower sailboats behind us. Of the 15 Flying Scots that entered this race, we finished thirteenth and chalked it up to lack of experience (what an understatement), but boy **did we have fun!** Race #2 begins. We dodged the E-Scows, stayed back from the basic traffic pattern and when all seemed safe we crossed the start line. This time we finished 14 out of 15 sailboats.

Sunday brought a new day and winds with gales of 20 mph plus. Steve tells me, "You can do it!" This time we made it out to the race course in half the time, due to

the high winds and on waves you wouldn't believe, at least for us beginners. The race started and we headed for the first mark. I hiked out on the side of the boat, my mouth was dry, my legs were trembling but I had a sure sounding voice that called out commands like a drill sergeant. We rounded the first mark and started a run with the wind at our backs, we popped our Spinnaker and we were in for the ride of our life. Then all hell broke loose as we approached the second mark. We were being pushed to the inside of the mark and through my inexperience we sailed right past the mark on the wrong side. While doing my 720, my hat was knocked overboard and I was doing another 360 as I attempted my one arm hat retrieval. By this time the Y-Flyers and E-Scows were bearing down on us again so I waited for them to pass before going on the next mark, **but boy were we having fun!** We had three inches of water in the boat, all of us were soaked and we still had one full leg of the race to go. So we headed for the first mark again. Hey! Where's the committee boat? A quick span of the lake finds the committee boat all the way up by the first mark. That seemed strange, what are they doing there? As we approached we saw that the finish line had been moved also. HMM, new rules? O.K. the wind is even gustier at this point and we rounded the mark in a run with the wind. Oh boy what a ride, then waves start coming up over the bow and we are plowing right into the waves. "Everyone get to the back of the boat," Sharon yells. We all ended up on top of each other with the rear of the boat still wanting to get up and go. That was by far the fastest I have ever gone in a sailboat. We finally rounded our last mark to the cheers of the committee boat and we finished dead last, **but boy did we have fun!**

I learned I've got a lot to learn. In addition to owning a great sailboat, one that forgives my inexperience, it's the people that make this sport what it is. We met Flying Scot sailors from Ohio, Missouri, Michigan, Wisconsin and Illinois at Carlyle Lake. I listened to their experiences and we all laughed at my inexperience. As they laughed, I saw in their eyes that they had once been there too. As we loaded up to go home, I could only think of one thing to say about the 30th Whale of a Sail, "**Boy did we have fun! and look out Clinton Glow cause here we come.**"

# Fun and Games at Fleet 19

by Keith Rober, FS 4136

As we try to find new things to do for our annual mystery sail, we have come up with a new sailing game, we would like to share with the rest of the Scot fleets who are looking to improve their social events.

After many thoughts, we decided to employ the old Boy Scout game of, Capture the Flag, but with a few needed rule changes.

If you are not familiar with the game, the object of this game is to capture the opponents flag, and return it to a designated area.

With the help of Dale Bradshaw, FS 138, his wife and daughter, we started making the necessary rule changes from the original game, so we could adapt it to sailing. This is how we played the game.

We had two teams, a red team and a green team, with the teams colored flag tied to the top of main sail.

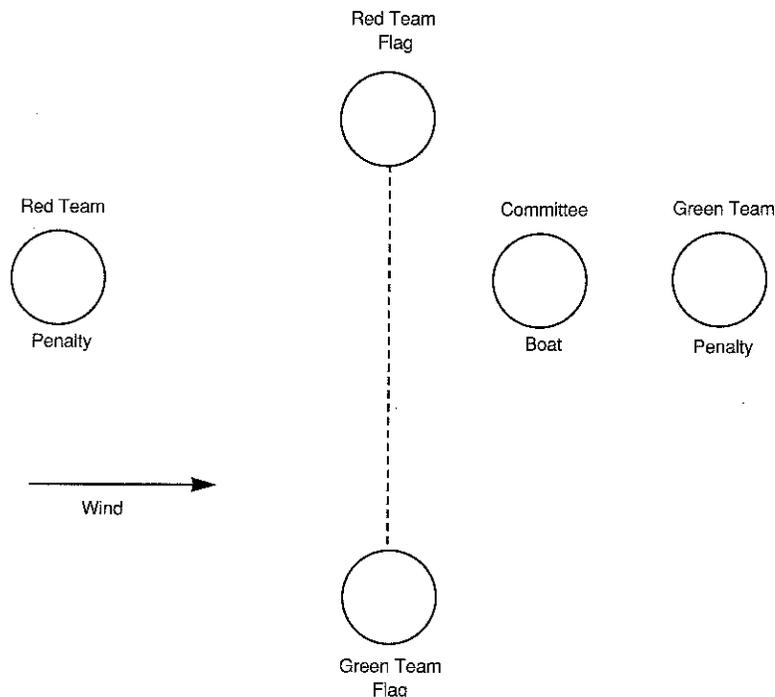
The object once again is to capture the opponents flag. We attached a red and green flag on two buoy's, so the boats could just sail past and pull the flag off the buoy with ease, and with no possible damage to the boats.

The course we used was a reaching course, to make for easier sailing back and fourth to each of the buoy's.

We had two penalty buoy's, off to each side of the course. These buoy's were used if a boat got hit by a water balloon, that broke. A boat could be hit anywhere on the course. There is no safe side. Each team had their own penalty buoy to round for their penalties, to separate them and to take their boat out of action for a brief time. After they rounded the buoy, they could continue in the game.

If the boat that captured the opponents flag gets hit by a water balloon that breaks, the flag was picked up by our chase boat and returned to it's perspective buoy, and the game continues on. If a boat takes the opponents flag and gets it to the committee boat, which was anchored in the middle of the course, without being hit by a water balloon, the game is over.

Each boat was given 15 water balloons that could be adjusted to your personal preference. (Please check local law's for use of balloons on the water).



Everyone enjoyed playing this game on the water, as they got to use some strategy to try to deceive their opponents, so their teammates could go in and try to take the flag.

Give this game a try, we are sure your club will enjoy it as much as ours did.

We did find that a brief skippers meeting is helpful, and that a second committee boat or a chase boat is invaluable.

Happy sailing.

## Instructions:

### Practice Safety in All Ways:

1. The skipper should restrict his/her activities to safe boat handling exclusively, regardless of what ever else is happening.
2. It is recommended that no balloon launchers of any kind be used because of the potential for serious personal injury and or liability damage.
3. Have fun - But your consideration and thoughtfulness of others is appreciated. **THINK SAFETY.**

### Rules

- A. The contest is a team effort to capture the opponent's flag and take it to the committee boat without being hit by an opponent's water balloon that BREAKS.

- B. The game will begin with each team on their own side of the center line of the field.
- C. If your boat is hit with a balloon that BREAKS, you must sail to and around your team's Penalty Buoy.
- D. If the boat that captures the opponent's flag is hit with a balloon that BREAKS, the flag will be given to the committee boat and returned to the team's buoy and the game will continue.
- E. The opponents flag (when captured) must be displayed at all times in clear view, tied to a shroud half way up.

# Ego Ergo I Go Racing

**By Tom Bishop**

You start sailing for fun. I still do. Racing has just made it more fun to sail.

To have fun sailing you need a boat. To have fun racing you can use your Scot. This isn't true of other boats that aren't one design and trailerable. I've had five boats and learned my lesson. One design is definitely the best ego satisfier.

Second you want to crew. You don't have to have a crew. You could sail a Laser for example and enjoy long periods of solitude. But most egos prefer someone to share the experience. Besides, who else is going to tend sails and clean up the boat when things get sloppy?

Third is the wind. I once drove 600 miles to a regional regatta. They had record breaking heat and no wind. My crew dutifully rigged the boat, motored to the start line, and floated during postponements. Finally, a one knot breeze inspired the race committee to start. After forty five minutes I withdrew before heat exhaustion became a real possibility. We

motored back, unrigged the boat, took a shower and an afternoon nap in the air conditioned motel.

That evening's banquet was like a scene from the Night of the Living Dead. The only animated sailors were my crew and myself. Everyone else was punished by a long afternoon of sweating. The next morning fog covered the area. We said good bye and began the return 600 miles without a single race. We had time for some tourist stops and arrived home in good spirits which was the original objective.

Finally you need some competition. My first official one design race as skipper found me eleventh out of twelve. I read the rule book. I talked to winners. I watched what they did and tried to follow them around the course. I slowly learned to understand it is the mind that wins the races. You mind against their mind. Where to start. When to tack. How to cover. This was fun.



Over the years some success happened. In trying to capture that winning difference, I discovered the fun mattered most. The more relaxed, the better the results. I admit there are two things that excite me and bring out my best. One is the starting sequence. The other is the sound of a bow wave breathing down my neck. So many regattas; so little time...

Tom Bishop is an Associate member looking for a good used Scot in the Leesburg, VA area.

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

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

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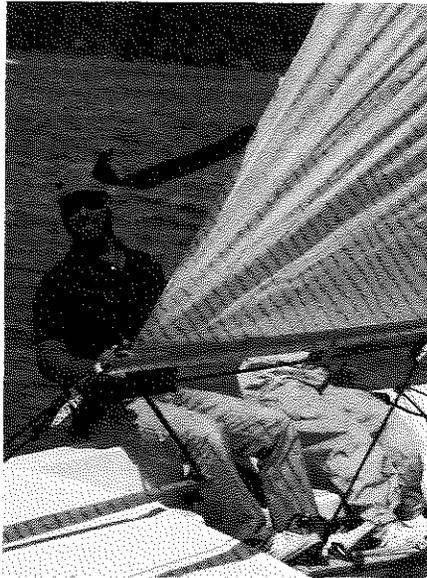
We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.

# PEOPLE PROFILE AND AWARDS



## Steve Hartman Fleet 135 Midwest District

Steve has been active in Flying Scots for many years. He loves the boat, the people, and racing. He has been Fleet 135's Captain 1989-90, Tri-Chairman and one of the Founding Fathers of the Glow in the Dark, Scout Leader for his son's troops and organizer of the Scout Day at Clinton Lake where about 100 boys camp for the weekend and learn to sail to get merit badges. He is very active in his town government and for the Republican Party in Champaign County, Illinois. He and his lovely wife, Laura, kids, Mary Ann, Peter, Dennis and Nancy, enjoy many family and community outings. They all have sailed with Steve and this past Nationals; Steve was unable to stay for the week due to business, however he did drive his kids so that they could sail in the juniors. You can imagine how busy he is with the above interests and running a business but Steve also has a hobby. Food. He knows every great restaurant, can remember meals, wines, and recipes and locations of places he has eaten in this country and Europe for the past twenty years. As much as he likes restaurants, I suspect he only goes to them to get ideas. He is a wonderful cook. He thinks nothing of preparing all the food for the Glow in the Dark Regatta (feeding 200 people breakfast, lunch and dinner for an entire weekend). His smoked ribs that he cooked at the Midwest Districts in Caryle were out of this world, and when he has the boy scout weekend, he does all the cooking there. It's truly amazing! I'm not sure if he cooks at home (his wife, Laura, is also an excellent cook) but he certainly has put in a great effort for our District. Both Steve and Laura have said they will share some recipes that are great for regattas.



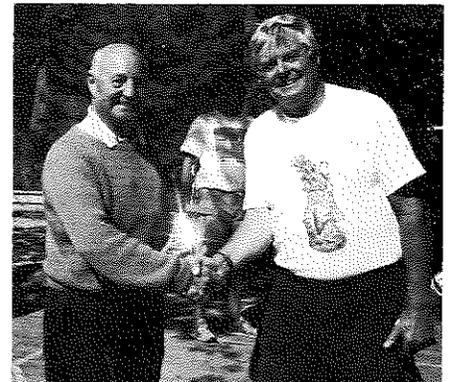
## Keep A Lookout For This Man!!!! He's A Party Pat Manicchia (FS 2714)

Pat is a Texan. If you ever find a Texas sticker at any regatta, on your boat, car, cocktail, clubhouse, etc. you know Pat is sailing. He even gave me a tee shirt at last years Midwinters that says 'TEXAS where party and destroy mean the same thing.' Pat is a wonderful sailor. He has won the Challenger Division at the Midwinters, and in his own Fleet #23 he is a consistent top boat. Each year when Pat registers at the Glow in the Dark, under the topic of "did you donate anything to the Glow," he answers, "Texas Chile, Texas longnecks, wisdom, humor, culture, and myself." His chile is hot but excellent, the longnecks are appreciated by everyone, and his wisdom, humor, and culture (usually in the form of many spicy jokes and stories) is certainly entertaining. If you see Pat at a regatta, just mention that you're from Texas, you love Texas, you've been to Texas, or you know where Texas is on a map and you've made a good friend for life.

## Presented by Garry Braund Fleet 164 Captain

Fleet 164 and Fleet 148 have an annual regatta hosted alternately each year called the "Wing-Ding". Fleet 148 is located on Stony Lake, one of the chain of lakes that allows pleasure craft to enter from the Trenton area on the north shore of Lake Ontario to Georgian Bay. Fleet 164, called "The Muskoka Big-Ben Sailing Club" is 120 miles north of Toronto. This year the highlight of the "Wing-Ding" was to present the Commodore, **Amby Douglass** of Fleet 164 with the Douglass-Fisher award of merit. Amby has spent all his lifetime building sailboats, racing them, and has been commodore and every other position of sailing distinction on Muskoka Lake. His wife, **Margaret**, arranged all the "Wing-Ding" financing. They are truly wonderful people.

Also presented with the Douglass-Fisher Award of Merit last August at the Canadian National Championship was **John Fisher** of Fleet 148. John has been a Scot owner, racer and fleet support for many years at Stony Lake. John has turned over the tiller to his family and he and his lovely wife, **Dorothy**, are enjoying six months at Stony Lake and six months in Bermuda.



*Garry Braund (right) presenting Douglass-Fisher Award of merit to John Fisher.*

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# FLEETS IN

## V.I.S.A. Open Regatta

By Larry Lewis, FS 3933, Smith Mountain Lake, VA, Fleet 71

V.I.S.A. is always a great regatta. The lake is located close to Roanoke. The mountain setting and the fall season make this a beautiful location. This season, the lake is being used as a setting for a movie starring Richard Dreyfuss and Bill Murray. All the signs and race committee boat registrations have been changed from VA to New Hampshire for the movie.

This regatta is growing by leaps and bounds. There were 23 boats in attendance. In addition to boats from the Carolina District, the Lake of the Woods Contingent was present along with boats from Richmond, the Chesapeake Bay and Deep Creek, Maryland. There were even a few boats that make the trip from Massachusetts.

We could tell this was going to be a competitive regatta when Saturday morning found all four members of the Carpenter Family washing the boat bottom. The children were arguing over who would get to do the most washing. Harry and Karen have done a great job of training the children. Harry and Karen did sail with the children as crew.

The Saturday races started with good winds, approximately 15 M.P.H., that gradually weakened to the 6 to 10 range later in the day. The Carpenter family was first at the windward mark, but, lost the lead to Larry and Starr Lewis when they went right on the second upwind leg. All day the wind was stronger on the left side of the course. Larry and Starr Lewis won the first race with the Carpenter family finishing second and Ralph Rieu from Massachusetts finishing third.

Larry and Starr Lewis were first at the windward mark during the second race and went left on the second upwind leg to lead the entire race. The Carpenter family came back from fourth or fifth at the windward mark to take second. Dick Schultz finished third and Bob Post finished fourth. At the end of Saturday's racing, the Lewis' had 1-1/2 points, the Carpenter family had four points, Dick Schultz had eight points, Ralph Rieu had 11 points and Bob Post had 13 points.

The pre-dinner social and dinner were great. The drinks were free and the dinner was cooked just right. After dinner and more drinks, a group from Washington, D.C., with fiddle and guitar,

led the group on the club deck in song. As the entertainment continued, a big, full, harvest moon came up over the mountains to shine across the lake. This view was spectacular.

The Sunday race started with very light winds and with the committee boat side of the starting line highly favored. The Carpenter family and a group of other boats started on time at the committee boat and immediately went right toward what wind was on the course. Fortunately, for the rest of us, the wind then died and shifted back strong to the left. The race quickly degenerated into a total drifter, forcing the race committee to shorten course at the leeward mark. Larry and Starr Lewis again finished first, Michael Duncan was second, Ralph Rieu finished third and Dick Schultz finished fourth.

FINAL RESULTS	Boat	Race	Total
1 Larry & Starr Lewis	3933	1 1 1	2.25
2 The Carpenter Family	4619	2 2 6	10
3 Dangerous Dick Schultz	1885	5 3 4	12
4 Ralph Rieu	4565	3 8 3	14
5 Mike & Dorothy Duncan	3638	15 6 2	23
6 Bob Gordan	1581	7 11 8	26
7 Herman Ankenbruck	994	4 13 12	29
8 Henreite Werdon	3987	8 7 16	31
9 Bob Post	3201	9 4 19	32
10 J.W. MacMillan	1149	17 10 7	34

## Capitol District Championships

By John Beery, FS 4257

A strong field descended on Lake of the Woods, September 28-30 to participate in a very unique Capitol District Championships hosted by Fleet 160, the FSSA Fleet of the Year. A mix of clinics, single class event, three divisions — Championship, Challenger, and Masters — all contributed to an impressive turnout of 24 boats enjoying the mild weather, good fare, and trials that only a "real" pond can offer.

On Friday, Harry Carpenter made a four hour trek from the factory to conduct a Sail, Trim and Boat Handling Clinic. Early arrivals for the regatta added to the local sailors, and with about 20 people all total, the clinic was a huge success. Our members especially appreciated the clinic and after asking all the right questions in hopes of gaining a transfusion of some of Harry's abilities, many went off to make new changes to their boats to get ready for the weekend.

In an attempt to attract some sailors

that might not normally show up to a district championship due to overwhelming odds, we decided months ago to offer a Challenger Division. Once started down that road, it didn't take long to further expand it with a Masters Division restricted to the 50 year/100 year requirement. This worked out well and should be considered by other regatta organizers in the future. Five boats sailed in the Challengers and six in the Masters, and each of their series was hard fought. With 13 boats in the Championship Division, we realized another benefit: we were able to reduce the length of the starting line to about half of what would have been required in a 24 boat division — a major consideration on a restrictive lake.

For a small lake (550 acres), Lake of the Woods is a nice place to sail. What we lack in size, we make up for in other ways. The lake is extremely deep — you won't run aground here or experience an unruly chop. It is fairly situated in the direction of the prevailing winds and when there is some, it is usually enhanced due to a tunnel effect. This normally allows us to set long beats but at the expense of good reach angles. To counter this, we make our first reach longer and broader, while tightening up on the second.

On Saturday, a 5 knot southerly wind allowed the races to start on time with a six leg Olympic format chosen as the course. On the first reach, however, the wind dwindled down to under 3 knots and getting the race in looked questionable. All the boats struggled to the jibe mark with David Neff, Rick Newell, Chris Swensen, and Peter Gamble emerging in a tight bunch as the leaders on the way to C. What little air there was, held, but on the next beat it became obvious to the Race Committee that the 90 minute time limit would not be met. The committee wisely shortened to a five leg downwind finish and Rick Newell safely won Race #1 four boat lengths ahead of Neff.

Tom Bishop, sailing my boat for the day, broke away from the Challenger fleet and catching up to the Championship fleet at B, held on to win his division.

Dick Smith, John Barnes, and John Burnside kept it close in the Masters Division and finished in that order.

Between races, the wind backed 30° forcing a delay while marks were moved. The new southeast wind made a triangle

(Continued on page 16)

## Fleets In

(Continued from page 16)

impossible on our lake, so we shifted to a windward/leeward course, a common alternative here.

Peter Gamble and Frank Gibson found this to their liking and finished ahead of David Neff and Brad Post. With a 5th and now a 4th, Post snuck his way into a tie for 3rd place with Chris Swensen after two races. Neff and Gibson also being very consistent, occupied 1st and 2nd. Newell didn't help his case any by coming in 10th in race #2.

The tables also turned in the other two divisions with David Maloney winning the Challenger race, and John Barnes winning the Masters with John Burnside showing consistency in second.

With everything right on schedule and the mild weather cooperating, all the competitors and their families relaxed over on our clubhouse point. The keg was tapped and the grills fired up for a good old fashioned hamburger/hotdog cookout with plenty of covered dishes provided by members of the fleet.

Sunday's breeze filled in nicely at about 8-10 knots preceding a cold front that afternoon. This allowed us to pull out all the stops and run an Olympic x 2 (where our version has 4 long beats, 2 reaches and 2 runs) to truly test the District Champion.

It was a relief to see the crews of each boat having to hike, and that the 3rd Race would be sailed in our best conditions to decide each of the three closely contested divisions.

Brad Post and Rick Newell exploded off the line and pretty much had their own race. Newell ran into mark trouble at the second leeward rounding and Post, with local knowledge well in hand, never looked back. Peter Gamble and Chris Swensen were also well positioned in the race. But the real story belonged to David Neff. Taking perhaps his worst ever start, squeezed out and caught in irons, crossing the line a full 50 seconds late behind 12 boats, Neff put his frustrations behind him and began a methodical comeback in an attempt to salvage his standing. At the second leeward rounding the next boats in (behind Post and Newell) had Gamble ahead of Swensen and Neff. Gamble steamrolled his chute on the takedown, dramatically slowing the boat. This suddenly forced Swensen outside at the rounding while Neff saw his chance and shot the gap, taking Gamble to weather with Swensen having to tack away. Swensen got back in it though and the 3 boats kept it close for the next three

legs. The last beat was very exciting to watch to see who would take third — Post and Newell having already finished. Post was praying for 3 boats between him and Neff. As the finish line drew near, Neff made the right tacks at the right time and raced Swensen to the line — just inching ahead as they crossed, and won the regatta. If you think about it, there is a lesson learned here.

In the Challenger Division, Tom Bishop put the Sloop John B. through her paces and won the race handily as well as the 1st place trophy. An excited Dale Osborn (with local LOW partner-in-law George Downs as crew) finished second and took home his first trophy ever in a big regatta.

In the Masters Division, the second leeward rounding also provided good action. John Burnside rounded first but didn't work to weather as much as he could have. John Barnes rounded next with Dick Smith right on his heels, and both pointed high. By the time Burnside saw this and tacked to cover, Barnes had crossed and Smith, wanting to stay on on the lifted tack with Barnes, fell off and ducked. Both Barnes and Smith got the knock they were looking for close to shore and tacked. Smith shifted gears quicker and sailed through to leeward, and upholding his national Masters title, went on to win the third race and the division trophy. Burnside once again pressed hard and finished second in the race but Barnes was right there in third to capture the 2nd place trophy. Those three boats really had one whale of a series and proved a Masters Division for single class events was long overdue.

No regatta report would be complete without a human interest story, and we have a winner here. It involved our chase boat crew for Sunday's race, a completely different group than had manned the boat the previous day. They were told to proceed to Cook's house to get the pontoon boat and that Cook was away on vacation. Directions in hand, they found Cook's house, cut through his yard to get down to the boat, and spent the next half hour trying to start the engine. They were suddenly startled when an irate man appeared on the porch yelling "who the hell are you and what the hell are you doing?" They responded "we're trying to get the engine started — your battery is dead!" The man, not one bit pacified, growled "I know my battery's dead — damn thing has been that way for six months!" As it all turned out, the other Cook's house was three doors down.

CHAMPION						
FINAL RESULTS	Boat	1	2	3	Total	
1	David Neff	FS 2793	2	3	3	8.0
	Robert Neff					
2	Brad Post	FS 3201	5	4	.75	9.75
	Coleen Smith					
3	Rick Newell	FS 2303	.75	10	2	12.75
	Sue Hauser					
4	Chris Swensen	FS 4639	3	6	4	13.0
	Denise Swensen					

CHALLENGER						
FINAL RESULTS	Boat	1	2	3	Total	
1	Tom Bishop	FS 4257	.75	4	.75	5.5
	Windy & Patrick Bishop					
2	Dale Osborn	FS 2635	3	2	2	7.0
	George Downs					

MASTER						
FINAL RESULTS	Boat	1	2	3	Total	
1	Dick Smith	FS 2721	.75	3	.75	4.5
	Doris Smith					
2	John Barnes	FS 4119	2	.75	3	5.75
	Jerry Edge					

## Flying Scot Fleet No. 162 News

By Carole Fischer

Fleet #162 sailing from Pine Beach and Beachwood Yacht Clubs at Toms River, New Jersey has nine Scots in its Fleet. The small amiable group of sailors has grown particularly over the last two years and enjoys an almost 100% participation in the last five week Summer Sunday Races at Pine Beach. Beachwood draws the group again for their four week Sunday Fall Series which ran from September 16 to October 7, 1990. The Fleet gathered socially after the Sunday races at the homes of members living in the Toms River area to rehash the day's highlights, which might include anything from occasional mild calamities to sailing talk to more social events.

Additionally there are active fleet participation in the Barnegat Bay Yacht Racing Association (BBYRA) races held on Saturdays during the summer, from July 7 through Labor Day. During the 1990 season four Scots sailed seven out of 10 races, which is the requirement to qualify in the series.

Enthusiasm and camaraderie are the key words to describing the captains and their crews, with all hands pitching in to help each other, their respective clubs, teaching and supporting new and upcoming sailors.

In between sailing this fleet actively attends social events at both Pine Beach and Beachwood Yacht Clubs and has organized several special fleet social functions. Sailing from Toms Rivers to Brant Beach, Long Beach Island both last

(Continued on page 17)

## Fleets In

(Continued from page 16)



*Enthusiasm and camaraderie are key words to describe Fleet 162.*

season and the 1990 season on an "off" weekend was about a 1/2 day sail. Sailing participants, crews and non-sailing members of the fleet then partied and were offered "beach front" accommodations by a wonderfully warm and hospitable island homeowner (parents of a Scot owner). The following morning, after a delicious gourmet breakfast, the group then sailed back to Toms River. The 1990 trip was exceptionally challenging, thanks to the strong northeast winds that were blowing that weekend.

Further highlights of the social scene included a trip to the Annapolis Boat Show in October, a fleet get together for a Princeton football game in November, a Super Bowl January get together, and for 6 lucky people, a 7-day yacht charter in the British Virgin Islands in February 1991.

New members are welcome and may obtain information by contacting Fleet Captain Ed Summerfield, 915 Fairview Street, Riverside, New Jersey, 609-461-9446.

## Flying Scot Canadian Championship 1990

*By Robin Collins*

Flying Scot sailors from Connecticut, Chicago, Detroit, New Orleans and, of course, the Canadian fleets at Stony Lake and Muskoka, gathered August 18th and 19th, at Stony Lake, Ontario for the third bi-annual Flying Scot Canadian Championship. Hosts for the regatta were Fleet 148 and the Stony Lake Yacht Club.

Bubby Eagan and Mac Hadden, sailing a Cleveland boat (borrowed from Paul Blonski) won the five race (one throw-out) regatta winning the first four races and sitting out the fifth.

Saturday's three races were sailed in ideal conditions with winds from the south at 12 to 18.

Local sailors, Kenzie Dickson and David Miller, won the race one start at the pin end of the line, but Bubby Eagan, with excellent boat speed, playing the Stony Lake shifts opened up a substantial lead at the windward mark, and was never again headed. At the finish, it was Eagan followed by Jack Orr, Robin Collins, Mike Cullen (who came back from a premature start), and Dave Jacobsen.

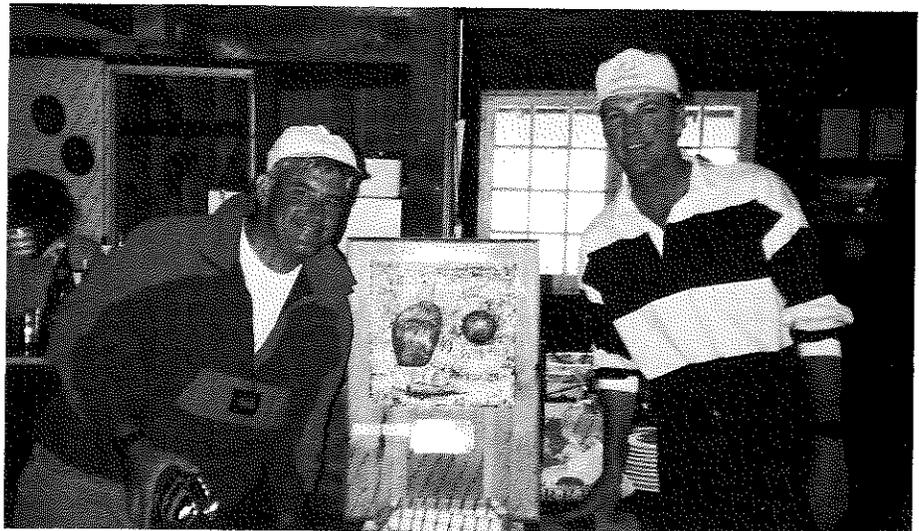
Starting conservatively in the second

race, Bubby and Mac again got off to an early lead, and they along with Paul Lee developed a large margin over the rest of the fleet. Great boat speed, and excellent up-wind and down-wind work preserved this to the finish line with Paul Lee second, Mike Cullen third, Jack Orr fourth, and Robin Collins fifth.

Race three started with a large back in the wind. Mike Cullen and Bubby Eagan got off the line on port tack towards the pin end, and rounded the windward mark in that order, followed by Robin Collins. Mike held the lead until the bottom of the last downwind leg when, in planing conditions, Bubby and Mac came into the leeward mark on the inside, and with outstanding spinnaker work rounded first, with Mike right on their transom. A close cover on the last upwind leg preserved the lead for their third win of the day. Robin Collins again finished third followed by Alick Ryder, also a Stony Lake sailor, with Jack Orr fifth.

The weather, which had threatened rain for most of the day, deteriorated badly late Saturday afternoon, and the early evening was very wet. However, even after a long hard day's racing, the sailors' enthusiasm was not dampened, and everyone enjoyed refreshments and a filet mignon dinner at the SLYC clubhouse.

By Sunday morning, the wind had gone around to the north, and under cloudy cool conditions was blowing 18-20 at the start of race four. Robin Collins led the way up the first leg, followed by Bubby Eagan and Kenzie Dickson. Spectators at the windward mark, however, saw the



*Bubby Eagan and Mac Hadden 1990 Flying Scot Canadian Champions.*

(Continued on page 18)

## Fleets In

(Continued from page 16)

familiar sight of the orange boat yet again in a lead not to be relinquished. Bubby and Mac had the regatta easily in hand with their fourth consecutive win.

The final race of the regatta was started in similar conditions to race four, except that the fleet and spectators had some sunshine to enjoy. Mike Cullen led this race for five legs, but was passed on the last windward leg by Robin Collins for the win, with Mike finishing second followed by Dave Jacobsen, Jack Orr, and Kenzie Dickson with his second fifth of the day.

Lunch and prize-giving at the SLYC clubhouse followed, after which our visitors started the long journey home. Doug Smith and his Regatta Committee, as well as all the Canadian sailors, are most appreciative of the efforts of the visiting sailors in travelling such long distances to participate in the Canadian Championship. It is only with this kind of support from individuals, as well as the FSSA, that we can hope to have any success in building the class in Canada.

### 1990 Flying Scot Canadian Championship

	Boat	1	2	3	3	5	Total
1. Bubby Eagan Mac Hadden	2843	1	1	1	1	1	DNDS 0.0
2. Robin Collins Bev Hicks-Lyne	4249	3	5	3	2	1	14.4
3. Mike Cullens Jack McLurkin	2741	4	2	2	3	2	14.7
4. Jack Orr Mark Riefenhauser	3877	2	3	5	4	4	24.7
5. Dave Jacobsen Cathy Creem	3720	5	7	13	8	3	42.7
6. Paul Lee Ken Bachulis	D8	8	4	6	6	11	45.4
7. Alick Ryder Lesley Ryder/Woody Brumet	4147	7	6	4	11	10	48.7
8. Kenzie Dickson Dave Miller	693	9	12	12	5	5	53.0
9. Gord Collins Susan Hauth	3746	12	10	7	7	8	56.0
10. Sandy Beatty Dave McCumber	442	6	11	11	12	6	57.4

## Massapoag Regatta

by Jim Cavanagh FS 4499

Fleet #76 located 15 miles south-south-west of Boston, Mass. held its annual regatta September 8th and 9th on picturesque Lake Massapoag.

Five races were scheduled, three on Saturday, two on Sunday. The first race had to be postponed to 12:00 noon due to high winds gusting to 40 mph. The second postponement to two occurred due to 25 mph winds with 60 degree shifts. Lunch was served and a check of the beer keg revealed that with the high



Close quarters as Ralph Rieu overlaps John Clark followed by Jim Cavanagh, Richard Fleury and Dennis DuBuc.

winds and competitors swapping stories, evaporation or something had reduced the keg to half empty.

**Race 1.** At the start boats vied for the right side of the line in a very aggressive manner. John Clark jumped to an early lead, and led throughout the entire olympic course. Spinnakers were banned for this race due to the high winds and the large shifts.

**Race 2.** At the start, there were some minor discussions between skippers and crews, like you go ahead, I'll wait, no problem, a little bit of fiberglass and paint and the boat will be fine, sorry, I didn't see the guy, then a general recall. John Clark again held the lead for the race followed by Danny Waltuck and Gary Werden.

Saturday evening cocktails and barbecue was enjoyed by over 100 people and a great time was had by all.

**Race 3** was a ditto of Saturdays races with John Clark winning.



Between race refreshments (l-r) Gary Warden, Ralph Rieu, Stacy Rieu, Ben Waltuck, Danny Waltuck, Morey Waltuck, Jim & Maura Cavanagh, Jay McNeff.

**Race 4.** Gary Werden broke away from the pack only to fall into a hole where he was Massapoaged as Danny Waltuck and Jim Cavanagh sailed by him. Jim then passed Danny and the three sailed to those finishes.

**Race 5.** Dennis Dubuc broke away to a massive lead, fell into a hole, got passed by eight boats, (blood pressure must have been about 250!). Order of finishes, John Clark (have we heard that name before?), Ralph Rieu and Jim Cavanagh.

Lake Massapoag is an interesting place to sail, as those attending will attest to. There are many coves and trees lining the shores and they tend to bend the wind in many directions. Sixty degree shifts are not uncommon, locals accept them as the norm.

Twenty scots were in attendance plus other classes. The Scot traveling the greatest distance was Chris and Jean Rotunno from Oswego on Lake Ontario. It was a great regatta and we will keep you posted when next years event will be. Hopefully you can join us!

	Boat	1	2	3	4	5	Total
1. Clark	2821	.75	.75	.75	6	.75	9
2. Cavanagh	4499	4	8	3	.75	3	18.75
3. Levin	2106	2	5	2	10	5	24
4. Rieu	4565	7	4	4	7	2	24
5. Waltuck	3290	10	2	6	2	8	28

## 1990 Pig Roast Regatta

by Sandy Eustis, FS4710

Serge Vanderhorst and crew Joey Hunt emerged on top of a 29 boat field in the 1990 Pig Roast Regatta, hosted by Flying Scot Fleet One on September 22-23. Saturday provided nearly perfect fall weather, with clear skies and puffy 10-12 knot westerlies for all 3 races.

In the first race, Rick and Jo Baugher missed the start by 20 minutes and effectively eliminated themselves from overall contention in the "Hogs" (Championship) division after losing their boat trailer across 4 lanes of traffic on the interstate (no damage to #3666!). Vanderhorst found a big lift while coming out of the left corner on the first beat, eventually opened up a 15 boat length lead with superior upwind speed, and won impressively. Approaching the finish line on port tack near the layline, Sandy Eustis and crew Scott Litwin had to duck beneath starboard tackers Lynn Goodwin (with crew Bill Settle) and Bob and Lynn Peterson Goodwin, pinned to leeward of Peterson, was driven beyond the port

(Continued on page 19)

## Fleets In

(Continued from page 16)

tack layline; Peterson tacked to port on top of Eustis, but the latter had just enough boatspeed to pinch up and sneak across for a 2nd place finish with Peterson slightly slowed in his dirty air.

In the second race, Baugher led until the last leg, and only Goodwin and Vanderhorst were able to stay close. The two chasers split tacks about a hundred yards short of the finish line, and sure enough a hole developed in the middle (every leader's nightmare in such circumstances). Reigning Fleet One champion Goodwin took the gun at the pin with Vanderhorst at the Committee boat nipping Baugher in the middle for second. In this same race, Eustis was way back in the pack at the first windward mark, but caught several boats on each downwind leg to eventually finish a comfortable 4th.

In Saturday's third race, Vanderhorst opened up a 10 boat length lead through the first 4 legs of the Olympic course. Going into the last downwind leg, Peterson and Steve Branner were in second and third, about 5 boat lengths ahead of a pack. However, John Dye in 4th, Eustis in 5th, and Baugher in 6th were able to gybe immediately in a puff at the windward mark and all 3 caught the leaders. Eustis led at the leeward mark and elected to cover Vanderhorst on the last beat. Baugher went a little to the left on his own and was just able to cross ahead when he came back on port tack. In another close finish, it was Baugher, Eustis, Vanderhorst, and Peterson, with Goodwin catching a nice lift on the right side at the very end to get back into fifth after being dead last at the first windward mark.

Saturday night's festivities featured another famous Fleet One Pig Roast, much attitude adjustment around the campfire, and a crew of Fleet one cooks baking goodies into the wee hours. A cold front with scattered showers passed through during the night, and Sunday morning dawned damp and overcast with a chilly 12-14 knot westerly. Sunday's race proved to be another close one. Three boats (Vanderhorst, Dan Goldberg, and Baugher) opened up a gap which Eustis finally closed with another good downwind leg just before the final beat. Those 4 enjoyed a spirited tacking duel all the way up the final leg, with Vanderhorst holding off everyone else for his second race victory and the regatta championship.

In the "Oinker" (Challenger) division, Fleet One's own Jerry and Julie Hilk won

three of four races for a convincing victory. In sum, the 1990 edition of this Flying Scot classic produced close competition in typical midwestern fall conditions, and a really good time was had by all.

### FINAL RESULTS

	Boat	1	2	3	4	Total
1. Serge Vanderhorst	2297	.75	2	3	.75	6.5
2. Sandy Eustis	4710	2	4	2	2	10
3. Lynn Goodwin	3889	4	7.5	5	5	14.75
4. Bob Peterson	3699	3	6	4	6	19
5. Rick Baugher	3666	19	3	7.5	4	26.75
6. Dan Goldberg	4521	5	12	8	3	28
7. Bob Summerfeldt	264	6	5	10	7	28
8. George Morrison	4546	8	9	7	13	37
9. John Dye	3718	15	11	6	8	40
10. Steve Branner	4348	10	13	14	9	46

## "Wing Ding" Fleets 164 & 148

See Related article in People Profile.

Place	Skipper	Boat #	Crew
1.	Robin Collins	4249	Bev Hicks-Lyne
2.	Jim Collins	3302	Diana Collins
3.	Michael Keefe	437	Warren Jones
4.	Sandy Beatty	425	Jennifer Beatty
5.	Gordon Collins	3746	Bev Collins
6.	Doug Smith	3691	Chris Bradley
7.	John Phillips	3461	Phil Deck
8.	Garry Braund	4480	Carmen Braund
9.	Ron Clark	3694	Mark Tigelaar
10.	Betty Braund	3695	Camille Arnold

## Gulf District Championship by Berkeley Merrill

The Gulf District Championship, held this year in Birmingham, in hopes of drawing more lake sailing participants, turned the tables on an event usually dominated by the Gulf Yachting Ass'n. Light, flukey zephyrs and a record setting heat wave were a change of pace for Gulf District challengers used to weathering squalls, capsizes and showers in Mobile Bay to determine their champion. Kent and Will Irwin of Birmingham Sailing Club easily took first place in their glassy home waters, followed by Berkeley Merrill and Peter Gambel, also representing Birmingham.

In third place was Fred Meno of Florida, alternating crew between wife Mary and daughter Debbie. Fourth and fifth place went respectively to perennial Southern Scot favorites Larry Taggart, with the engaging Carrie Haydel crewing, and to Steve "Doc" Bellows of Pensacola with Bob and Diane Baker aboard. Gene McConnell of B.S.C. received a special award as highest placing junior sailor in his father Ernie's boat in 6th place.

Seventeen boats from Alabama, Louisiana, Florida, Georgia and Tennessee made for a representative sampling of the district.



(l-r) Michael Keefe, Roly Jones, Jim Collins, Diana Collins, Bev Hicks-Lyne, Robin Collins. Photo by Garry Braund.

(Continued on page 20)

## Fleets In

(Continued from page 16)

### Harry Carpenter "Beat" By Locals at Oriental Sailing Social?

by Karl Kleeman, FS4121

Poised at the edge of the vast North Carolina sounds, the fishing village of Oriental is often called the "sailing capital" of North Carolina. The town straddles six creeks that flow into the Neuse River and provides harbor for hundreds of sailing craft. Some years ago, North Carolina sailors, organized an event at this beautiful coastal location. Originally nothing more than a social and opportunity for some coastal sailing, now, the Oriental Sailing Social is a full invitational regatta hosted by Flying Scot Fleet 27. In addition to Flying Scots, other one designs have been invited and participation has varied from year to year.

The 1990 event was held on the weekend of July 14 and 15 and continued the string of "good wind" events for which North Carolina is rapidly becoming known. Even in the heat of the summer, you can almost always count on interesting conditions on the North Carolina Coast. The first race on Saturday started in a 12-15 knot breeze. Harry Carpenter jumped out to a good lead followed by local Larry Lewis. On the second leg, one could look back and see a nice little local squall moving toward the windward mark. Harry rounded the reaching mark and headed toward the leeward mark and toward the approaching storm which was moving down the right side of the course. On rounding the reaching mark, Lewis' outhaul broke. Lewis dropped his main, attempting to rig a temporary outhaul. Other boats, seeing the approaching storm and Larry's main going down, did likewise, figuring if Lewis was dropping his main, it must be the right thing to do. Carpenter and several lead boats sailed into the storm and immediately headed for protection of the Oriental harbor area. Several boats following the lead group, including fearless Macon Singletary, could see the storm passing as rapidly as it appeared and just kept chugging. Harry posted a DNF while the locals were long gone with both the race and the regatta. Dave Batchelor, Carolina's District Governor, and race committee chairman at Oriental, shared his thoughts in his write up of the race, "This was a good example of both groups exercising good seamanship, acting on their own observations and estimate of the conditions in

their area, independent of the race committee." Macon Singletary of Fleet 27 sailed his usual "hell bent for leather" race and won. Second, also from Fleet 27, was Bill VonReichbauer. The second race was sailed under more stable conditions, with Carpenter leading all the way followed by Dick Schultz, Bob Murdock and Macon Singletary finishing in that order.

A great social followed Saturdays racing organized by Russell and Jean Norburn. Besides a large spread of hors d'ouvres, dinner included fresh boiled shrimp with corn, potatoes and hush puppies.

Sunday morning was overcast. Again, quoting from Dave Batchelor's report, "Sunday morning was a classic test for race committee, and skipper alike as there were frequent rain showers coming across the river. The race committee delayed leaving the harbor until they watched several showers come and go without heavy winds. Most skippers then put on foul weather gear and probably thought, 'This is going to be a real test of crew loyalty.' However, before race time, the drizzle stopped and everyone enjoyed an excellent race in 8-12 knots of very steady wind." This was more to Harry's liking, and he took first place followed by Bob Murdock. The real race was between Singletary and Schultz for the regatta, and Macon took it, and the Bill Myatt trophy by 1/4 point.

Oriental, with its open water, good wind, and nice shore facilities, is a great place to have a regatta. Real estate development in this area, including a new marina planned in one of the staging areas for the regatta, has caused some debate among Fleet 27 sailors as to whether the fleet can or should continue to host the regatta in present form. One suggestion was to make it a Scots only regatta and perhaps the regatta could become the permanent Carolina District Championship. Keep tuned to **Scots 'n Water** for news about the 1991 event and we hope Harry will be willing to return.

#### FINAL STANDINGS

	RACE 1	2	3	TOTAL
1. Macon Singletary	1	3	6	9.75
Herb Estes				
2. Dick Schutz	3	2	5	10
Debbie Peterson				
3. Bob Murdock	10	4	2	16
Bev Murdock/Edwina Kleeman				
4. Harry Carpenter (15)	1	1	1	16.5
Paul Newton				
5. Harold Ausley	5	5	7	17
Trish Batchelor & Friend				

### Fleet Seven Invitational Regatta

by Mario Bonaparte

Riverside Fleet 7 hosted its first annual invitational regatta on September 29-30. Thirty-three boats participated representing nine fleets, including, 7, 10, 11, 24, 31, 46, 76, 124, and 142. They came from the Boston area to the North and Barnegat Bay to the South, as well as Connecticut and Long Island areas. They were rewarded with near-perfect sailing conditions of 8-15 knot wind and fairly smooth water.

John Clark and crew Sue Bowers with exceptional speed and sound strategy won all five races. The next five places were hotly contested with leads changing from race to race. Ralph Rieu with crew Jim Cavanagh of Fleet 76 finished in second place. They sailed a consistent series to edge out Fred Breekland of Fleet 132 who had the bad luck of having to re-start the lazy race. In fourth place to Joe Gullick also of Fleet 142 sailed consistently enough to finish ahead of Hugh Malone by four points. Hugh had as crew Ira Cohen and wife Cathy. From Fleet 46 Ira is the Greater New York Champion. The best overall finish by a member of the host fleet was Mike Bonaparte finishing sixth and who also had the misfortune of needing to re-start the last race.

A good time was enjoyed by all after the races with drinks food and camaraderie hosted by host fleet members Dave Osler and Bob Hellendale. This regatta was suggested and planned by Bob with promotional help from Dave Jacobsen New York District Governor. It capped a very active and enjoyable year of sailing and competition in the Northeast and also gave visiting sailors a chance to experience conditions on Long Island Sound in preparation for the NACS to be held at Riverside, Ct. in 1991.

#### Fleet Seven Invitational Regatta

	Boat	1	2	3	3	5	Total
1. John Clark	4499.75	.75	.75	.75	.75		3.75
2. Ralph Rieu	4565	2	2	7	3	8	22.0
3. Fred Breekland	2499	3	4	4	2	11	24.0
4. Joe Gullick	964	6	6	3	10	7	32.0
5. Hugh Malone	4436	4	12	8	9	3	36.0

## Fleets In

(Continued from page 16)

### The Glow In the Dark Regatta 1990

For the first time ever we had a little rain - no one noticed - it never rained while we were on the water. We got all three races off in great wind.

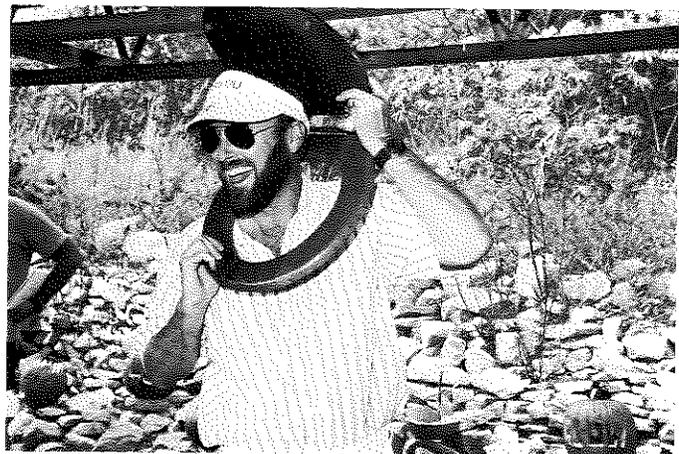
The food, prepared by Steve Hartman and Mike Hartman was excellent, many people brought tasty items from their region - everything from Texas Chille, Wisconsin Hot Cherry Pie, and fresh shrimp from Florida. It was a gain 10 lbs. regatta.



*We had an all girl boat for the first time. Jane Campion, Sue Childress, Ellen McBride aboard "No Steroids".*



*Lots of other trophies to be given out.*



*We had E. Paul Moore III winning the party trophy.*

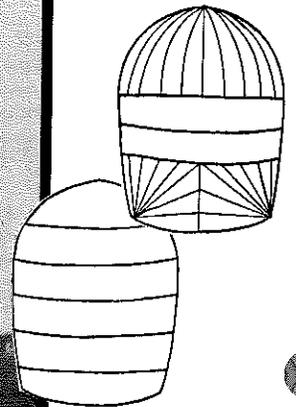
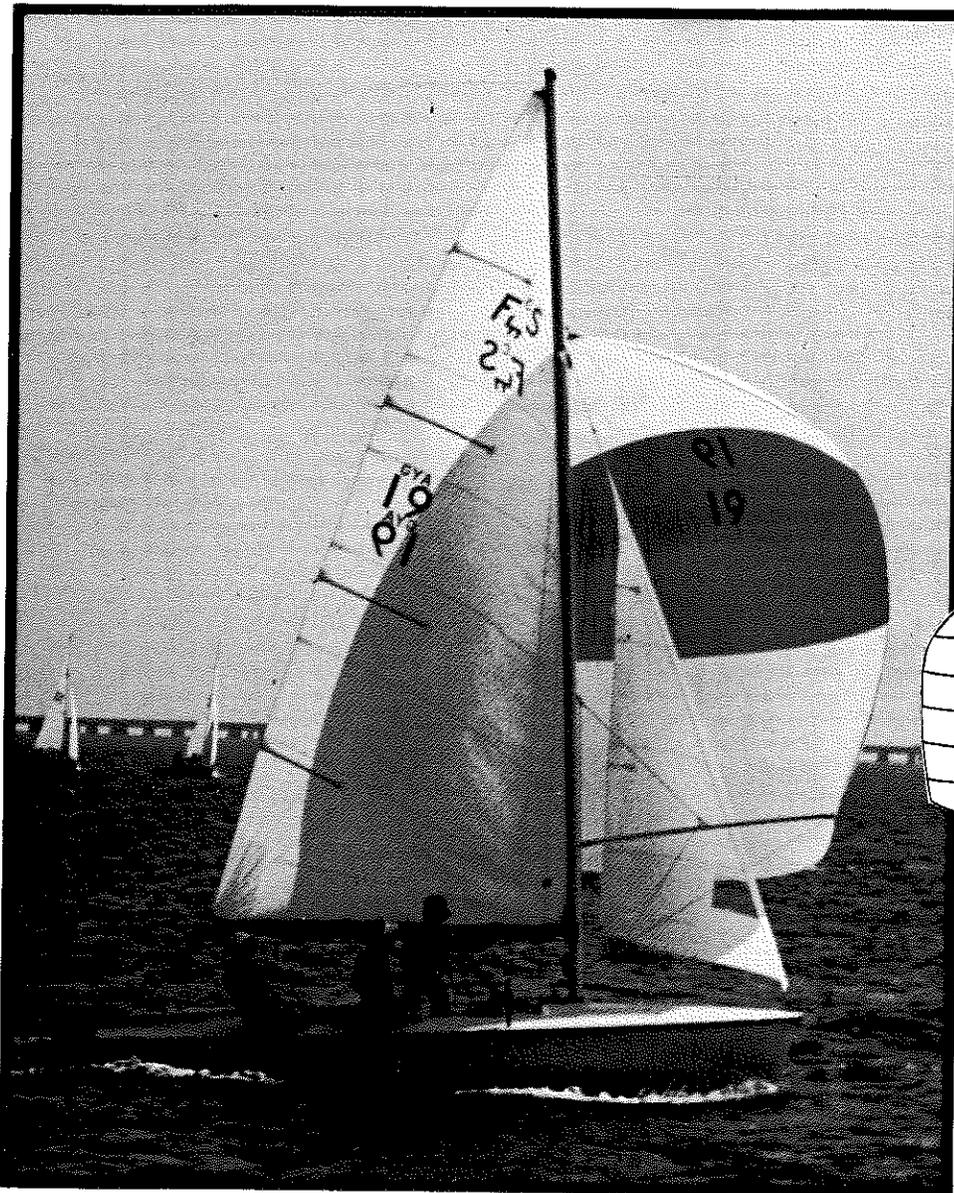


*We had a new large group from Ohio that won the pumpkin prize for their artistic carving.*



*And all these Flying Scot sailors won, they are pictured according to height.*

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# 1990 Flying Scot Husband/Wife Championship Regatta

*By Cal Hudson, Florida District Governor*



## **Bellows Blasts in Blustery Breeze!**

Steve and Blair Bellows took top honors at the 1990 Husband-Wife Regatta by winning two of three races in breezy conditions. Twenty boats made the trek to sunny Melbourne, Florida for this year's event.

## **FRIDAY NIGHT The Calm Before the Storm**

The Melbourne Yacht Club opened its doors to the Scot sailors with an early registration/welcome party on Friday night. Everyone had a chance to talk to old friends, meet new friends, and catch up on gossip about Scot sailors around the country. Bob Payne from *SAIL* magazine interviewed the sailors for the upcoming article in the February issue. Much of the Friday night discussion centered around the weather for the weekend. After a month of sunny warm (mid 80's) weather, Florida was being pounded with the first major front of the season. Wind was howling, lightning flashing, and

rain falling. The forecast called for the weather to clear by Saturday afternoon, but with windy conditions still prevailing. **THEY WERE RIGHT!**

## **SATURDAY - Blown Away**

Late registration started at 0900 along with a breakfast of bagels, homemade nut breads, orange juice, and coffee. By 1000, when most of the sailors arrived, the wind was already up to 15 mph out of the west. An air of nervous energy hung about as folk tightened up the rigging and double checked their fittings. Conditions didn't seem too bad in the sheltered area of the launching ramps, but this can be deceptive, so with safety in mind we sent a boat out to the vicinity of the race area with Larry Taggart onboard to check out conditions first hand. Larry reported winds steady at about 20 mph. After Larry returned, Race Committee Chairman Jerry Ross, Larry, and I decided to go ahead but not to allow the use of spinnakers unless conditions improved. For the next thirty minutes, the fleet launched off the four ramps and headed

out to the race course. Anita and I waited until all the boats were gone before leaving the dock. Just as we were about to leave, Jerry called in (radios are great things) and said the wind had increased and that many folks were struggling in the 3 foot chop. By this time six boats were already heading back in. Enough was enough, there was no use sailing in conditions where folks might get hurt or break equipment. I had Jerry signal the fleet that racing was postponed and to head in. By this time the wind was 22 and gusting to near 30 mph, shifting from west to north as the front approached. After the fleet arrived and the sailors were polled, the decision was made to abandon for the day and start the party early. **LET THE FESTIVITIES BEGIN.**

## **THE PARTY - Just How Much Can A Scot Sailor Eat**

As folks arrived at the club, a group formed around the grill where two of our sailmaking sponsors teamed up for the pre-dinner party. Steve Bellows (Schurr

*(Continued on page 24)*

## Husband-Wife Championship

(Continued from page 23)

Sails) provided the most delicious oysters I've had. Steve served both raw and grilled oysters. Providing the beer to go along with the oysters was Charlie Fowler (Fowler Sails). Charlie also proved to be quite a mean shucker in his own right. After about 35 dozen oysters and most of a keg had met their fate, the party moved indoors for the main event. A Florida style dinner was planned with each fleet contributing a specialty dish from their area. For starters we had Nancy Fowlers' (Fleet 90) homemade conch chowder. Conch has been eaten in Florida since before Columbus got here, and is very popular in south Florida. The wine was selected and provided by Chuck Smith of Fleet 150 (who also rode in the crash boats along with George Spencer). For the salad selection, we moved to a dish from Cedar Key. Swamp Cabbage (or hearts of palm) salad with lettuce, hearts of palm, fruit, and a special sherbet on top, was made by Dan (Fats) and Lois Jenkins (Fleet 168). Cedar Key, located on the Gulf coast, was the second largest city in Florida during the late 1800's when the Eberhard-Faber pencil company was located there.

For the main course, grilled kingfish steaks and spicy Bahamian rice were provided by Cal and Anita Hudson. For dessert, what else but Key Lime pie made by Chris Sandifer and Jean Worley of Key Largo (Fleet 168). Dinner was served at the tables by Jim and Jo Ellen Zyren and Fats Jenkins, while Cal kept the wine glasses full. Anita along with Tony and Jennifer Therrien, and former Lake Norman transplants Bill and Rose Baker, kept the kitchen running. **THE MASSES SMILED AND IT WAS GOOD!**

### SUNDAY - Racing at Last

By the time of the first race at 0900, winds were great at 8-12 mph and plenty of sunshine. The cold front had arrived and temperature had dropped into the 50's overnight, but was warming up quickly. The Carpenter's and Bellow's led the fleet around the marks to finish 1-2. The fleet was very competitive around the course with many places changing. One mistake was all it took to lose a couple of places.

The winds increased to around 12-18 for the second race. In a very close start

the Lewis and Hudson boats were over early by not much more than a foot. With the increased wind, boathandling became key to a good finish. Harry and Karen Carpenter had a chute blowout while Steve and Blair Bellows battled it out with Charlie and Nancy Fowler to score a bullet. Taking third close behind Charlie was Larry and Starr Lewis.

By race three, the wind was blowing at 20-22 with gusts to 26 mph. Conditions were getting very wet with a moderate chop. Once again, Steve and Blair showed outstanding heavy air boat handling and managed to hold off Harry and Karen for their second bullet. Following close behind the Carpenters were the Fowler and Lewis boats. To the surprise of many, not a single boat capsized during the regatta. **IT WAS OVER, THE MASSES SMILED AGAIN!**

### SUNDAY AFTERNOON - Trophy Time

After the boats were put away, it was time to head over to the Yacht Club for the post-race festivities. Ed Wynn (Captain, Fleet 168) came over from the

(Continued on page 25)

### Husband-Wife Championship Regatta

Skipper & Crew	Boat	Race 1	Race 2	Race 3	Total
1. Steve & Blair Bellows	G-11	2	1	1	3.50
2. Harry & Karen Carpenter	4619	1	4	2	6.75
3. Charlie & Nancy Fowler	2068	3	2	3	8.00
4. Larry & Starr Lewis	3933	5	3	4	12.00
5. Bob & Mary Ellen Neff	2793	4	7	5	16.00
6. Maggie Carson & Bill Sanjour	4579	6	6	13	25.00
7. Jack & Nancy Rudy	4321	10	8	7	25.00
8. Joe & Jean Worley	4538	7	5	14	26.00
9. Frank & Geri Meehan	0594	13	9	6	28.00
10. Don & Pat Smith	3768	8	12	8	28.00
11. Jim & Myra Brown	4647	16	11	8	36.00
12. Cal & Anita Hudson	4660	9	16	11	36.00
13. Dan & Lois Jenkins	3914	12	13	15	40.00
14. Bob & Chris Sandifer	3529	14	17	10	41.00
15. John & Sherry Northrup	4256	15	14	12	41.00
16. Bill & Diane Ross	1290	11	10	DNS	42.00
17. Jim & Jo Ellen Zyren	4627	18	15	17	50.00
18. Dan Fleming & Cindy Kipp	2746	19	19	16	54.00
19. Curtis & Carol Elmer	4294	17	18	DSQ	56.00
20. Jennifer & Tony Therrien	3068	20	20	DNS	61.00

### Century Division

Skipper & Crew	Boat	Race 1	Race 2	Race 3	Total
6. Maggie Carson & Bill Sanjour	4579	6	6	13	25.00
7. Jack & Nancy Rudy	4321	10	8	7	25.00
9. Frank & Geri Meehan	0594	13	9	6	28.00
14. Bob & Chris Sandifer	3529	14	17	10	41.00
19. Curtis & Carol Elmer	4294	17	18	DSQ	56.00



## Husband-Wife Championship

(Continued from page 23)

west coast to help out by grilling hotdogs. After everyone filled up on hotdogs and more key lime pie, the trophy presentation began. The trophies consisted of custom-made stained glass sailboat fan-lamps for the second through tenth place finishers, and a large (poster sized) framed stained glass sailboat picture for the first place finisher. Along with the stained glass were the perpetual trophies for the Century Division and overall champion. In addition to the racing awards, bags of oranges (local, of course!) were given out as special prizes as follows:

Endurance Award: Curt and Carol Elmer  
- married 42 years

Newlywed Award: Joe and Jean Worley -  
married 25 months

Senior Award: Curt & Carol Elmer - 126  
years old combined age

Junior Award: Jim and Jo Ellen Zyren -  
55 years old combined age

Distance Award: John and Sherry  
Northrup - Mechanicsburg, PA

## STATISTICS - For the Analytical

We collected a few statistical items for both the special awards and general information. The average length of time that the competitors have been sailing Flying Scots was 6.1 years. The average length of time the competitors have been married was 15.3 years. The average skipper's age was 44.6 years, and the crew's age was 46.1 years. For half the sailors, this was their first Husband-Wife Regatta. Three crews have attended all the regattas.

## IN CONCLUSION - Finally

It is impossible to put on a regatta without a lot of help. Anita and I would like to thank all those across the Florida District who helped with this regatta. Special thanks to Jerry Ross for being our Race Committee Chairman, Rachele Ross for managing the club related details, Larry Taggart for Protest Committee (and lots of advice), and George Spencer, Chuck Smith, and Ed Wynn for helping out even though they weren't sailing. By the way, look in the February edition of *SAIL* magazine for their article about this regatta. See y'all at the 1991 Husband-Wife Regatta this summer at Berlin Lake (near Akron/Canton).

# Fleet 7 Greenwich Ct. to Host 1991 NAC

## Bob Kenney 2090

The officers and members of Fleet 7 Greenwich CT extend a warm invitation to all Flying Scot skippers, crews and families to attend the 1991 FSSA North American Championship Regatta to be held July 20-26 in Riverside CT. The Riverside Yacht Club will provide launching and mooring facilities for all participants.

This will be the sixth (1962, 1968, 1973, 1978, 1985) NAC hosted by Fleet 7. A very experienced and enthusiastic committee has been busy all winter preparing for this important Regatta. They are determined to see that the 1991 NAC planned for next July will be the most exciting and enjoyable sailing event ever run in this area.

Co-chairmen for the NAC are Bob Hellendale 3214 and Chuck Edgar 2433. Bob Vance, Past President and Commodore of FSSA plans to serve as Chairman of the Race Committee. Bob Vance is currently serving as chairman of the Riverside

Yacht Club Race committee so with this background and his many years of association with Flying Scots we are assured of having a well managed racing program for our NAC.

Fleet 7 has a roster of nearly sixty boats with approximately seventy percent participating in the schedule of Sunday races at some time during the year. The Fleet consists of members from Old Greenwich YC, Riverside YC and other sailing associations in the area. The local Flying Scot organization represents the largest one design fleet in lower Fairfield County.

Each year there is a communal launching day in the Spring and a hauling out day in the fall where everyone lends a hand. But one of the major reasons for the fleets popularity and vitality can be attributed to the weekly social events and critiques where the winner of that days at race(s) shares with the days participants the secrets of his success (well some of his secrets anyway).

For those of you who have attended past Regattas at this beautiful location on Long Island Sound I am sure that you will agree it was an enjoyable event and we are looking forward to seeing you again in 1991. For those of you who have not attended a Riverside NAC Regatta we extend a very special first time welcome and we assure you that you will find every officer and committee member dedicated to making the week of July 20-26, 1991 a week to remember.

There will be further information on accommodations, registration etc. on the NAC in upcoming issues. Watch for it.

But for now all we ask you to do is to mark your calendar, set aside the time and plan to come to the 1991 NAC.

In the meantime, if you have any questions feel free to call Bob Hellendale (203) 637-4129 or Chuck Edgar (203) 661-6818.

# STARTING LINE

## ATTENTION ALL FLEET CAPTAINS

We would like your **1991 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.

## 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
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 now 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

Registration and measurement July 20 and 21st. Entry form and further information in upcoming issues. Contact Bob Hellandale (203) 637-4129.

## Candlewood Yacht Club Invitational June 15 & 16, 1991 New Fairfield, Connecticut

Fleet 24 will host an invitational on picturesque Candlewood Lake, June 15th and 16th, 1991. It promises to be very challenging, with top competitors from around the region. Come and enjoy our hospitality.

Contact: Dave Jacobsen (203) 263-0769, Forest Rogers (203) 775-0665.

## 1991 Greater New York District Regatta June 21, 22 and 23, 1991 Sprite Island Yacht Club

Come join us for exciting sailing!!

Contact: Dan Verdier, (914) 764-8245.

## What If.....

By Jerry Hartman

Two boats are approaching the first weather mark in an Olympic modified race course. The boat ahead, rounds the weather mark and as the crew sets the pole the second crew member, since he is getting warm takes off his life jacket. As the spinnaker is being raised, it catches the life jacket resulting in the jacket landing into the water. This boat (boat A) then proceeds to circle to retrieve the jacket. The boat astern (boat B) has to alter course to avoid the jacket, however, in the light air he hits it anyway. Boat A does retrieve the life jacket and continues the race. At the finish Boat A is number 4 and Boat B is number 7. Boat B filed a protest and filed for regress. What do you think was decided? Why did boat A turn to get the life jacket since it was an old extra one anyway?

## Telltales

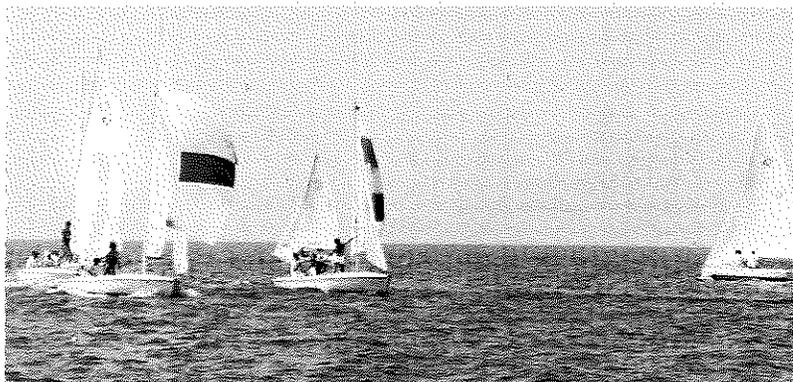
Jim and Betty Struckhoff Harris have just returned from Africa where they went on a camera safari, lots of interesting times and pictures, I'm sure.

Bernie and Barbara Knight are expecting their first grandchild when their daughter Lisa and her husband are visited by the stork in Miami. What's the news in your life or in your fleet?

## Juniors Corner

Bryon Denhart FS 361, Fleet 135, was the youngest skipper at the Glow in the Dark Regatta this September. He also went to the Juniors Regatta in New Orleans. His dad Richard, mom Sharon, and sister love to crew for him.

Reevis Allen GYA, sailed the Wadewitz Regatta in Fairhope, AL. He had his mom, Jane Allen Campion, brother and Sue Childree crewing for him in winds of 20+. He did a great job.



Reevis rounding mark at the Wadewitz.

## FSSA New Members

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
3554	Capitol	David F. Coe	2807 McClintock Rd.	White Oak	PA	15131
4704	Capitol	Robert Thompson	2537 Carrollton Rd.	Annapolis	MD	21403
ASC/SUS	Greater NY	Dennis M. Barnicle	82 Walnut St.	Newington	CT	06111
4508	Greater NY	Joanne Blum-Carnevale	53 Linda Lane	Bethel	CT	06801
2102	Greater NY	Dr. Donald Carone	RR. 3, Main Street	South Salem	NY	10590
4713	Greater NY	John R. Hird	40 Wardell Avenue	Rumson	NJ	07760
4289	Greater NY	Jerome L. Katz	351 E. 84th Street	New York	NY	10028
Co3769	Greater NY	Richard Osmun	193 Suydam Lane	Bayport	NY	11705
4542	Greater NY	Robert E. Thompson	19 Poor Farm Road	Pennington	NJ	08534
1979	Greater NY	James Tylock	36 Benjamin Avenue	Amityville	NY	11701
ASC/SUS	Greater NY	Tom Wilhelm	91 West End	Shewsbury	NJ	07702
2710	Gulf	Sue Childree	2203 Beck Ave., #G-6	Panama City	FL	32405
4663	Midwest	Alois E. Gibson	310 South 17th Street	Richmond	IN	47334
0543	Midwest	Ben Larson	5 Utopia Circle	Sturgeon Bay	MI	54235
0302	Midwest	Wayne Ramage	2301 Maryland Ave., #2	Racine	WI	53403
2780	Midwest	Michael A. Wells	R.R. 1, Box 41	Alta	IA	51002
2473	New England	Paul Cotter	50-A Jerusalem Road	Cohasset	MA	02025
1951	New England	Anna M. Farrenkopf	12 Laurel St., #2	Watertown	MA	02172
3602	New England	Carl Gustafson	293 Setucket Road	Dennis	MA	02638
3904	New England	William R. Johnston	7 Greystone Road	North East	MD	21901
0165	New England	Charles H. Keeler	22 Alderbrook Rd.	Essex Junction	VT	05452
4585	New England	Vic Montivirdi	P.O. Box 174	Filkins	NH	03233
ASC/SUS	New England	Bruce Pennino	35 Woodridge Road	Holden	MA	01520
3091	N.Y. Lakes	Joseph Delman	2979 Phyllis St.	Endwell	NY	13760
2729	Ohio	Robert C. Callender	4072 Garrett Dr., N.	Columbus	OH	43214
3842	Ohio	Stephen R. Harper	8329 Ravenna Avenue	Louisville	OH	44641
1472	Ohio	Stephan Yovan	7246 Hamilton Hill Rd.	Cincinnati	OH	45244
4708	Pacific	John & Linda Burke	7014 E. Appleton Circle	Englewood	CA	80112
ASC/SUS	Florida	Karen Heald	12437 S.W. 14 Ter.	Miami	FL	33186
4666	Florida	Charles H. Shaw	6519 S.W. 37th Way	Gainesville	FL	32608

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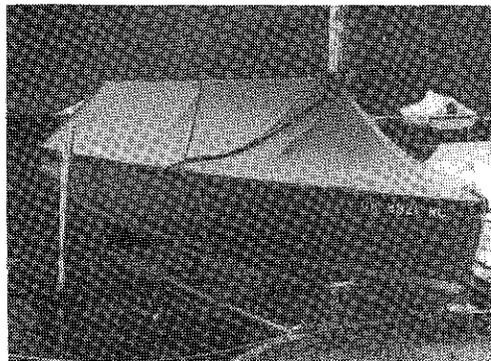
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# CAVEAT EMPTOR

**FS 1245** - Good condition, Race or Daysail Harken Blocks. 2 sets sails. \$3,000 or best offer. Must sell. Paul R. Drummey, Duxbury, Mass. (617) 934-6306.

**FS 2932** - Douglass refinished and rigged 1989. Two sets of racing sails, Fisher and Boston (Mylar Jib). Harken rigged, ready to race, \$3,200. Chris Henry, 2122 Northwood Blvd., Rogal Oak, MI 48073 (H) 313-399-6582, (O) 313-574-2520.

**FS 3317** - With heavy duty trailer, \$3,500.00. Paul Schreck Co., Lillian, AL 36549, (205) 962-4345

**FS 3658** - Douglass; cream hull and deck, red stripe. Schurr sails, Harken blocks and fittings, cover. Tee Nee galvanized trailer, tie down rig. Dry sailed, original owner. \$4,700. Gerry Saul, 1320 Stonemill Ct., Cincinnati, OH 45215. Home 513-761-9155, Office (513) 245-1528.

**FS 4161** - Douglass, new 1986, light grey with black stripe, two sets of sails M/J/S,

one new, 6:1 vang, Waco 360, Dry sailed only, garaged stored, tee-nee trailer, full boat cover, compass, anchor, much more. Perfect condition, \$6,500.00 George Mershon, Marshalon Inn, West Chester, PA 19382, (215) 692-4367.

**FS 4302** - 1987 Douglass cream hull - brown stripe. Dry sailed, mint condition, new set of Fisher sails. Lastest racing hardware, increased purchase on jib, boom vang. Equipped with full cover, motor mount, Cruise-n-Carry outboard and Tee-nee trailer, \$5,800. Jackie Blondin, 1712 Dryden Way, Crofton, Md. 21114, (301) 721-4862.

**FS 4500** - Built 11/88 Douglass-cream with green cove stripe, Tee Nee 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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