

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIII NUMBER 3, MAY/JUNE 1991



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## Scots n' Water

**COVER:** Warm ups—  
Ft. Walton Beach

For many competitors the first race of  
the season after a long winter

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## Scots n' Water

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## From your Editor

I certainly appreciate receiving all the District and Fleet newsletters from all of you! It has made my winter-to-be reading about people in their Scots or socializing getting ready to sail after the Spring thaw.

As you read this issue of Scots N' Water, I would like to know your feelings on having two issues less a year. Due to the high cost of printing and mailing this is a possibility. The loss of advertising or lack of, has not helped. Those of you that have businesses or hobbies that could advertise, it would certainly help, if you could, and compared to other advertising it is certainly cheap.

In this issue, I have highlighted the Texas District and their Governor Bruce Moore. As a group, both district and separate fleets, they were wonderful, taking time to share thoughts and write articles. When we highlight your District, please help your Governor. Next Issue will be the Carolinas District, Dave Batchelor, Jr-Governor, then the Midwestern District with Larry Klick, Governor, then on to Pacific District, Tim McCarthy Gov. and up to New England with Charles Winans. Check your deadlines and send something as an individual or a Fleet to your Governor.

I still have not heard from any daysailors or about any cruises..... What's happening? I have heard rumblings of possible groups - let me know where you are, what you're doing, and how much you are enjoying Flying Scots. The article in Sail Magazine has sparked a lot of interest in sailing Scots and I am hoping to contact new owners to see how they are doing and to connect them with daysailors, cruisers and racers.

# Letters to the Editor

Dear Sunshine,

We eagerly await our Scots N' Water which is forwarded to us "across the pond." Wistfully we read the articles and regatta news - only to dream about all the friends we might have seen as they passed us on their way to the finish. Kathy's social life without FS 3829 has taken a bad tack. How was it that my wife was in two of the Kamikazi photos???

Not surprisingly, sailing (both racing and cruising) is big here. Lake Geneva, which is approximately 40 miles long and 8 miles wide, is beautifully situated with both mountains and vineyards rising from its shores.

Of the familiar boats, 470's are quite popular, which is surprising in that they are slower than other sailboards.

O.K., down to business. Apparition or reality?? Kathy swears she saw a Flying Scot on Lake Geneva. Is this possible? If so, who is it? If not, please forward costs and packing instructions for shipment of one Flying Scot to Geneva.

Thank you.

Happy sails to you ... until we meet again.

Peter Oulevey  
34 Grand Rue  
Apt. 11  
1204 Geneva  
Switzerland

Dear Lynne,

Over the years there have been a number of divisive battles over the rigging of the Flying Scot. These "discussions" have often "tested" friendships. I feel it is

time that FSSA take a close look at how we regulate our class.

Changes are generally made to make the boat faster, easier to sail or safer. Although I personally would like to see a strict one design, including a standard cut for racing sails, changes that improve safety are desirable, and I understand that many enjoy "customizing" their boats for their crew and sailing style.

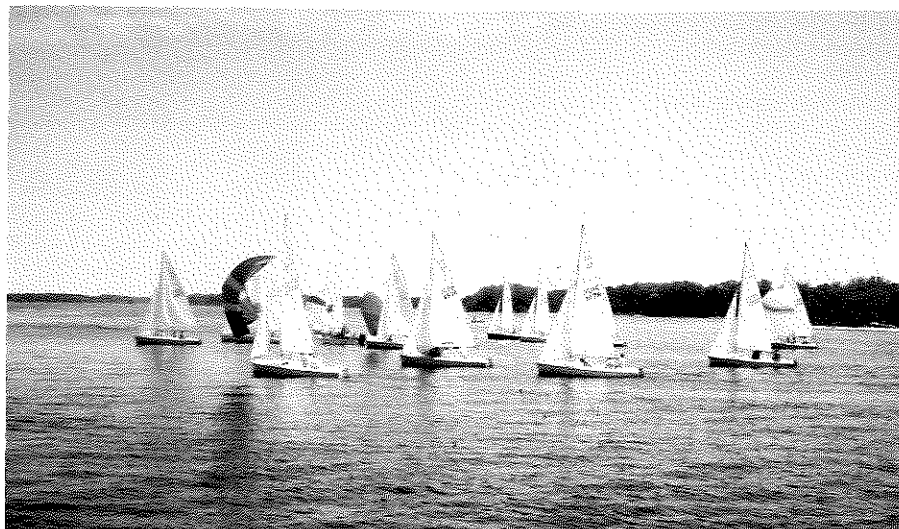
If we must have changes, we at least ought to have a system to make the process orderly and fair. In the past, changes have been made, adopted by some, and then, after the fact, argued for extended periods of time. There ought to be a better, more orderly way to do this.

I propose that the Chief Measurer assemble a select committee to review how FSSA regulates the class. I would propose to this committee that proposals for any major change be submitted in writing to the Chief Measurer for approval before the change is allowed. Once approved, details of the change should be publicized, and then, and only then should others make the change to their boats.

This is perhaps a complicated process, but I feel, in a one design class, if changes are to be allowed, these should be closely regulated and when approved, the information should be available to all.

Sincerely,

Karl T. Kleeman, FS 4121





# Juniors Column

# Telltails

*Since I haven't heard from any other juniors or their parents on how things are going with them I asked our son (age 18) to write an article.*

*He not only did it but also handed it in at school and received a grade.*

*Perhaps other parents could do this and serve the dual purpose.*

*Mark has been sailing with his dad, Jerry since he was 8 and this year plans to campaign FS 3578 this summer at regattas. Editor*

## Process

### Mark Hartman

BANG! The starting gun goes off to begin the race. The skipper and his crew are still trying to cross the starting line as all the other boats race toward the first mark. Their boat is slow, and they aren't prepared to race. Preparing for a race is an intricate part of racing in a regatta.

Setting goals is the first thing a skipper and his crew want to do. On the way to the regatta, they can think about how they want to do at the regatta. If they are just going to have a good time and not really try, then this step is not needed. But as many sailors do, they will probably try to do better with each race they sail. If a person doesn't have goals to shoot for, he will most likely give a lack-luster performance on the water. If one sets goals, he should try to fulfill them at all possible, and that usually means better results.

The next thing the skipper and his crew have to do is prepare the boat. There are many things that have to be done to get it ready to race. First of all, the bottom of the boat has to be scrubbed. The best thing to use for doing this is Soft Scrub and a sponge. Make sure that all of the bugs, the tar, and other road grime are washed off the bottom. Doing this will make the boat go faster because there is less drag in the water. The next step in preparing the boat is making sure the boat is rigged properly. Make sure all of the lines are secure and everything on the boat is tied down and secure. The reason for preparing the boat is to make sure that there are less chances that a mechanical failure could occur.

Next, a person has to prepare himself physically. To make sure one is prepared

physically, lifting weights or other physical exercise is strongly suggested. This is essential for the safety, health, and well being of the skipper and his crew. If someone on the boat is not fit enough for the vigorous workout that one might receive on the boat, he isn't helping, he is increasing the chances someone might get hurt. Keeping physically fit is very important in the sport of sailing.

As in any sport or competition, mental preparedness, or getting psyched up, is often needed to arouse awareness and get the adrenaline pumping. One way a person could get psyched up is to think about winning the regatta and bringing home the trophy that he has had his eye on but has never won. Also, that person could think about the competition he is against. If there is a person racing that they have never beaten, then they could give it their all in trying to overcome the odds and win against him or her. Everyone on the boat has to be mentally ready to give it his all, and to prevent any kind of mental errors.

Sailboat racing is not as easy as many people think. Setting goals, physical and mental preparedness, and preparation of the boat are all important factors in racing. If these important steps are not accomplished, then a person can be dead in the water, literally.

Shirley and John Lee, Fleet 83 have a new granddaughter, Amanda. their daughter Christie Combs couldn't have more bubbling babysitters. In fact, perhaps Fleet 83 has the record for number of children and grandchildren born this year....E. Paul and Betty Moore have had three born in the last 7 months with E. Paul III & Cheryl's plus Barry and Kim's babies. Just think of all those little sailors coming up to be in Flying scots..... Bob Glaser, Fleet 27 is back sailing this year and plans to cruise and camp with his wife and sons Zack (3) and Drew (1). Mark and Karin Brown, Fleet 23 are expecting their second baby any minute, as I write this and are expecting to be racing this summer... Speaking of kids....it was reported that while Greg Fisher was giving a seminar the host at the club suggested that the parents of the kids who were making so much noise should quiet them down...Greg switched audiences for a second to talk to Martha and Kurt, HIS children..... Phil & Jane Allen/ Champion, John Domagala, Jerry and I are hoping to celebrate the 4th of July in Key West this year. As president Bush has recommended, the celebration should be extra large this year. One of the best places for fireworks, sailing and festivities is Key West. If you are going to be in the area, let us know. Perhaps we could drop in on the fast growing Fleet of Scots in Marathon for a race or two.... I received a letter from Suzi Knight (daughter of Bernie) Fleet 83, she is doing well in College and looking forward to a sailing summer.

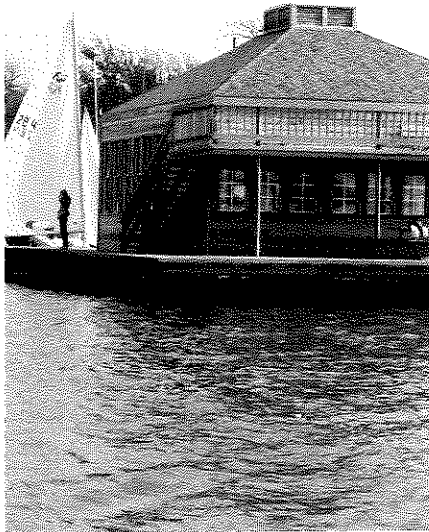
I had the nicest talk with Scott Schermerhorn this week. He called to report that there is a new fleet starting that will sail in Ocean Port, New Jersey on the Shrewsbury River. The new Club will be called the Shrewsbury Sailing & Yacht Club and they plan some interesting events for racers and daysailors. The emphasis will be on family sailing and social events, with racing on weekends. To get people in scots, their plan is to tap the other sailors in the area that sail different makes of boats as crews and also to run a race with cabin boats that start at different times (according to port-smith) and have them finish even. That way cabin boaters get the excitement of one design racing. Anyone interested in joining these activities should contact

(Continued on page 6)

## Telltails

(Continued from page 5)

Scott Schermerhorn (212) 488-0308 Office or (201) 530-5396 home or write 876 River Road, Fair Haven, NJ 07704. He has promised to keep us informed and we can watch how this new fleet grows.



As I was talking to the people from Texas there were two things that they wanted me to mention..... In my article on Kelly Gaugh in People Profiles, Jan/Feb issue 1991 I made it sound as if he dropped out of college to sail the America's Cup....he did go back and finish college after being in Australia, in fact he rejoined to sailing college Club and was all collegiate....They also wanted it known that last year they issued a challenge from Fleet 23 to anyone that could put 23 people with a keg of beer in a Scot while it was in the water. The challenge is still in effect, I'm not sure what the reward or prize is but it does have to be documented by a picture that I have promised to publish.

Contact Bruce Moore, Texas District Governor for more details...If anyone does try it please practice safety at all times.

# Flying Scot Texas District

by Bruce Moore

## 1990-91 Texas District Governor

After reading that the March issue of Scots n' Water was to be devoted to the Texas district. Since this was news to me, I decided to give Sunshine a call to find out what she had in mind. We talked for an hour about the variety of different ideas for articles, changing from the March issue to the May issue, all of the great regattas of 1990, and the price of tea in China.

I promised that the district would come up with some good stuff, and that I would write a short article about the district. Thanks largely to Karin Brown (Fleet 23 Secretary) in Dallas and Lee Havins in Wichita Falls, the part about the articles from the district is all set. My part isn't. It is now 1 AM on Monday, February 25th (the deadline is March 1), and I just started my article.

You'll read about the lug nut, missing mast, beached boat, and catastrophic christening (Oops, that one hasn't happened yet!) capers elsewhere, so I'll stick to the facts about the district and the people who make it work. We now have fleets in Dallas, Houston, and Wichita Falls; Dallas has about 40 active boats on White Rock Lake, Houston has about 10 active boats on Galveston Bay, and Wichita Falls has about 6 active boats. There are also about 40 FSSA members who are not associated with one of the active fleets.

Although the drive is generally 14 hours or more, the Texas

district generally has at least one boat at the Midwinters, NAC, and Glow-in-the-Dark regattas. Richard Wade, Pat Maniccia, and Roland and Bonnie Foerster have represented the district well at national events over the last several years.

In the Wichita Falls fleet, Steve Priestler and Lee Havins have been instrumental in building a fleet, and are at the forefront of what appears to be a resurgence in one-design racing in

Texas. The Strader and Dutton families have shepherded the Houston fleet through some tough times, and encouraged phenomenal growth in their fleet's activity, with almost half of the fleet traveling to the Wurstfest regatta last November.

In Dallas, the list of people who have worked to make the fleet successful over the last few years is quite long, but the one person most responsible for the fleet's growth is Allen Tuell. Although he does not take in many out of town regattas, he has been Fleet Captain and Open House Regatta Chairman more times than anyone can count. He is an invaluable mentor and organizer.

We've got a strong group of leaders in the district. We also have some problems common to sailing and to the Scot class. In the future, the district needs to spend more time and effort on non-racing activities, as have some other Scot fleets; like most regions in FSSA, 75% of the Scot sailors in Texas day-sail exclusively. As I've started to judge regattas for other classes, it has become obvious that social part of sailing is much more important to most people than the competition. The classes that are growing (J-22, J-24, and Hobie) do so because they make sure that everyone has a lot of fun. As a class, we must never lose sight of the fact that we all do this for fun.

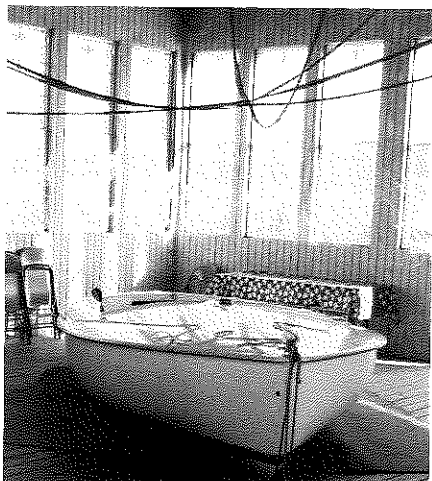
I started sailing Scots with my Dad at Fleet 41 (Crystal Lake, MI) 20 years ago, and have watched the class go through several heated debates about the equipment and sails that should be allowed in competition. At times I have been concerned that people lost sight of the fact that reaching a decision is usually much more important than which alternative was selected. I hope that we all remember this during the current debate regarding the location of jib sheet cleats, and keep the name calling to a minimum.

# Flying Scot Fleet 23 Antics

*by An Innocent Bystander*

## *Who Wishes To Remain That Way!*

How, you may be asking, did a Flying Scot (and not just any Flying Scot, but Richard Wade's sparkling new Flying Scot) end up in our new clubhouse? Well, it's a bit of a story, but if you've got a minute, I'll let you in on a "feud" that would make the Hatfields and McCoys proud.



*Richard's Boat in gazebo*

It seems that in addition to some fine sailors in the fleet, we have some fine practical jokers as well (impractical jokers?). First blood was drawn at the Fort Worth Boat Club Regatta. After winning all three Saturday races, Kelly and Heidi Gough, for unknown reasons, decided not to attend the evening's festivities, a band party. Without Kelly to chaperone the White Rock crew, there was much mischief to be done, most of which was directed at Kelly's boat. Actually it was his trailer. On Sunday morning, while Kelly searched for the missing lug nuts, bystanders were heard to whisper "who took off the other wheel?" It turned out that Bruce Moore had removed one wheel early in the evening, but told no one. A little later time-wise (but much later beer-

wise), Richard Wade and Roland Foerster went out to remove a wheel. As they did, they noticed the trailer was a little unstable (or was it themselves) but they decided to complete the job anyway. That's how Kelly's trailer came to have no wheels. Somehow, we knew this was just the beginning of the adventure.

One Sunday, a couple weeks later, as Bruce Moore walked to the clubhouse, he was surprised to see that the club had a new flagpole. As he drew closer he was even more surprised to find that the new flagpole closely resembled a Flying Scot mast, and that the flagpole's lines were the same colors as those on his mast. Well low and behold, it was Bruce's mast. It had mysteriously come out of his boat and become the club's new flagpole at the same time his Flying Scot had left its davit and ended up moored a quarter mile away with the Corinthian keel boats. No one immediately admitted how this all happened, but fortunately Kelly Gough, Richard Wade and Roland Foerster "graciously" offered to help put Bruce's boat back together in time for the first race.

It just so happened that a few Saturdays later was the inauguration of the new clubhouse. Unfortunately, Richard Wade could not attend. Well, it seems in its exuberance, the crowd, including Kelly, Bruce and Roland decided that a Flying Scot would be a fitting centerpiece for our new clubhouse. And



*Mast Being Secured*

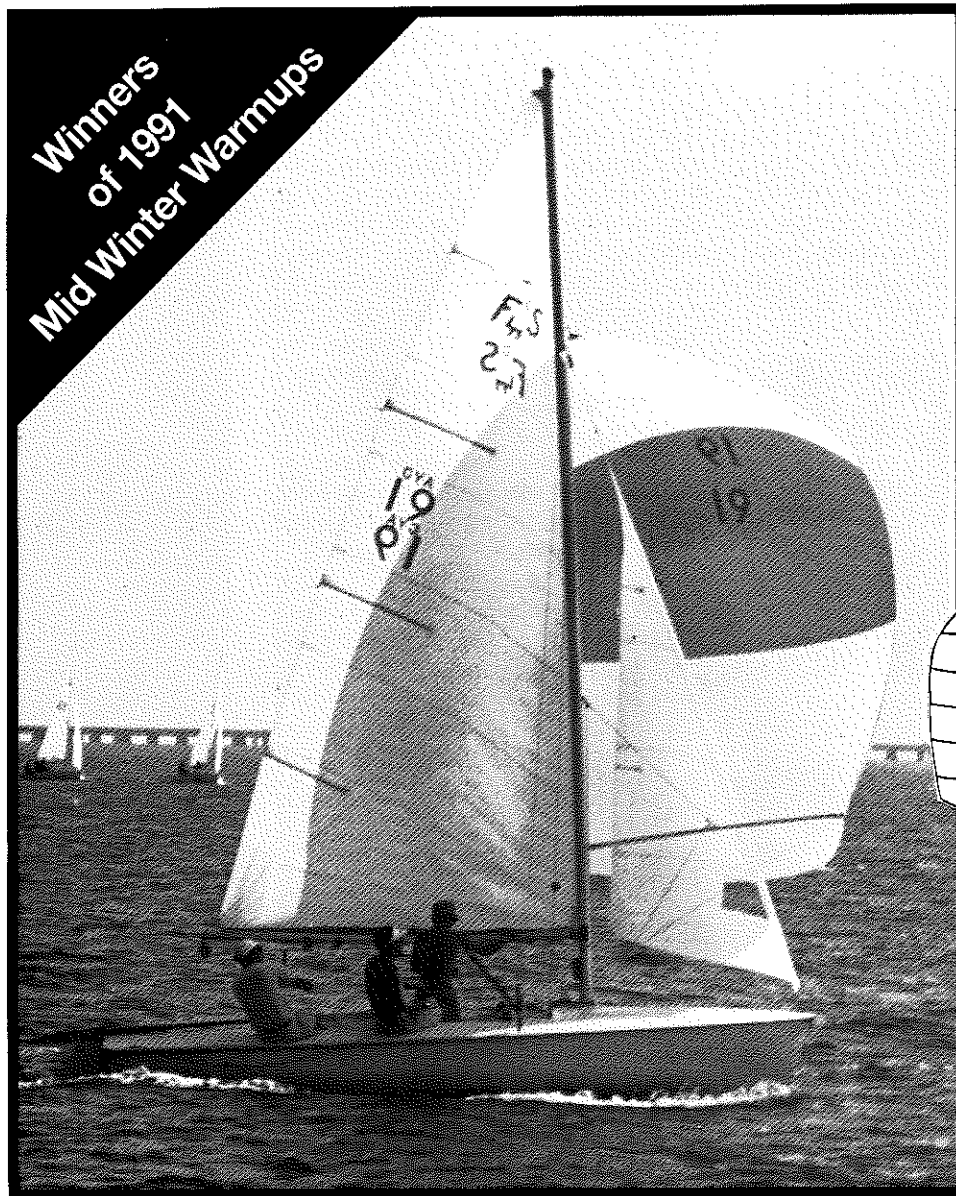
not just any Flying Scot, but a nice shiny new one. Richard Wade's shiny new one. With a helping hand from many, Richard's boat was tenderly transported to its new home in the center of the clubhouse. The next morning, Richard wasn't that surprised not to see his boat in his davit (since he hadn't covered his you know what by going to the party the night before), but he was more than a little surprised to see where it had ended up. Once again, with some "generous" help, Richard's boat was in the water in time for the first race of the day.

So that explains the picture of the Flying Scot in the clubhouse. You may have picked up on the fact that Roland has escaped unscathed even though he has been a key participant. He has been saved by the fact that his boat has been in the garage for the past year, making access difficult. However, as a launch date is imminent, Roland has offered to sink his own boat. But in the words of Kelly, Richard and Bruce "Self-inflicted wounds don't count." Stay tuned for further details.



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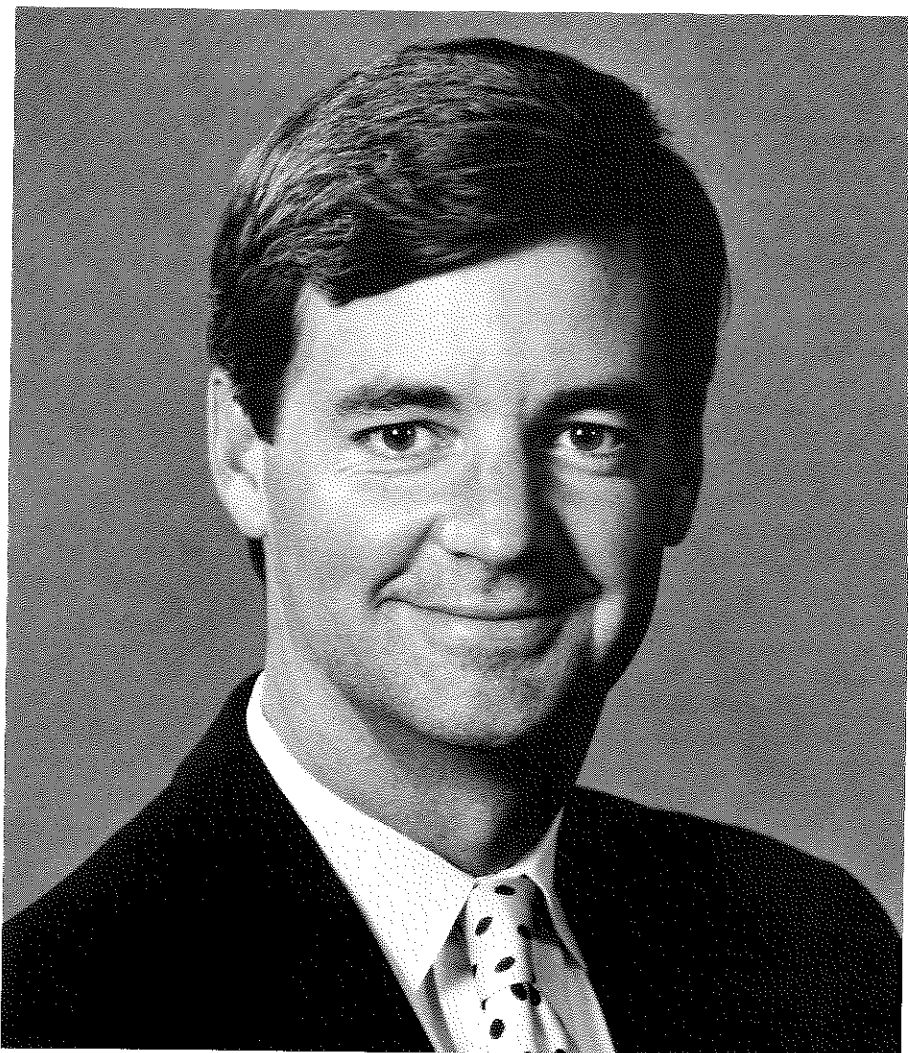
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# 3 Time Scot Champ Leads America's Cup Organizing Committee



*Tom Ehman Jr., to be Honored Guest of Huron-Portage Yacht Club Regatta*

TOM EHMEN, JR., SCOT NATIONAL CHAMPION IN 1973, '74, AND '76 and the winner of the 1976 USYRU Championship of Champions, is the Executive Vice President and General Manager of the America's Cup Organizing Committee. In recognition of these and his many other contributions to sailboat racing, he will be the Honored Guest of his home-club Flying Scot Fleet #20 and the Huron Portage Yacht Club at their annual Hot-to-Trot Regatta. Tom has won this event more often than any other sailor, in the days when it was known as the Hot Scot.

Tom will not only be honored, but has promised to sail in the races and give an

America's Cup video presentation and talk following dinner Sept. 14th at Camp Newkirk less than 10 min. from Portage Lake, Pinckney, MI (near Ann Arbor). Tom has been very gracious in giving HPYC sailors news of the Cup happenings, previously, and they are pleased to be able to share his special knowledge with fellow regatta participants this year. The new America's Cup class boats, the new made-for-TV race course, on-the-water umpiring, and the latest scoop on which teams are likely to be the ultimate challenger and defender will be just part of the interesting things Tom is sure to discuss.

Tom and his wife (and long-time Flying Scot crew) Leslie, left Michigan in 1979 for Newport RI to join the USYRU staff as One-Design Director. After only six months on the job, he was appointed Executive Director, serving in that capacity through the 1984 Olympics. He then joined New York Yacht Club's AMERICA II Challenge as Executive Director for the 1985-87 Cup campaign in Australia. In 1987, the Ehmans moved to San Diego to help San Diego Yacht Club defend the Cup. In 1988, he organized under extreme circumstances the America's Cup regatta which received high marks from the New Zealand team for the quality of the event itself. From 1988-90, he managed the SDYC legal defense and fund raising.

In 1989, Tom formulated the America's Cup Organizing Committee to manage America's Cup XXVIII for the San Diego club. He also keeps active in Olympic affairs, leading the push for the addition of match racing to the 1992 Olympic regatta (Soling Class).

FLEET #20 is proud to be honoring "one of their own" and hope many other Scot sailors will join in the Regatta, September 14 and 15th. Registration Fee is \$24. Meals will be priced individually and will be moderate in cost.

Details are available from Fritz Wagner, 4798 Kenicott Rd., Brighton, MI 48116, phone (313) 229-2330. Some members have limited guest space available for regatta participants in their home. Camping is available in the area. However, those needing hotel rooms should book space immediately because the Ann Arbor area fills up months ahead for the Notre Dame game!

Fleet #20 has reserved small rooms at the closest motel, Best Western, Whitmore Lake (517) 548-3366. Mention "Hot-to-Trot Regatta", and you get a 10% discount. Another close Best Western is in Howell, MI (800) 528-1234. Red Roof Inn in Ann Arbor and the Holiday Inn on the west side of Ann Arbor are also close.

Dinner tickets should be reserved in advance. Anyone interested in sailing is welcome.

# "Our Boat"

By Lee Havins, FS 1213

How did a bunch of handicap keelboat racers settle on the venerable Flying Scot as their boat of the future? Why did we agree on the Scot as "our boat" - and purchase five of them - before any of us had even sailed on one?

Could others among the jillion or so disillusioned handicap racers also be so inclined?

The thousands of tried and true Scot sailors don't need me to tell them why the Flying Scot has been a 30-year success. True, it's a boat that expert and beginner both can love; the design was as well thought out as any boat's ever been - Sandy Douglass's "master work", and so on. And a Flying Scot doesn't cost as much as a house, either.

But we didn't know any of this when we agreed to buy into a one-design fleet at Wichita Falls Yacht Club last summer. We didn't have any idea what type of boat we'd be racing as a fleet, but deep down we "knew" fleet racing was on its way here.

Over the years, as we argued the merits of racing one design, numerous boats came to the fore for discussion: J/24s, J/22s, Merit 25s and Catalina 22s, etc. They each had active classes in Texas, but they also had their problems: the J/24 needed too many crew (4 or 5); the J/22 was too little and uncomfortable; the Merit 25 builder folded; the C-22 had one-design problems (some raced chute, others no-chute; and apparently the class was contemplating some sort of handicap system of its own to make the much-heavier new boats competitive with the old light-weight ones).

However, the common denominator among all of those discussions over the years - and always the discussion stopper - was one deadly sentence that came out of the mouths of the interested potential one-design racers more than any other.

It was this: "Well, you know, I'd go along with you in a minute, BUT I'VE GOT TO SELL MY \_\_\_\_\_ FIRST! (Fill in the blank to read, Catalina 22, Merit 25, or whatever.)

In other words, it became obvious that very few of us could justify owning two proper keelboats, even if one of them was going to be for sale!

So that's what finally drove us to look at dinghies. It was proposed that we come up with a racing dinghy that we could each afford to buy, while keeping our big crab-crushers. It would be kind of like owning a house and a motorhome, as opposed to owning two houses. They both could be raced, or the big boat could be cruised or sold, as the owner saw fit.

We cataloged and studied dinghy classes. There were some new classes that looked promising; a few old ones that had long-standing traditions, etc. Some apparently were more one-design than others. We considered JY 15s (no chute), Capri 14.2s (no chute), Thistles (too physical) and others.

Then there was the Scot!

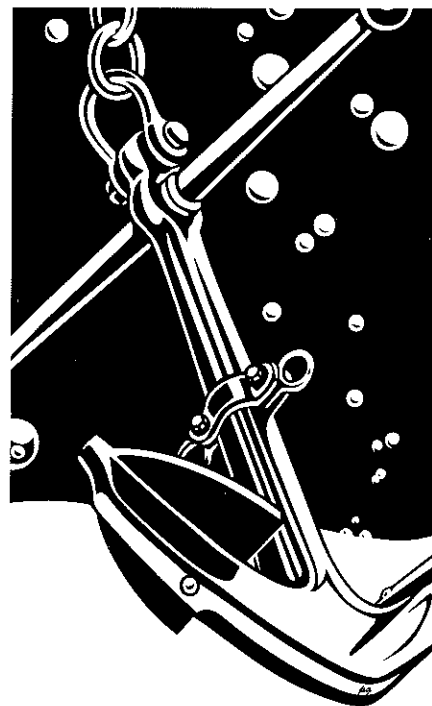
We got a push toward the Scot from a couple of sailmakers and a boat dealer in Dallas. We also got more and better information on the Flying Scot than any other boat, due to the active builder and professional class association. We looked at a few boats, old and new. We considered buying a flock of new ones, quickly re-considered that, and found our oldies.

By the way, this must present something of a quandary for Douglass Boat Co. They're obviously in the business of selling new Scots, but apparently some portion of their efforts go into helping guys like us thump out the old ones. (They have made some money, I guess, on all of the parts that we've bought.)

To the factory, I make this promise: As our fleet grows, we'll find somebody who wants a brand new boat. Who knows, maybe I'll move up to a new one myself in a couple of years. In the meantime, thanks for your excellent support!

Are we happy racing dinghies? To that, a most emphatic "ABSOLUTELY!" The boats are easier to rig and launch, and the race courses don't have to be as long (race committees don't even have to be able to tell time). We are racing more and more, and enjoying it more, too.

There's still one important sentence that you hear everybody saying from time to time (sort of like a fleet mantra). But nowadays it's this: "Why didn't we do this years ago?"



## Note...

### Scot Print Available

We recently came across a Flying Scot print that had been done by a North Carolina artist. We first noticed the print in a local art store with a \$250 list price.

We were very excited to find out that the sail number belonged to Bill Singletary. Bill was a very special person. After doing some detective work, we found that the original painting had been done from a photo from either Lake Townsend or CSC. With further investigation, we found that the boat was actually being skippered by Bill's son, Macon, when the photo was taken.

These are beautiful prints for both home and office. Several have been purchased by Flying Scot sailors from our area.

These prints can be purchased from the original artist for \$60 plus sales tax and mailing cost. If you are interested, please contact Vivian or John Weller, 140 Holly Circle Drive, Southern Pines, NC 28387 phone (919) 692-5333.

Larry & Starr Lewis  
Flying Scot 3933  
Carolina District

# People Profiles

## Jack and Martha Stewart

These two lovely people have given so much time and effort to the Flying Scot Class and to sailing it is a pleasure to honor them. At regattas (and I suspect at home too) you can always pick them out since they always wear pink. The names of their boats are Hot Pink and Pink Too so you can even pick them out on the water. A few years ago when Jack and Martha were ice boating Jack went through the ice and Martha, who couldn't



Jack & Martha Stewart

leave him, tried to help, she fell in also. This experience has changed their lives since they feel that they were extremely lucky to be here on this world. We feel the same way- we are all so happy to have them in our class. They are a special bonus to any gathering.

## John Clark and Jay McNeff

John Clark has been sailing Flying Scots for many years and has been a regular at Nationals and at the Mid-winters. I will never forget the time we were right behind him at a finish at the Midwinters and there was no way, with no wind that we could catch up, let alone finish before he did, so we thought we would add a little humor to his day. We splashed water against our boat as if we would be planeing by his at any second. When he turned around I wish I could have snapped a picture of the look on his face! Not only was he surprised to hear any movement on the water he had been hiking out so far he almost fell out of the boat when he turned!!!! We want to wish John much happiness with his new crew, Sue since

*ED- I've been very surprised that I haven't heard from more fleets that would like to publicly praise, thank, or support a special member. Send me a picture of that special someone and a brief story on why your fleet would like to highlight them.*

*This year the Fairhope Yacht Club had a boat decorating competition. The above winners received first place with "Quicksilver" The prize was a fifth of Irish Mist.*

they are becoming team mates on the water and in life, getting married the first weekend in June. What super people!



John Clark and Jay McNeff

## Midwest Aquatics Group

TJ SAILING SPECIALISTS

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8930 Dexter-Pinckney Road

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

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

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

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

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

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

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

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



# EVERYONE

## 1991 NORTH AMERICAN CHAMPIONSHIP JULY 20-26 • RIVERSIDE CT.



**LOCATION** The Flying Scot North American Championship will be held from July 20 through July 26 1991 on Long Island Sound off Greenwich Point CT. The Nationals will be hosted By Fleet 7 and sponsored by the Riverside Yacht Club. Winds are generally Southwesterly in the range of 5-15 MPH at this time of year. A record registration is anticipated for this popular national event. We are looking forward to seeing you.

### TENTATIVE SCHEDULE OF EVENTS

Saturday July 20	Registration, Measuring Launching 1000-1630	Tuesday July 23	One Qualifying Race P.M. Open
Sunday July 21	Women's Races (3) Junior Races (3) Registration, Measuring Launching 0930-1700 1715 Skipper's Meeting 1800 Welcoming Function	Wednesday July 24	A.M. Championship Race P.M. Championship Race 1800 Cookout Greenwich Point
Monday July 22	A.M. Qualifying Race P.M. Qualifying Race 1800 Cookout RYC	Thursday July 25	A.M. Championship Race P.M. Championship Race 1830 Annual Dinner
		Friday July 26	Final Race(s) Awards and Light Lunch

### HOTELS AND MOTELS IN THE AREA

Hyatt Old Greenwich	800 228 9000	Dbl. \$174
Sheraton Hotel Stamford	800 325 3535	Dbl. 115
Howard Johnson Riverside	800 654 2000	Dbl. 75
Super 8 Motel Stamford Grenhart Rd.	800 848 8888	Dbl. 60
Days Inn Stamford Harvard ST.	800 522 4656	Dbl. 55

**CONTACT:** Hotels directly for promotional/seasonal rates or Chuck Harris for additional information : Tel 203 637 9021

**Note:** A limited number of accommodations will be available in Fleet 7 and in surrounding fleet member's homes.

**CONTACT:** Chuck or Susanne Harris for private housing/accommodation details.



# WELCOME

## General Information:

Boats will be "wet" sailed with mooring provided. There will be a Women's and Junior Regatta scheduled to be sailed on Sunday June 21st. (if a five boat minimum registration is met, by class, by July 1). Contact Fred Clowney for eligibility requirements 203-637-3332.



The Riverside Yacht Club, the site for the 1991 Flying Scot Nationals, has been the location for five previous NAC regattas. Adequate launching and mooring facilities will be available for participating skippers. Registration forms are provided below for the Juniors, Women, and Championship Series. Please plan to sign up early so that the NAC Committee will be in a better position to properly plan for this annual sailing regatta.

Junior NAC	Women's NAC
NAME _____	NAME _____
ADDRESS _____	ADDRESS _____
CITY _____ STATE/ZIP _____	CITY _____ STATE/ZIP _____
TEL _____ FLT.# _____ BOAT# _____	TEL _____ FLT.# _____ BOAT# _____
AMOUNT PAID \$ _____	AMOUNT PAID \$ _____

JUNIOR NAC/WOMEN'S NAC registration fee \$15 if postmarked before July 1 - \$25. If later include a \$10 late fee. Make checks payable to FLEET 7 c/o Morgan Mitchell 31 Jones Park Drive Riverside CT. 06878. Event(s) will be scheduled if 5 boats are registered for a class by July 1.

**FS North -American Championship**

Name \_\_\_\_\_ Day Telephone# \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ St. \_\_\_\_\_ Zip \_\_\_\_\_

SAIL NUMBER \_\_\_\_\_ FLEET \_\_\_\_\_ LOCATION \_\_\_\_\_

I WOULD LIKE TO STAY IN A PRIVATE HOME:  Yes Number in my party \_\_\_\_\_

I WOULD LIKE INFORMATION ON CHARTERING A SCOT:  Yes From \_\_\_\_\_ To \_\_\_\_\_

**REGISTRATION \$85 if Postmarked by July 1. If later include a \$25 late fee.**

Make checks payable to: Fleet 7  
 Mail this form and check to: Morgan Mitchell, 31 Jones Park Drive Riverside CT. 06878.

TO ASSIST IN PLANNING, PLEASE INDICATE THE NUMBER IN YOUR GROUP PLANNING TO ATTEND THE FOLLOWING EVENTS:

SUNDAY RECEPTION\* \_\_\_\_\_ MONDAY COOKOUT \_\_\_\_\_ WEDNESDAY COOK YOUR OWN STEAK \_\_\_\_\_

ANNUAL DINNER (THURSDAY) \_\_\_\_\_ AWARDS/LIGHT LUNCH (FRIDAY) \_\_\_\_\_

\*Included in registration fee

# 1991 Flying Scot Wife-Husband North American Championship

The 1991 North American Championship Regatta for Flying Scots Wife-Husband teams will be held on June 29-30, 1991 at Berlin Yacht Club North Benton, Ohio. Berlin Yacht Club is located in N.E. Ohio six miles South of Interstate 76 close to the US 225/Alliance exit. 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. We will have boats for charter, you will need to call ahead, please bring your own sails, Babysitting available for a nominal charge.

## RACING

The 1991 Wife-Husband regatta is a sanctioned event of the Flying Scot Sailing Association and is open to all espoused members. The course will be a Modified Olympic triangle with races lasting about 50 minutes.

## FRIDAY

5:00 Local Knowledge Discussion; Please try to bring a map of your own Lake.

7:00 Welcome Party

## SATURDAY

9:00 Breakfast

9:30 Registration

11:00 Lunch

11:45 Skippers Meeting

12:30 First of Three Scheduled Races

5:30 Social 1/2 hour

6:00 Dinner

7:00 After dinner games

8:00 - 11:00 Music provided by D.J. "Frank"

## SUNDAY

8:30 Breakfast

9:30 First of Two Races

12:30 Lunch

1:30 Trophies

## ACCOMMODATIONS

\* Local Fleet Members have indicated they would like to host a visiting couple.

**COMFORT INN** 2500 W. State St. Alliance

(Swimming Pool and Hot Tub; connected to Carnation Mall)

Phone: (216) 821-5555

Rate: \$45.00 double (Sr. Citizens or AAA 10% discount)

25 min. to Lake

**BEST WESTERN** 13180 State St. Alliance

Phone (216) 821-1933

25 min. to Lake

Rate: \$42.00 double

**JON NEL MOTEL** Route 62

(late check in Friday night) next to Perkins Pancake House

Phone (216) 821-9600

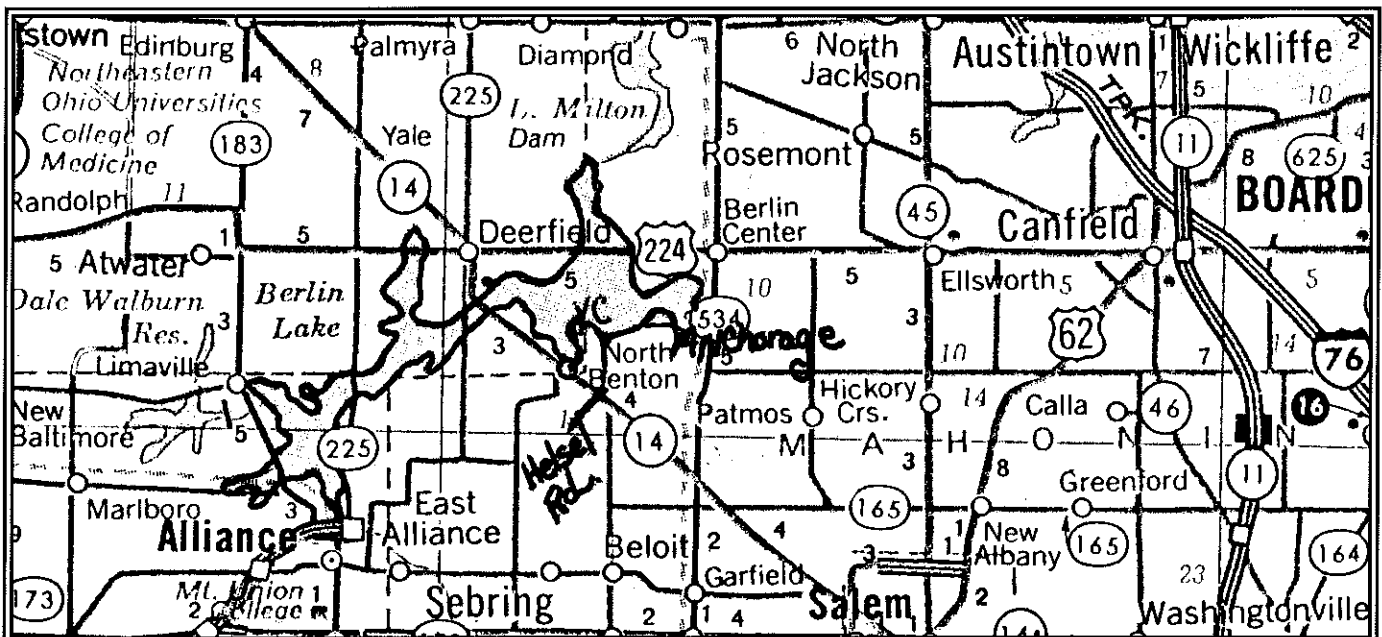
20 min. to Lake Rate: \$32.40

**BARNETTS MOTEL** 31257 U.S. Rte 62 Salem

(35 min. to Lake)

Phone: (216) 337-8758

Rate: 39.00 double



# The Secret of Sailing as Husband and Wife

## GOUGH

Kelly does his stuff and I do my stuff and we try not to bug each other. Seriously though, when I was asked to write about the secrets to successful sailing with my husband, Kelly, I realized I had never given it much thought. Sunday racing has become a given in our schedules. If Kelly isn't off at some other regatta, then Sundays are reserved for the two of us to race our Flying Scot. We do, however, have an occasional "blow out", but for the most part, it's pretty smooth sailing. (Sorry, I just couldn't resist!)

The first thing I acknowledged when we began sailing together is that Kelly is the expert. He has been racing since he could walk and he will always know more about it than I. This initially posed a problem for me because I am a "why" person. When he tells me to do something, I need to understand why I am doing it. Early on in our sailing, we were coming up to the leeward mark when Kelly wanted me to bring the spinnaker in on the leeward side. I turned to him and asked, "why?" (Now remember I am sailing with someone who has raced on dozens of different boats with countless crew in just about every imaginable situation.) It's impossible to describe the look that came over his face, but his response to me was, "Don't ever ask why! Just do it!" Kelly explained later, in great detail, all the whys and hows and taught me not to question him. The important thing is to get the job done and worry about the why later. In fact, our drive home is typically saved for a debriefing session.

These little sessions have helped us to become more of a team and ultimately make us work better together. From them, we have defined what our specific jobs are on the boat and we know what to expect of one another. As Kelly's crew, I am responsible for tacking the jib, setting the spinnaker pole, and flying the spinnaker. Knowing that he can count on me to perform these jobs, he can concentrate on where the next shift is com-

ing from and positioning of the other competitors. One thing that has really helped us is that once we get out to the lake, we sail as a team, not as husband and wife. Each of us is out there to race competitively and we know we have to work together to do well.

Another key to staying married while sailing with my spouse is to remember that anything said on the boat under stress is spoken by an alter ego. In other words, don't ever take anything personally. As most married sailors know, when sailing with your spouse, you have a tendency to say things to one another that you wouldn't say to your worst enemy. Kelly and I have had our share of battles on the boat but those are few and far between now. We have established an informal rule that we have to make up by the next mark.

Finally, we have learned to laugh at our mistakes and each other. We try not to take it all too seriously because we love to sail and we love to be out on the lake with so many great people.

By Heidi Gough

## LINCK

I met Michael, or rather Michael's boat (FS 1085 Aka Third World Girl), during Texas Districts in May '89, which was hosted by our boat club, Corinthian Sailing Club, which is located in Dallas. Michael maintained a low profile throughout the weekend but his ominous black boat did not. The boat and Michael returned to Louisiana with one of our trophies. The following weekend we bumped into one another at Southern Yacht Club's One Design Regatta in New Orleans. This time I got to know the boat owner. After a surprisingly pleasant weekend both on the water and touring the French Quarter, we began corresponding through writing and the phone. Eight months later Michael's company transferred him to Dallas; Eight months after his move we were married.

Meeting Michael was like a dream come true. I had decided prior to meeting him not to bother even dating someone who wasn't a sailing nut because it was a waste of time. After all how could a non sailor understand sailing in frigid temperatures or just "hanging out" on the dock when there is no wind. What better life could there be than sailing/racing/living with the person you loved? PLENTY I quickly discovered?

During our first race together I witnessed a transformation right before my eyes. My gentle, thoughtful love of my life became a tobacco chewing maniac once the race began. I couldn't believe it!!! To make matters worse, I reacted in kind. The experience preempted some emotionally lengthy discussions about marriage and sailing together. These ongoing discussions help us to better understand each other's goals both on and off the water which aids us in outlining "a plan of attack" for reaching these goals.

My "ideal" plan includes 1) encouraging Michael to "sail" his computerized sailing game before a race because he believes it sharpens his tactical skills; 2) pushing Michael out for a morning run which calms the troubled beast; 3) arriving at the boat club in plenty of time before the race; 4) spending time on the water before the race getting acquainted with the wind conditions and our lake's fluky shifts instead of my "bonding" with the sun. Reality, however, strongly recommends a hard fast rule. NEVER WEAR YOUR WEDDING RINGS DURING A RACE....for you may return to the dock without them. Sailing together will be a true test of a marriage; but it can also make good friends best friends.

By Kate Morrison Linck

## BROWN

Little did I know that the sailing camp I went to as a child, which featured Flying Scots, would someday play a critical role

(Continued on page 16)

## Secret of Sailing

(Continued from page 15)

in my qualifying as "a permanent crew" (a.k.a. Wife). Because of the camp's strict safety requirements, I had to learn to jibe the pole while staying in the cockpit. Because of Mark's (my Captain's) strict "hurry up" requirements, I had to continue jibing the pole from the cockpit. This little talent plus being in the right spot at the right time led to our dating, engagement, and marriage.

The right spot was General Foods Corporation in 1984. I was a new hire in the Marketing Department and Mark had just returned to Marketing from running the sales district in St. Louis. While in St. Louis he had purchased a Scot and sailed it on Lake Carlyle. Upon returning to the NY/CT area he had chosen to join Sprite Island Yacht Club.

All I knew was that Mark had a boat and, since he had just moved back, he probably needed crew. So, I popped into his office and said "Hi, I love sailing, and hear you have a boat...what kind?" He looked up, not quite sure what to think of this unannounced bundle of enthusiasm and said "a Flying Scot...it's a 19 ft. center..." "Oh I know, I used to race those at a sailing camp in North Carolina" I responded. (Bet that really impressed him!?) "Do you need crew?" "NO." Well, that was the end of that, or so I thought.

Tuesday morning after Memorial Day weekend an unannounced enthusiastic head poked into my office and said "Do you still want to crew for me?" I gave him a bewildered "Yes". After a few minutes I started to wonder what happened to his first crew. Mark had a reputation for being a tough businessman....one can only image what that could translate to on the race course. Chills ran down my spine.

As Mark tells the story, it turned out that the woman who had crewed Memorial Day weekend had been a big talker, a mega-woman's libber and not much of a sailer. But, the clincher came when she insisted on putting the rudder on by herself. (Mark had always dry-sailed the boat and now was on a mooring.) Something told him that it was not a good idea and as he turned around to say "Let me help" he heard "OOPS!"...The rudder was gone, really gone, under five feet of water and into about three feet of soft, squishy Long Island Sound silt. UGH!

Mark had waited months for the chance to race again. So, as a now 4-week old member of this club, off he goes in search of the one or two people that he knows to try and find a "spare rudder". Doesn't everyone have one?! Fortunately, Bill Faircloth (the Wonderful Bill Faircloth) knew of someone whose boat was not launched yet. All Mark had to do was say "Hi, you don't know me but I just joined the club, dropped my rudder overboard and was hoping that you would let me use yours." Fortunately, it all worked out, Mark was able to race that weekend and I got the job as new crew.

After we had raced a few weekends, Mark took me out to dinner after the race to say "thanks". It is amazing what a different perspective you can get actually talking face to face with someone. (I had become so used to commands from behind!) My thoughts during the evening went something like this "Wow, he's human and a nice human Wow, he's cute Wow! I think I'm hooked!" Seemed he was hooked, too. Our offices at G.F. were three doors apart and we did not want to be part of the corporate rumor mill, so we dated secretly.

Thanks to Sprite Island we had a place to be together. They even put up with our new love/new Capt'n & crew spats. Six months later Mark proposed on a moonlit Caribbean beach, a year after that we were married and now 5 and 1/2 years later we have a 2 and 1/2 year old, Stephanie, who loves sailing, and a second baby due April 1. All thanks to Gordon Douglas! The Corinthian Sailing Club in Dallas, TX, a club of phenomenal sailors and terrific people, is our new sailing home.

And, yes, these days the rudder is always attached to the mainsheet, no matter who puts it on!

By Karin Whaley Jrown

## FOERSTER

I am married to the most enthusiastic sailor and fierce competitor in modern history. When I first met Roland Foerster, he seemed nice enough, quiet and polite, a real gentleman!

Our first meeting (some 25 years ago) was at a Sunday school party! How could I ever forget that first glimpse of the man I was to marry and eventually bear two sons with. There he was dancing with a

friend of mine with a beer in one hand and a cigar hanging out of his mouth! He looked so obnoxious that I just seemed to gravitate to him. I made myself a real pest since I truly love to dance and the guy I was with wasn't that great a dancer. Little did I know that Roland was out to hustle another girl at the party, so I was sure I hadn't made much of an impression. Anyway, after the party, two or so weeks passed and he called. Our first date was uneventful, but the second date was how I got into sailing. We spent that date in a sailboat (Lone Star 13) on White Rock Lake sailing in the moonlight. Romantic, you say? It was, but little did I know that he was just priming me for the big test the next day. It seems the Corinthian Sailing Club annually held 4th of July activities including races. I didn't know the jib from the main, but I was game. The Lone Star fleet was a large one at that time with a majority of novice sailors. We raced and won. I think that was truly the beginning of a long and somewhat tumultuous racing relationship. Within one year, we were married, had a son, and continued to race on weekends. A year later Roland and I won the Lone Star Nationals held at Fort Worth Boat Club. Some of our current Scot sailors came out of that fleet.

After selling our Lone Star, we bought a Lido 14 and landed into another large, active fleet. We went to the Lido Nationals in 1970 held in Jackson, Miss. with the racing taking place on Ross Barnett Reservoir. That was our first encounter with Dave Ullman. For one leg, in one race, we actually led him! But, of course, he caught us and everyone else ultimately taking the Championship that year and for subsequent years to come. At that time, our children were young so we took a sabbatical from sailing to raise our family. Roland got out of sailing but was never really away from it. So, in 1981, he purchased our old Lido from the guy he sold it to 10 years previous, and began sailing and racing again. I wasn't very excited when he informed me he had returned to sailboat racing, but I soon found myself back at the lake again every Sunday, with our boys. They became active in the Junior program and both enjoyed it. Our eldest son, Jeff, is now a senior at Southwest Texas State and co-captain of their collegiate sailing team.

(Continued on page 17)



## Secret of Sailing

(Continued from page 16)

That is a brief history of my sailing experiences with my husband. I would like to get into our mind-set while on the race course.

While we were participating in the NAC's in New Orleans, 1990, I had an opportunity to talk with Florence Glass. A truly lovely lady and an excellent crew along with her husband, Ted. She asked me if Roland and I had ever won the "True Love" Award?\* I laughed at the suggestion since the last thing that we experience on our boat during a race is TRUE LOVE!! I am sure it is because we are both very competitive on our own. The language coming from 1198 in the heat of battle is anything but "love-related". I suppose that in some cases with husbands and wives, that would be enough to shatter a relationship; however, in our case, we seem to keep the intensity on the water and by the time we return to the dock, it has passed. We are usually talking about the race and trying to decide how to improve in the next race. I can only recall one incident when I was so mad at Roland that I didn't talk to him for about 2 days. He loved the peace and

quiet! It is a mystery to me why some races we sail are as smooth as glass, and others, it seems everything we do is wrong. The one thing that really gets to me is when we are on the first windward leg and at some point, Roland will say, "I'm out of sync". That statement just shoots down everything we have been doing as a team. It's like he has given up before the race has even started. I calmly remind him there is more than one leg to a race, that we have time to make up the difference. I have found that no matter how long I crew on a Flying Scot, I learn something new every race. We have owned our Scot since 1985 and I have yet to get bored. I attribute that keen interest to the level of competition present in the Scot Association and, of course, our home fleet. Years ago when we owned our Lone Star, and then our Lido, we were nicknamed "Bonnie and Clyde" because of our loud exchanges on the race course during the heat of battle. That name has stuck with us all through our sailing adventures.

In conclusion, if you are sailing in a major regatta and you hear what sounds

like "pure hate" spilling out over the water, don't get upset; it's just the Foersters!! I don't really have any secrets to help bring you wives through racing with your husbands; I do think that outside of wallpapering the house, competitive sailboat racing with one's spouse is a good way to test your relationship. I will say that Roland has mellowed a bit, but that is because he survived Hurricane Hugo on St. Croix,

V. I. in 1989. Anything in the future is just a walk in the park compared to that life-threatening experience. Even sailing with your wife! !

\*Heidi & Kelly Gough of Fleet 23 won the 1990 "True Love" Award at the NAC's in New Orleans, 1990 for placing the highest among competing husband and wife combinations.

By Bonnie Foerster

*...parts shipped in  
24 hours!*

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

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

**FLYING SCOT** FS

# Coming Together—FS Fleet 170

By Lee Havins, FS 1213

Somewhere Dick Elam must be chuckling at the thought of me hacking around in a Flying Scot. I wasn't much use in a boat way back when I knew him, and I'm probably not much better now.

But here I am, Dick, still in the wilds of North Texas, and now skipper of old FS 1213 - as hot a hunk of steaming boat as ever was popped out of the mold. And here, too, are five other Wichita Falls Yacht Club stalwarts in their own Scots getting ready for our first full season of one-design racing as Flying Scot Fleet 170.

We'd like to say we planned it this way, but FS Fleet 170 sort of just happened here last summer. Maybe in our story is some seedling of an idea about how or why other fleets might be coaxed out of the handicap maze that has become "racing" for most modern-day sailors (see sidebar story).

We didn't invent Wichita Falls Yacht Club, but in a sense we're bringing it full circle. It's been around for more than 50 years, and has in the distant past a one-design tradition that included Snipes and Windmills.

In the past couple of decades, however, our club has been . . . well, "handicapped." No dinghies have been raced in the 10 years that I've been around. Instead, like most clubs in this part of the country, our core racing program has developed in ballasted monohulls, progressing from Ventures to faster and faster keel boats. Last year's version of the PHRF fleet included a couple of Merit 25s, a Moore 24, a J/24 and an Impulse 26, in addition to the older slower boats.

Here's what happened here: The ongoing "arms race" kept increasing the disparity in the handicaps, as the new boats that came in were faster and faster and better equipped. Meanwhile, the slower boats kept getting slower and slower, because nobody in his right mind would pour money into a boat that didn't have much of a chance of winning.

The end result was this: Everybody involved began having less and less fun. Nobody knew whether they'd won or lost until they got back to the dock. The win-

ners were defensive about winning; the losers, defensive about losing. Hard-core racers started disappearing.

Still, eight or 10 of us plugged on.

Steve Priester (FS 2631) probably became the first one-design "junkie" here, and he may have infected the rest of us. A few years ago he bought a J/24 and he started taking it on the road, in addition to racing it in the local handicap program.

The J/24 class is very active in Texas, and the WFYC contingent aboard Steve's boat quickly learned how to take a licking and keep on ticking. We were racing and learning, and at least we knew how we'd done when we got to the finish line. Sailing one design, it seemed easier to measure improvements in our own performance, and to see what other people were doing to hammer us.

Steve took just about everybody to at least one out-of-town event, and every racer seemed to instinctively realize that one-design was good.

Gradually the tone of our post-race clubhouse arm-twisting contests began to change. Instead of engaging in the age-old argument - whether one-design racing was better than racing handicap - our "discussions" began to center on whether or not we could ever agree on a

"club" boat. Would it be a keel boat, a swing-keel class, a dinghy? The stakes, judging by the increasing volume of these group sessions, were starting getting higher.

I campaigned an old Catalina 22 around Texas and Oklahoma for a while, and last spring we got to host the C-22 State Championships at WFYC. That event seemed to provide just enough fuel to set the one-design fire burning out of control.

By mid-summer, after much lively discussion, five WFYC members had committed to go in together as a group and come up with a fleet of one-design boats!

The search was on for a "compromise" boat that everybody could live with. We needed a boat that wasn't too expensive (this usually translates into a design that has a lot of good older boats around). We needed a boat that was exciting (carried a chute) but didn't take a gymnast to sail, could be sailed in a lot of wind, could be sailed safely by a beginner and could be raced with only two or three people aboard.

We also wanted to be associated with a thriving class that hopefully would be

*(Continued on page 19)*



## Coming Together

(Continued from page 18)

around for awhile. Needless to say, the choices were few.

It was easy to find five old Scots (in addition to mine and Steve's, Sheldon Brown bought FS 2176; Kerry Roach, FS 2578; Glenn Tole, FS 3041), and we started to race. By the end of the season, we'd picked up Brian Davidson from the catamaran ranks, who came aboard with an old GYA boat.

We still hear from the detractors (the same guys who said we'd never be able to get an OD fleet going), who now contend that it won't last. However, several other sailors here are genuinely interested in the Scots, and we have high hopes of picking up at least a couple of boats a year.

Meanwhile, we've scheduled twice as many races as WFYC's handicap program. It's our basic game plan to include as many interested parties in our racing as possible - as crew, guest skippers, or whatever - in hopes they'll want to get a boat of their own.

Last year Sheldon was able to use his past experience in the Windmill to lead our Fall Series. But, by now, we've all learned a lot about sailing dinghies in

general and the Scot in particular. During the last leg of the last race of 1990, Glenn learned two quick and very wet lessons about planing downwind in a Scot in a big breeze: Don't let your mainsheet get stuck in the cleat, and don't let your crew move too far forward (especially at the same time).

We all got a big boost up the learning curve from the raft of information that has been organized and distributed by the FSSA.

By the way, it was while studying the excellent "Best of Scots n' Water" that I ran into Dick Elam again. It seems Dick had edited the class newsletter for eight years during the 70s and 80s, and as such wrote some of the stuff in "The Best".

When I read Dick's stories, I knew we were on the right track.

It was he who introduced me to sailing in the first place a long, long time ago in the muddy water near Abilene, TX. By my foggy recollection, that must have been a few years before the Scot was even introduced, and the Snipe was still King in Abilene.

But that's another story . . .

## What If...

I have been discouraged by responses in this column. The first What If... I received three answers and it seemed that the column had created interest and had a following. I have received nothing since. Perhaps we will try to "hide" the answer in the magazine so that you can think it over and then "find" the answer in the same issue. If you have a situation that has happened that you would like to have researched or if you have an interesting occurrence that you would like to share with the decision, please send them to us. The column was designed so that we could all learn by reading not doing.

### ANSWER TO WHAT IF

Jan/Feb 1991 - Boat loses life Jacket

When the yacht ahead bore off to retrieve the life jacket at that point she was no longer racing.

31.1 A yacht may be penalized for infringing a rule of Part IV only when the infringement occurs while she is racing.



# FAST.

THE REASON FOR CHOOSING  
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(504) 831-1775  
FAX (504) 831-1776  
**NORTH SAILS WINS 1989 MIDWINTERS**

# Regatta Report

## Fleet 161

Flying Scot Fleet 161 hosted its 4th Invitational Regatta at Saratoga Lake Sailing Club (SLSC) on August 10 to 12. The 10 boats competing included representatives of the Oswego, Cooperstown, Danbury and SLSC Flying Scot fleets. With light to non-existent winds, the social activities predominated over racing. Everyone enjoyed the Friday wine and cheese reception, the Saturday fleet-hosted cocktail party and Ann Seidman's Saturday dinner.

Dave and Trudy Hudson of SLSC's Thistle fleet borrowed a Scot and won Saturday morning's shortened race in very light winds, with Rich Fleury of Cooperstown, John Kimball of SLSC, and Dave Jacobsen of Danbury close behind. The attempt to start a race in the afternoon turned into a group swim off the boats and then a tow to shore. Sunday morning saw one completed and one abandoned race. John Kimball won the light wind race with Rich Fleury in second and Peter Seidman in third.

Overall, John Kimball won with Rich and Brian Fleury second and Dave and Trudy Hudson third. Our thanks to race committee Rob Ballinger and Bill Nottingham.

### Race 1 Race 2 Total

1 John Kimball, Karen Fleury	3	1	3.75
2 Rich and Brian Fleury	2	2	4
3 Dave and Trudy Hudson	1	6	6.75
4 Peter and Ann Seidman	5	3	8
5 Dave Jacobsen, Cathy Creem	4	4	8

*l to r Dan Kolenich,  
T-2 Dees,  
Terry Dees-Kolenich,  
Joyce Dickey,  
Emily Gold,  
Jerry Dees, and  
Granny Dees.*

*Ed. It was a joy to receive the following article for several reasons. Not only is the article well written (you can almost see the area), but also included was a wonderful drawing of a Scot with the mountains and the island that are referred to. I wish we could reproduce it for you all. Ted also mentions that it was 21 below zero the day he was writing, and certainly looking forward to spring....*

## Fleet 166

Fleet 166 is Part of the Barnum Bay Yacht Club located on the East shore of Lake Petenwell, Wisconsin, which is the second largest body of water within the state, and a great sailor's lake.

More than eleven miles of wide open lake, bordered by sparsely populated beaches, in a wildlife area made known to the world in Aldo Leopold's "Sand County Almanac". Clear and unobstructed winds flow over the flatland, that was once the bed of the ancient glacial Lake Wisconsin. Small, steep-sided mounds of sandstone, which once were islands in this ancient sea, punctuate the landscape, affording those with the determination to climb them, a spectacular view.

A separate class for Scot Sailors is part of most events and there is also one

event each season just for Scots. The main event is the annual Petenwell Regatta which will be held this year on Aug. 27 & 28, and feature five to seven races depending on conditions...But the event unique to Petenwell is the "Dam" race held on Labor Day Weekend each year.

Eleven miles South of the club is the dam and the only island in the lower lake. When things work out for the race committee, it provides a grueling beat and a fabulous spinnaker ride home. Two seasons ago, the reverse was the case, with 25 m.p.h. winds from the NorthWest providing the survivors with a lifetime of war stories to tell, of the arduous beat home.

The race is a kind of mini-Mackinac for daysailors and small cruisers, often taking four to six hours to complete. The lake is almost devoid of power boat traffic, due to its remoteness and its steep chop, which accompanies good sailing weather.

I invite any Scot Sailors to participate in this memorable experience, and join in the fun and fellowship. My address for those wishing information is, Ted Sojka, 205 Hollihan St., Decorah, Ia. 52101 (319-382-3089)

Motel arrangements can be made at the Sand's Motel, 715-886-3041. There are also several campgrounds in the area.





# Starting Line

See  
You  
At  
Riverside  
NAC  
July 20-26

## EGYPTIAN Cup Regatta

June 1 & 2, 1991

Fleet 30, Crab Orchard Lake  
Carbondale, IL

An early season Midwest District  
Classic Event

Contact: Clark Ashby, 907 Briarwood  
Drive, Carbondale, IL 62901 (618) 457-  
4043

## Ohio District Flying Scot Championship

Hosted by Fleet 165 & Cave Run  
Sailing Association

Cave Run Lake, Morehead, Kentucky  
June 22 & 23, 1991

Chairman Robert Summerfeldt,  
Ohio District Governor  
(304) 522-8897 (304) 529-4795 Office

Cave Run Lake, Located within the  
Daniel Boone National Forest is the home  
of FS fleet 165--The newest Ohio District.  
It is without question, one of the most  
picturesque lakes in the country. Please  
join us for this not-to-be-forgotten event.

## WIFE-HUSBAND NORTH AMERICAN CHAMPIONSHIP 1991

June 29th and 30th  
Berlin Yacht Club,  
North Benton, Ohio

Camping on club grounds, more info  
on page 14

Contact Rick or Jo Baugher, 1584 Mt.  
Pleasant Rd, NW, North Canton, Ohio  
44720, (216) 494-2101

## 1991 New York Lakes District Championship

July 13th & 14th, 1991

Hosted by Fleet 104-Fourth Lake - Old  
Forge, NY

Come enjoy the scenic Adirondack  
Mountains and Great Sailing!

Contact Duffy Zornow (716) 383-8099  
45 Hilltop Drive, Penfield, NY 14526 or  
Phil Sanzone (315) 337-1816

(Continued on page 22)

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

6 STYLES:

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(PICTURED)

**TRAILING/MOORING FROM \$247**  
FULL DECK COVER FOR TRAILING &/OR  
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Here are the simple facts:

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

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

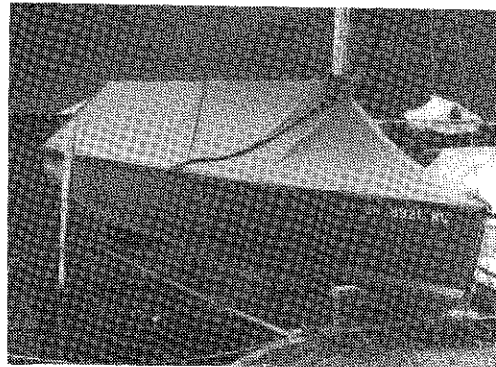
Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three *light* colors.

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

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

 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305



## Starting Line

(Continued from page 21)

### 1991 North American Championships July 20-26

Riverside Yacht Club, Riverside CT  
JUNIORS & WOMEN'S North  
American Championships

Details and Registration forms on  
Pages 12 & 13.

### 5th Annual Flying Scot Invitational Regatta at Saratoga Lake August 24 & 25, 1991

Come for competitive sailing and lots  
of partying. Camping and housing avail-  
able. Contact- Peter and Ann Seidman,  
33 Huckleberry Lane, Ballston Lake, NY  
12019 (518) 877-8731

### Midwest District Regatta July 13 & 14th, 1991

### Midwest Singlehanded Regatta July 12th, 1991

Spinnakers will be flown in the Single-  
handed event. A new tradition that will be  
started this year the day before the  
districts.

The districts will be a 5 race regatta  
which will terminate at noon on Sunday.  
We will be featuring a Minnesota Feast  
on Saturday night.

Both regattas are being hosted by  
Wayzata Yacht Club, Fleet 95 in Minne-  
apolis, Minnesota. All participants can get  
information by contacting Larry Leistikko,  
6508 Creek Drive, Edina Minn. 55435

### 1991 New England District Championships August 16-17-18 Cohasset MA

More info to follow. Contact:  
Steve Bartow (617) 383-0572 or  
Charles A. Winans, District Governor, 15  
Rolling Lane, Dover, MA (508) 785-0340

### Shore Acres Yacht Club Invitational Regatta September 7 & 8th, 1991 Fleet 31, Shore Acres, NJ

Fleet 31 will host an invitational  
Regatta on upper Barnegat Bay which of-  
fers one of the most reliable sea breezes  
in the East. It calls with such regularity  
that it is known locally as "THE DOCTOR"  
Fleet 31 is one of the largest fleets in the  
country and we are hoping to see com-  
petitors from many different fleets and  
districts. No tides, no currents, and medi-  
um to fresh breezes are the norm.

Contact Kris Smith, Fleet captain (908)  
234-9459 17 Ski Hill Drive, Bedminster,  
NJ 07921

### Massapoog Annual Regatta September 7th & 8th, 1991 Fleet 76 Sharon, MA

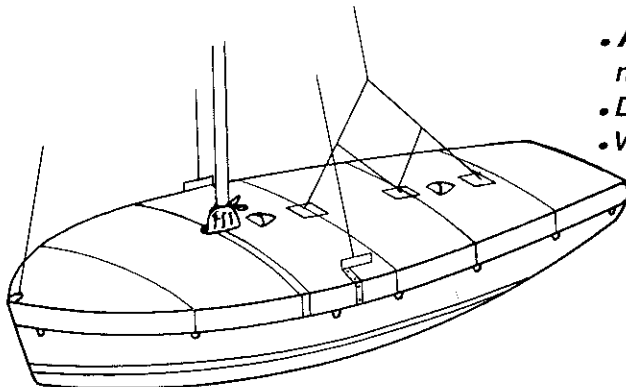
This annual event is a five race series  
on beautiful Lake Massapoog. There are  
three races on Saturday followed by a  
cocktail hour and then dinner Sunday  
features two races followed by lunch and  
awards. Come see our new Clubhouse  
and sail with some of New England's best  
sailors. Last year's regatta featured over  
20 boats. The event is open to all Scot  
sailors. Contact: Randy Rubinstein, 255  
Mansfield St. Sharon, MA 02067 (617)  
784-3075 or Jim Cavanagh (617) 784-  
5088

### THE GLOW IN THE DARK REGATTA Clinton Lake Sailing Association Clinton Lake, Illinois Fleet 135

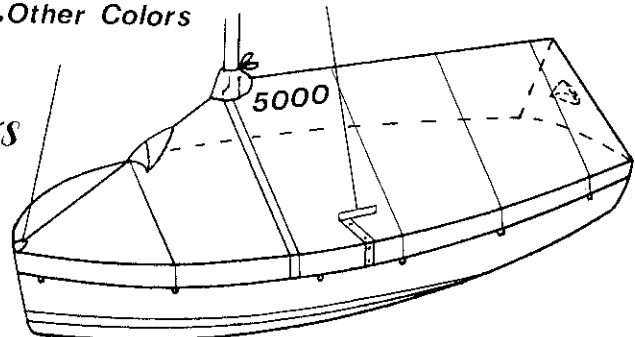
September 27, 28, & 29th, 1991

The usual social activities begin on  
Friday night. Registration and 2 races  
Saturday. Usual social activities  
Saturday night. Sunday 1 race, lunch and

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## Starting Line

(Continued from page 22)

the award ceremonies with lots and lots of trophies. Come and join us for this unusual gathering of Flying Scot racers.

No registration fee, or fees for food or camping however, a speciality from your area (food or beverage) is greatly appreciated. Free Beer (BYOHL) Please contact Steve Hartman regarding food and or beverage bringing.

Steve or Mike Hartman (217) 359-5828  
Jerry or Lynne Hartman (217) 586-3575

### CRSA Grand Annual Regatta hosted by the Cave Run Sailing Association and Fleet 165 Cave Run Lake, Morehead, KY October 5 & 6 1991

This multi-class regatta is the finale of the sailing season for the Cave Run Sailing Association. Major classes include Flying Scots Thistles, National one designs, handicap daysailors & cruisers. The Sunday, down the lake race is a spectacular 10 mile parade that is enjoyed by all who participate.

Contact Steve Branner, Fleet 165  
Captain (304) 768-9673 H / (304) 342-0159 Office

### WHALE OF A SAIL September 14th and 15th Event hosted by Carlyle Sailing Association and Fleet 83 Carlyle, Illinois

This annual event is the largest multi-boat regatta held on a lake each year. The Scots usually number 20+. Camping available in adjoining state park.

Many activities and great competition.

Contact: Jim Harris 775 Hawthicket Lane, Desperes, MO 63131(314) 966-8404

### SAYVILLE YACHT CLUB Blue Point, Long Island, NY September 14 & 15, 1991

Sayville Yacht Club and the new Fleet 173, "SOUTH SIDE SCOTS" will host its annual Horrocks/Palmer invitational regatta at Sayville Yacht Club, on Long Island's Great South Bay. There will be 5 races.

The Regatta is an annual event which had its inauguration for Scots in 1990 with the presentation of the Jackie Palmer Memorial Trophy. We believe that last year's attendance portends the beginning of something BIG. The event has been attended for years by Thistles competing for the Ernie Horrocks Trophy, Famous SYC Beefsteak & Clams Saturday night. Contact Bob Finta (516) 472-0305 or Paul Patin (516) 363-9069

### WHISKEY SOUR REGATTA September 14 & 15th 1991 Fleet 80 Moraine State Park Portersville, PA

Fleet 80 will host the Whiskey Sour Regatta on Lake Arthur in Moraine State Park. Come and enjoy our competition, hospitality & of course, the Whisky Sours.

Contact: Dan Goldberg (412) 831-1042

# CAVEAT EMPTOR

## VINTAGE BUT RACE READY!

**SCOT #43**, Dk. green/white, well maintained, never hit, Schurr Sails/spin, many extras (inldg. orig. wooden spin. pole), tilt trailer with 2 extra wheels, boat and trailer in exc. cond. \$2800, Eastern MA 413/289-1439 eves. Gary Robinson.

**FS-753** - Good condition; Used avg. 6 times/year; Lofland; all standing rigging and mail halyard replaced recently; Sails used very little. Includes spinnaker, extra main and jib, Lofland trailer, motor bracket, anchor, life preservers; etc. etc. - \$1950. Tom Oehring, 18 Mayfair Lane, Lincolnshire, IL 60069-3223, (708) 945-3911.

**FS 617** - Douglass, Great condition! Completely refinished with two-part polyurethane paint and overhauled (new rigging, halyards, sheets, etc.), light blue deck, Fisher sails, heavy air main, spinnaker, Harken blocks, boom tent, good trailer. \$2500. Call Chuck Gettys, (405) 360-8744, for 4-page description and pictures, or write 703 Jona Kay Terr., Norman, OK 73069.

**FS 1425** - Customflex with Gator trailer, 4 HP motor and bracket, 2 sets of sails, spinnaker, and cover. Contact Jay Readinger, (401) 861-2127, Providence, RI \$2900.00

**FS 1642** - Douglass, blue with white deck. Two sets of sails (Schurr - excellent; North, built by Fisher - like new). Spinnaker, Harken blocks, race equipped with an extra good trailer, \$2500.00. All safety equipment included. Stephen Anderson 2439 Olde Sawmill Blvd., Dublin, Ohio 43017 (614) 889-9174.

**FS 2435** - Douglass. Light blue hull, white deck. Two suits Murphy and Nye sails, two spinnakers, cover, Sears trailer. Very good condition. Indoor storage. \$3,500. Located in Glencoe, IL. Call Dey Watts (708) 835-3597 or Judy Landis (616) 526-5719 after 6 p.m.

**FS 2613** - White hull with light blue deck. Good condition with near new Schurr main and jib, North 1/2 oz. spinnaker. Ready to race or daysail. Removable masthead Asimow light, Windex, tabernacle-mount Suunto

(Continued on page 24)

## FLYING SCOT NEW MEMBERS

Boat #	District	Name	Address	City	State	Zip
Asc.	Capitol	Christopher J. Coffing	816 Botetourt Gardens	Norfolk	VA	23507
2175	Carolina	Sion A. Bell	204 Hillcrest Drive	High Point	NC	27262
a787	Carolina	George Evans	1866 Jimmie Kess Road	Haw River	NC	27258
4719	Carolina	Thomas Kirtley	140 Canteberry Drive	Salisbury	NC	28144
3438	Carolina	Chris Knight	21129 Bethel Church Rd.	Davidson	NC	28036
4744	Greater NY	Carmine Limone Jr.	1500 Mountain Top Road	Bridgewater	NJ	08807
a788	Greater NY	Don Lindberg	33 Princeton Drive	Jackson	NJ	08275
2000	Greater NY	Paul S. Okula	92 Wright Road	Manorville	NY	11949
4302	Greater NY	Scott B. Schermerhorn	876 River Road	Fair Haven	NJ	07704
Asc.	Gulf	Julius Kasimer	7491 Cedar Street NE	St. Petersburg	FL	33702
Asc.	Gulf	Bill Robertson	1237 Durham Drive	Chattanooga	TN	37421
1960	Midwestern	Paul Askari	Rt. 3, Rip Van Winkle Ln.	Appleton	WI	54915
3930	Midwestern	Christian Lie1	50 Tera Lee Court	Racine	WI	53402
3162	Midwestern	Keirn Rush	4609 Morehouse Road	W. Lafayette	IN	47906
0353	NY Lakes	Nikki E. Reynolds	151 E. Frederick Street	Binghamton	NY	13904
3230	Ohio	Marty Chandler	6780 Highland Place	Worthington	OH	43085
3658	Ohio	Kenneth E. Coleman	9 Berkeley Place	Huntington	WV	25705
2073	Texas	Donald A. Sannes	13311 Mansfield Drive	Austin	TX	78732

## Caveat Emptor

(Continued from page 23)

racing compass. Most controls run aft for single handing or racing with inexperienced crew. Galvanized tilt trailer. Priced to sell at \$2300. Dave Thomas, 525 Shadow Oak Dr., Baton Rouge, LA 70810-5369. CompuServe 72030,3517 Home (504) 756-2521; work (504) 381-4450.

**FS 3903** - Douglass built w/ trailer. New tri radial spinnaker, 2 covers, outboard motor & bracket. Extras included. Has everything you need and all in excellent condition. This was not used as a racing boat, but is well equipped to do so. A creampuff, asking \$5600. Allen Mankin 407-686-3033 or 407-795-8022 or 407-854-0012

**FS 4087** - Sailboat one owner, never raced, trailer stored, Schurr main, jib and storms'l. Ivory/green, mast hinge, lifting bridle, Tee-Nee galv. trailer, motor bracket, paddle and vests. \$5500. Optional with boat: '79 Mariner 3.5 hp., L.S. w/less than 15 hrs. \$450. All items excellent condition. (904) 438-2403, Pensacola, FL.

**FS 4672** - 90 Douglass, white hull/deck, Schurr sails with windows, spinnaker (never used) Tee Nee Trailer, waco 360, Cunningham, full cockpit cover (blue), Jiffy Reef, outboard bracket, mast hinge, anchor and line, compass, factory vine-last bottom paint, six sailings, like new, \$8,000. Bob Meli, Manahawkin, NJ Office (908) 524-3355.

**FS 4359** - 87 Douglass. White hull/deck, Shurr Sails with windows, Full boat cover, galvanized Tee Nee Trailer, anchor & line, compass, motor mount lifting bridle, Dry sailed, fresh water only. Contact: Dick Roloff, 456 N. Taylor, Kirkwood, MO 63122 (314) 965-5649. \$5700

**FS 4500** - Bult 11/88 - Douglass - cream with green cove stripe, TeeNee trailer, galvanized axle and wheels, rigged for two person crew, mast hinge, lifting bridle, two sets Schurr sails, 6:1 vang, 3:1 out haul, compass, tack-n-track, dry sailed, stored in carport, good race record. Asking \$6500.00. Gary Painton, work (318) 235-2452, ex. 401, home (318) 988-4331. Louisiana.

# District Governors

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(703) 972-7134

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Sharon, MA 02067  
(617) 784-5088

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(518) 877-8731

## OHIO DISTRICT

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(304) 529-4759

## PACIFIC DISTRICT

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FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scots Sailing Association  
3008 Millwood Avenue  
Columbia, SC 29205

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