

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIII NUMBER 4, JULY/AUGUST 1991

1991 Midwinters Results



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Scots n' Water

COVER: Midwinters 1991

Taken by Joe Gold

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Scots n' Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXXIII, No. 4. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: May issue, **March 1**; July issue, **May 1**; September issue, **July 1**, November issue, **September 1**; January issue, **November 1**; March issue, **January 1**.

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

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From the Editor

The Midwinters was a great experience again this year. Our sincere thanks to Betty and Bo Smith, Allan Douglas and the Panama City Yacht Club for all the hard work and good times. I always thought that this regatta was so organized it couldn't be improved upon. This year they made changes at the cocktail party by having small round tables and live entertainment (which was great) - It's amazing when the great is made greater!

At this Midwinter meeting, the board approved the Chief Measurer's report and suggestion that chain plates are provided by the builders in accordance with the original design and may not be redrilled or modified. This is now a rule and will be checked accordingly at sanctioned regattas.

In closing, one question where are the pictures, regatta reports, people profiles, Telltales and/or news? Write me before I write you!

Dear Sunshine,

My wife and I were sitting around the other day talking and thought what a "neat" idea it would be if Scots n' Water had an article on Scot boat names. Everyone could send in their boat name and we all could see what names are out there. We were trying to think of a name for our boat and the same question kept coming up. I wonder if anyone else has that name? It isn't terrible to have the same name as someone else, but you'd like to know you were a "little" original. This might light some imaginative fires. So what do ya think?

Sincerely,
Cleveland & Shaun Mattix
1606 Cindy Lane
Cleburne, TX 76031
(817) 641-8191
boat # 1316

What's in a name:

Hunny Bunny-Daniel (age 3) named the boat.

When Hunny Bunny was purchased in 1986 from the Mallory Series of boats a sister boat was also delivered for purchase. This boat was for Con Lancaster. Con not being happy with his color selection eyed the gray boat 4211. Con wheeled and dealed with Harry Carpenter for the Gray boat but Harry held firm it had already been purchased.

At the first regatta, the gray boat (4211) made its appearance, as Con pasted astern at the start he exclaimed "How could you name my racing machine "Hunny Bunny".

Everyone who crews becomes a member of the Bunny Club!

Letters to the Editor

Dear Sunshine:

The discussion about jib sheet cleating has got heated over the past year, with considerable debate over the merits and legality of cleating on the seat. There are many ways to lead the jib sheets, and I'd like to share some info on the systems I have used.

1. Cross Cockpit Sheeting - Jib blocks (lead and cheek) and cleat on opposite decks. Allows easy cleating and un-cleating, but difficult to cleat in a blow. Can sheet the jib in very tight - the skipper reaches forward and pulls back on sheet after crew cleats (crew then takes up slack). Much too difficult to windward sheet or to use jib sheet as a hiking line, therefore useful strictly for cruising applications only.

2. Block and cleat on deck - Jib blocks (lead and cheek) and cleat on same side. Very easy to cleat but requires good strength to pull tight in heavy air. Easy to windward sheet, line usually cleats next to crew's leg. Fastest type in a tack, crew only has to pull old windward sheet without un-cleating after changing sides. Can be uncomfortable for crew - they usually sit on cheek block. Can be difficult to un-cleat without the jib easing an inch or so - requires a snap of the wrist.

3. Centerboard sheeting - Lead block only on deck attached to track, cleat on trunk. Provides good leverage to pull in jib tight with crew's feet against trunk. Brings jib sheeting inboard like a barber hauler. Can be awkward to cleat when hiking (has sharpest angle of cleat to crew)-as a result, the easiest to un-cleat. Must always step over sheets to move about cockpit. Windward sheeting easy if cleats swivel (360° illegal, however), otherwise difficult. Sheets can foul easy, especially if swiveled. Because of single block, requires the most strength to pull.

4. Seat cleating - Lead block on deck track, second block and cleat on seat. Provides good leverage to pull in jib. Also barber hauls inboard. Easy to cleat or un-cleat when hiking. Can un-cleat in heavy air without easing jib at all. The very best system for hiking assist; angle is perfect to wrap jib sheet around feet. Fair for windward sheeting-requires crew to lean in boat. Does use a small amount of seating space. Provides the best all around performance with ease of sheeting, leverage, and control.

Which do I use? My boat, #2108 has cleats on the deck. I used this before seat cleating became popular. I stuck with it because I found it was easier for new crew to learn and use and I'm comfortable with it. I have raced in many regattas as a crew, and seat seating is definitely the best compromise, although all other systems have their strong points.

The most important consideration to anyone contemplating one of these systems is try one. If it works for you, keep it. If it doesn't, change it. Bottom line, it really does not matter. Regattas were won with all and daysailers sail with all.

Many Scot sailors have written against Jib Seat cleating. A popular argument as detailed by Starling Gunn have to do with crew discomfort, especially with less experienced daysailers. Why should any one of these jib systems be illegal? If you don't think it's right, don't use it. Many sailors use their boat strictly for daysailing and need to seat many people. For them, seat cleating is inappropriate. Others only race and never daysail. For them, it's perfect.

One of the great things about the Scot is that it appeals to people with a wide range of interests. If we are going to outlaw jib seat cleating because more FSSA members are daysailers as Starling Gunn suggests, why don't we also outlaw 3.8 and 4.4 ounce sailcloth for heavier 5.0 ounce cruising cloth? I can also think of several other differences between cruising and racing Scots. A jib cleat on the seat does not inhibit or change the intent of the Flying Scot as a daysailer any more than internal spinnaker sheeting.

Let's keep the Flying Scot a great boat for everyone. Jib seat cleating should be a matter of personal choice, not a choice some people want to make for everyone else because they consider it inappropriate for their needs.

Eric Feldman
FS #2108
Fleet 46

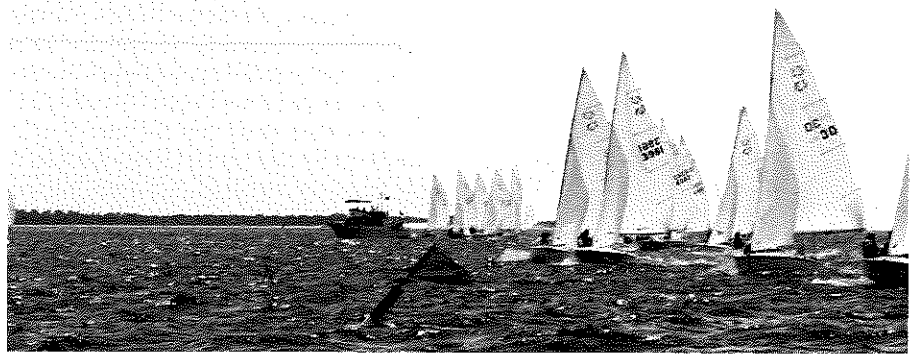
Midwinters Warmups

Midwinters warmups 1991, race 1. Dave Jacobson, boat # 3720, fleet 24, district G. H. N. Y. Winds 8-12 knots. Who was the start? What did you do? The line was O.K. We ran the line on Port tack, looking for a hole and tacked onto starboard with a 2+ boat length to our left. How was the rest of the race? We should have checked our gear more thoroughly. Our spinnaker equipment was a problem and slowed us down, but then again, what is the Warm ups all about? If you could do the race again, what would you do differently and why? I would have taken more munchies and my harmonica.

Harry Carpenter, race 1, warm ups. boat # 4697, fleet 6, Ohio district. Winds 340-005, 10-15 mph. How was the start? What did you do? Sighted the line to find a range on shore so that we could start middle of the line and be on the line at the gun. A big jam of boats at the RC boat left us with a lot of room to hit the line at the gun with speed. We went left to the first header, tacked and looked real good. How was the rest of the race? We led for the entire race until the last beat. We did not cover John Clark and Taylor Smith (FS 4499). They got over to the right on a good shift and beat us to the finish by several boat lengths. Lesson - Remember to cover! If you could do the race again, what would you do differently and why? I would cover Clark on the last beat.

Midwinters warm ups 1991 Ellen McBride, Jane Allen Campion, Sue Childree, race 1 boat # 2710, fleet Bay Point, District Gulf. Winds were flucky, blew like stink then light and two few cats paws, Easter Egg Hunt. How was the start? What did you do? We had a good start, we were middle of the fleet with good clean air. How was the rest of the race? It was quite interesting and we sailed to the best of our ability until the last windward mark - 7 up there with the big boys, felt good - end of the middle of the pack. If you could do the race again, what would you do differently and why? I would not go to the right side of the last leg.

Larry Taggart, race 2, warm ups. Boat # 4510, fleet 96, District Gulf, winds NW to NE 5-15 knots, depending where one was on the course. How was the start? What did you do? Mine or everyone else's? - Long, long starting line. Boat end favored if you were there; pin end fa-



vored if you were there. We were hampered in the middle. After starting on starboard and ducking 2/3 of the fleet, found ourselves in the position you'd expect after such a maneuver - 1/3 from the end of the fleet. How was the rest of the race? The first windowed by basically set the stage (and finishes) for the race, played the left side of the course with several others (Carpenter, Clark, Hartman). Found ourselves in fourth place just about on port layline. Found parking spot with Bellows as wind died (for some of us) and shifted to the right some 40-50 degrees. Watched in awe as much of the fleet to leeward tacked and passed on the starboard lift (with breeze). The wind stayed strong on reaches causing crowded (and noisy) mark roundings - 2nd beat shifty but not as dramatic. Only middle positions changed with Clark winning. If you could do the race again, what would you do differently and why? I would have stayed in the bar to drink (just kidding). I would have taken the start at pin end (heavily favored). Played shifts or left side of course, but not going too far left; better watch for wind on the water and possible shifts, both up and down wind; stay with the competition on the second beat; be luckier; be faster; be smarter.

Marc Eagan and Greg Fisher, race 1 Midwinters 1991. Championship division, boat # 3961 Fleet Bay Waveland. Winds SE 15 mph. How was the start? What did you do? Marc felt the leeward end was just a bit favored as well as a current advantage off the pin. We were leeward to most boats and as soon as we were clear we tacked back to port to get closer to the middle. How was the rest of the race? We were fortunate to lead around the first mark, but not without the likes of Faget, Clark and Doyle close behind! We seemed to have good

speed down wind and opened up slightly. Benz had an unfortunate incident at the leeward mark and had to do turns. This opened up our lead to a comfortable margin. We basically covered to the finish. If you could do the race again, what would you do differently and why? We were pretty pleased! Marc did a great job of steering and keeping us moving fast.

Tommy Taggart, race 1, Midwinters 1991, championship division. Boat # 29, Fleet 98 Gulf district, winds 10-15 mph. How was the start? What did you do? Good line; started at boat end good start and went downhill from there. Bear time by downwind leg. How was the rest of the race? We had great weather; but turning mark and finish line when in strong current caused some interesting and unique maneuvers. Left side was favored on weather legs and we went right. In final desperation on the last bent, we banged right corner; on the reasoning that odds were the wind couldn't go left again. God doesn't believe in odds and we got clobbered. Looking forward to the beer party - finished 11th. If you could do the race again, what would you do differently and why? I would have used a different main, I had no boat speed!! Foolishly kept trying to make the main go. I changed it on the last day and had good finishes.

Steve Hartman, race 2, Midwinters 1991, Challenger division, boat # 4305, fleet 135, midwestern district, winds 12-16 mph. How was the start? What did you do? Pin was favored 2 boats. Two general recalls. We started 2/3 down from the committee boat, tacked once, then tacked back to starboard and went to the left side. Left seemed to be favored, wind shift, came back. The outgoing tide seemed to lift up toward the

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Midwinters

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weather mark. How was the rest of the race? Both reaches too close to carry chute, wind backed a little and dropped off to 10-14 mph. If you could do the race again, what would you do differently and why? I would try sailing higher in reaches and setting chute before. Also, fatal mistake, weight too far forward in medium heavy chop hurt boat speed.

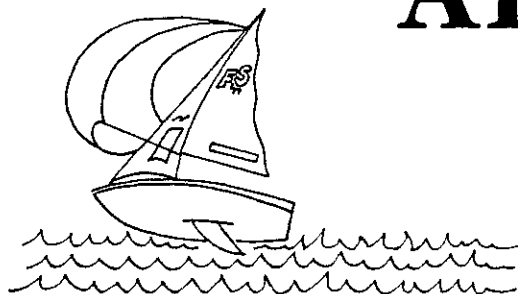
Paul Nickerson, race 3, Midwinters 1991, Challenger division, boat # 3911, fleet 12, Ohio district, winds SSE 10-12 mph, How was the start? What did you do? We had a good clean air mid-line start after a general recall. Went hard left under the line of champ spinnakers. Most others tacked and sailed through the spinnaker to the right. Half way out it was apparent the left was favored with good velocity. When we tacked to port we also got a low lift for a good lead at the mark. How was the rest of the race? The first reach was tight and we sailed conservative (non spinnaker). Two boats caught us at the GYBE mark as we had a sloppy GYBE set. We worked back into second place on the second beat playing several shifts back to the left side of the

course. On the run we went right while Glassberg went left and were right on his stern rounding the leeward mark. We had better speed rounding the mark and were able to sail under him into clear air, we ended up going hard right. Glassberg finally tacked away but we saw a shift ahead which we sailed to. We wanted to get back left because the pack behind was going to the favored left. We were able to hold off the pack, but as we approached the line on port we had one more crossing with Glassberg on the starboard. We were able to cross ahead by half a boat length (or less) and finish right at the favored pin end. If you could do the race again, what would you do differently and why? This race was especially exciting because it was my first bullet in a NAC or Midwinters. My feelings were shared by my crew, my 14 year old son, Christopher, and Fritz Wagner who I picked up as a last minute crew. Fritz is also a long time Scot Sailor from Michigan and previously Ohio.

Larry Klick, race 4, Midwinters 1991, Championship division, boat # 4530, fleet 95, Midwest district. How was the

start? What did you do? After the recall, we went for the middle, developed a hole to leeward and had a good start. Boat was slow. We had depowered the main with too much vang. Waves felt bigger than they actually were. How was the rest of the race? We had lots of problems! Things happen when "3 up" have not sailed together before. Everything up wind looked great but the boat didn't feel right. After the race I noticed that our rudder had kicked back about 45°. No hole for a pin on this club boat. We thought we were organized but skipper and crew found themselves trying to do others jobs on spinnaker work. Tomorrow, things will go smoother! If you could do the race again, what would you do differently and why? Cross sheating is terrible. "Seat cleating" would simplify things! Drilled hole for rudder pin. The Crew and skipper reviewed spinnaker program. Main objective - "Go in the right direction!" (If there is one). I thought our winds, back home, were spooky, not like this.

(Continued on page 7)



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Midwinters

(Continued from page 6)

Dave Jacobson, race 4, challenger division, boat # 3720, fleet 24 GNY district, wind 12-17 knots. How was the start? What did you do? The start was good, we approached the line on starboard and found a hole and had a great start. How was the rest of the race? On the 2nd windward leg our forestay broke and we jerry rigged our spinnaker halyard for the rest of that leg. The next leg was a run so we had to use the spinnaker halyard for the chute. Our next leg was to windward and we used the spinnaker halyard. Unfortunately, the snap hook broke and we had to withdraw while in 5th place on the last leg. If you could do the race again, what would you do differently and why? I would check and double check my equipment.

Dennis Dugan, race 5, challenger division, boat # 4419, fleet FS #3, midwest district, winds 15 to 20 mph. How was the start and what did you do? I committed to starboard in the last minute with a hole to leeward. This was too soon. Some port tackers came up from the pin and tightened up the line so there was very little hole left to drive into. We got off to bad air so we tacked to port and ducked a few sterns. Got moving well on port when a starboard tacker announced we should do a 720 after crossing him on port. We never even saw or heard him till then. We did the 720. At this point we were in the last 1/3 to last 1/4 of the fleet. We got moving up wind with clean air and my crew hiked till it hurt. At the first mark we were back in mid fleet. How was the rest of the race? First and second reaches were windy and we passed a few boats. Second beat was still windy and we passed a few more boats. The middle crew (Grant Swinger) fell overboard on the run with the chute up. John Washburn (spinnaker trimmer) was concentrating on the chute and did not miss Grant. I said something like lets head into the wind and drop the chute which seemed odd enough for John to turn around see Grant's impersonation of a sea anchor. Grant grabbed the main sheet on the way out and stayed attached to the boat. After about a minute we had him hauled back in and were moving again. Sailed the rest of the race in clean air with super hiking from the crew. Ending up finishing 7th was a keeper. What would I do differently if given the chance? I would have fought for a better hole anywhere on the line. When on port put someone in charge of starboard boat

...Two if by Sea

By Tom Bishop

Scots 'N Water sounds like two magazines in one. And it is. "Scots" is for racers, "Water" is for "Cruising". W. A. Underwood #4442 N. C. wrote a letter to plead for more articles on cruising. What follows is a cruising story by a new Flying Scot owner (#1143 Va.).

Since 1969, I wanted to own a Scot. I had visions of racing and cruising scots for two decades before it became a reality. Like others, I had an idea of what it would be like and found out it is not what you expect. Take my latest cruise, Sunday on San Francisco Bay...

My cruise started in a men's clothing store where I met P. J. We discovered we both owned boats. I said I was looking for a ride on the bay. P. J. drew a rough map on the back of a sales ticket and cautioned that the boat "Made in America" left the dock at 9:30 a.m. whether I was there or not. I got up early enough, kissed the wife goodbye, caught a train, transferred to another train, walked four blocks and arrived as the dock lines were set to cast off.

We struggled in light wind under the bay bridge as the "season opener" boat parade passed by Fisherman's Wharf and the St. Francis Yacht Club. Fire boats sprayed hundreds of feet of water in salute as real gold plated sailors motored by in their multimillion dollar yachts. By noon the monied crowd had docked for parties. The club sailors reached back and forth in front of their respected clubs. The "cruisers" began an assault on the "gate".

Bear with me while I explain the "Gate". There are two things local sailors know about the Golden Gate Bridge - The wind - the tide. Thousands of miles of cold Pacific water sit outside. Two miles

separate the land masses where the bay must empty each day. Heat the land around the bay and the air wants to rise. All that cold air "outside" comes rushing through the "slot" to replace it. Think of it as a smaller version of "The Doctor" around Perth, Aus. Now take a couple hundred square miles of bay and fill and empty it though a single pass. Cruisers prefer two motors, two days of food and water, and a radio and Loran for the fog, just in case.

Now it's one o'clock and I tack out from near ??????? when the gate is a beam. We enter the slot and the rail goes to the water and stays there. I avoid any roundups and the crew supports me with a "You are doing good, Tom." We cross the edge of the last of the incoming tide and the rudder vibrated in the excited water. Now a final tack should bring us through the gate and does. It is definitely anticlimatic. By now there is confidence in the boat, confidence in the skipper, and confidence that we will all be home in time for dinner.

With plenty of wind behind us, slack water underneath, we begin the ten mile run home. Traditional for this day, water balloons fly boat to boat as hundreds of sails converge in the narrow estuary leading to the docks. Serious bar hopping was in order, but I thanked my benefactor and boarded the train home. Once again, I've learned that just because you own a boat, you can find another boat to cruise (or race) in a far away city. Sailing, and cruising, is people with people. Scots 'N Water helps make it happen.

P.S. Mia is a Catalina 30. The "Gate" should not be cruised in a Scot.

spotting. Don't fall overboard, but if you must fall overboard in heavy air, wear lots of cotton sweatshirts since the extra weight of the wet cotton will help you hike on the beats. Lastly, fall overboard early in the race to use the advantage of the extra weight over more beats. Better yet, fall overboard before the race begins.

Monica A. Cuevas, race 6, Midwinters 1991, Boat # 29, Fleet 96, Gulf district, wind 10-15 mph. How was the start? What did you do? We started at the boat end and had a fairly good start. We proceeded through with flying colors, tacking at the right moments and doing what we felt or analyzed what was best. How was the rest of the race? The rest of the race went smoothly for us. We played the

shifts and each of us did our own jobs to the greatest ability of the series. On the spinnaker runs we screamed down the leg to the next mark. Flying down the legs made each of us have the ability to continue on. We played our shifts - (knocks, lifts, wind lenes and currents) till the end of the race. If you could do the race again, what would you do differently and why? Well, on a few spinnaker take downs, since I was the crew, I guess I would not get accidentally caught up in the spinnaker halyard. Also I would tell the skipper and fellow crewman to tend to their own jobs - do the best they can on that job and if they screwed up I'd tell them to keep trying and I would instruct.

MIDWINTERS RESULTS

Warmups

NAME	SAIL #	RACE #1		RACE #2		RACE #3		ACCUM^STANDING			
		POS	PTS	POS	PTS	POS	PTS	PTS	^		
CARPENTER, H	4697	2	2	3	3	1	0.75	5.75	^	1	DEEP CREEK YC, MD
CLARK, J	BLU4499	1	0.75	1	0.75	7	7	8.5	^	2	DUXBURY YC, MA
HARTMAN, J	4140	5	5	2	2	3	3	10	^	3	CLINTON LAKE SA, IL
BELLOWS, S	GYA11	12	12	4	4	4	4	20	^	4	PENSACOLA YC
TAGGART, L	4510	7	7	11	11	5	5	23	^	5	SOUTHERN YC
RUTHVEN, J	GYA65	4	4	5	5	15	15	24	^	6	ST ANDREWS BAY YC
O' BRIEN, K	113	11	11	8	8	9	9	28	^	7	FWYC
MANICCHIA, P	2714	19	19	7	7	2	2	28	^	8	CORINTHIAN SC, TX
BAKER, T	170	3	3	DSQ	30	6	6	39	^	9	PONTCHARTRAIN YC
CULLEN, M	2741	9	9	18	18	16	16	43	^	10	DALAVAN LAKE YC, WS

Championship Division

POS	SAIL #	R1	R2	R3	R4	R5	R6	TOTAL PTS	PTS W/ THROW OUT	SKIPPER	CREW
1	30	3	2	5	0.75	0.75	0.75	12.25	7.25	Doyle, E	Dorgan, M
2	3961	0.75	0.75	6	2	4	3	16.5	10.5	Eagan, M.	Eagan, M + Fisher, G
3	4499	2	3	3	4	3	2	17	13	Clark, J	Smith, T
4	101GYA	4	5	0.75	3	26	7	45.75	19.75	Faget, B	O' Brien, K + Harris, J
5	11GYA	8	6	4	6	5	6	35	27	Bellows, S	Barnes, C + Rowell, C
6	4343	5	10	2	5	6	13	41	28	Cohen, I	Cohen, C + Vanderhorst, S J
7	4699	7	14	7	11	2	9	50	36	Cavanagh, J	Flynn, B + Bonapart, M
8	170	6	4	9	9	11	12	51	39	Baker, T	Savrage, H + Lorenz, I
9	4697	11	9	10	8	7	5	50	39	Carpenter, H	Carpenter, K + Malmgren, R
10	28GYA	15	7	11	7	8	11	59	44	Blouin, J	Salzer, M + Salzer, S

Challenger Division

POS	SAIL #	R1	R2	R3	R4	R5	R6	TOTAL PTS	PTS W/ THROW OUT	SKIPPER	CREW
1	4552	9	3	2	0.75	3	5	22.75	13.75	Glassberg, N	Hunt, J + Slighe, D
2	4565	4	7	9	3	2	0.75	25.75	16.75	Rieu, R	Werden, G + Reis, J
3	4104	2	2	4	6	4	6	24	18	Thorpe, J	Smith, D + Smith, K
4	4419	0.75	8	5	4	7	3	27.75	19.75	Dugan, D	Washburn, J + Swinger, G
5	3911	6	0.75	11	11	0.75	2	31.5	20.5	Nickerson, P	Wagner, F + Nickerson, C
6	62	11	5	0.75	12	10	7	45.75	33.75	Sylvester, P	Swift, T + Sylvester, C
7	4096	7	4	3	30*	5	4	53	46	Rogers, F	Orr, J + Adams, Y
8	920	5	18	8	16	9	11	67	49	Sweeney, V	Ludlum, S + Cutter, C
9	3951	12	10	12	10	8	30	82	52	Schneider, B	Russell, D + Schneider, S
10	4296	17	6	14	5	17	14	73	56	Harris, J	Woodworth, A + Woodworth, J

*** = DSQ which cannot be thrown out



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Hope you like this first report from the future San Diego/Southern California Scot Fleet. We still need a sponsoring yacht club, but I've received plenty of names from interested prospective Flying Scot owners, to expect to see a Scot Winter Nationals down here one year.

I'd appreciate your comments, or suggestions, both for fleet growth, and for improving my article submissions to Scots 'N Water.

Contact: Chuck Bencik (619) 565-2715.

The Spectator Scot at the Races

Chuck Bencik, FS 3099

San Diego — Yesterday I was the spectator fleet at the "Pre-Worlds," the inaugural International America's Cup World Championships, off Point Loma. It was a makeshift affair from the start. Call it foolhardy, but there I was in the six-foot Pacific swells, with a 15 knot southwest wind, veering and shifting up to 40 degrees. Single handed, in FS 3099. And practically alone.

The previous day, the new set of sails with the words "Flying Scot" in foot-high letters had arrived from Eric Amman, at Gordon Douglass Boat Co., together with the new Harken vang, a delicious addition to the 13-year old 'Scot I call "Anticipation." I had missed PBS's "AM Weather" or I would probably have chosen to stay home; but I wanted to be there for the start, showing "the colors." The calls to potential crew showed that "short notice" was not only indiscreet, it was probably impolite and ineffectual, too, though some future commitments were made. Sunshine broke thru the clouds, but even inland the tall bamboo in my back yard bent northward, and the newspaper spoke of an offshore storm. It was not going to be pretty, but perhaps the trip out of Mission Bay channel would be a reach instead of a beat.

At the Vacation Village ramp, it was bleak. Only a few people there, nobody in any boat bigger than a jetskier, and that with a wetsuit; plus some sad and lost-looking people in old cars, staring out at



This bridge joins San Diego and the Coronado peninsula at about the middle of San Diego Bay. The view is westward from San Diego, at sunset.

the water ruffling in the breeze. I broke out the new vang, and managed to work the slightly heavier bridle rope into the mast stanchion's holes. I would be late starting.

The crisp, new virgin-white sails cracked and clattered in the breeze, until I hardened up for a trial pass toward Sea World. I let the small group of people on the grassy slopes, near the water-ski show arena check her out, then beat thru the two bridges and out the channel. A 40-foot ketch went out ahead, single handed, and we both labored, as the swells met us at the channel mouth. Then left, and south toward the distant group of nine tall sails, hull down on the horizon. I was glad not to be the only sailer out that day.

It was a roller-coaster ride, with some exhilarating peaks, and not a few big splashes over the bow. Spilled a lot of air from the main, keeping myself upright in the tossing sea. I hadn't time to install the jiffy reefing kit, and sure wished it were on, but I wasn't about to roller-reef that wonderful, crisp new sail. As the kelp beds approached, I tacked west for 10 minutes, then south again. In no time, I was approaching the starting line Coast Guard cutter. But not before I passed that 40-footer, headed back to the barn. Was it really that rough off the race course?

With one side of me soaked by waves off my windward bow, I passed about 200 yards down from the cutter, and tacked back. As I headed back toward

the downwind side of the finish line, a huge side-splash completed the job. It didn't take me much longer to see the light. Only one other spectator boat was out there, and he was an auxiliary sailer, motoring. I decided to head for home, before pneumonia set in, and began a run past a line of large motor cruisers with official "Patrol" banners on their sides. The lookout on the first one ahead of me, seeming to be determined to cut me off from my run home, waved his hands toward the east, as if to say, "Keep off! Stay clear of the racers!" I glanced over my shoulder to the west. The racing fleet was at least a mile or two out and not ever likely to be headed this way, i.e., into the kelp beds off Sunset Cliffs. But to make his day, I eased my sheets and sailed below his stern. I was probably the only occasion of official duty he had had all day. Oh, well, so be it. Let him and the other three "Patrol" craft get a good look at that Logo.

Which meant that some plowing thru kelp was bound to happen, but with that much wind and waves, I figured the extra stiffness on the kicked up rudder would be acceptable, and plowed on thru it. The kelp clumps retarded the wave action, and gently scoured "Anticipation's" bottom. The 'Scot never stopped, though an especially thick clump gave her some pause for breath. The centerboard rose up, and dropped with a loud thump as

(Continued on page 14)

A Flying Scot in America's Cup Territory

By Chuck Bencik, FS 3099

Stand Back, Dennis Connor! Look out, British, Swedish, Japanese, French, Italian, ANZAK and Russian challengers! The Flying Scots are coming to San Diego!

Actually, they've been here quite a few years, just sailing on the QT. But now that Cup Fever is heating up those Southern California waters, watch for us to come planing into the national spotlight.

When I retired from the Navy to San Diego in 1985, FS 3099 came with us down behind the family stationwagon. She always came in extra handy for those service moves: a Flying Scot hauls a big load of those things the movers never like to carry in closed spaces: plants, flammables, canned goods, etc. We had bought her in 1977 from the Gordon Douglass plant — Eric Amman showed us how to rig her single-handed in the BSH era ("Before Stepping Hinge"). We sailed her around Lake Glendale, near Altoona, PA, with Fleet #82. Then from

'79 to '82, she took us around Lake Ponchartrain, N'Awlins.

Next, the Navy ordered us to San Bernardino, to try our hand in the mountain reservoirs of Lake Silverwood and Lake Perris. But we knew that the next stop would be San Diego and retirement, so FS 3099's new name, "Anticipation" was a good one.

San Diego is a sailor's paradise. While the west coast in general is poor and stingy with bays and berthing spaces, San Diego has two wonderful bays. San Diego bay, a deepwater port, home to many Navy carriers and combatants, cruise liners, shipbuilding, fishing industry, several large and luxurious berthing "islands," with spectacular views, including the Laguna Mountains (usually visible without smog), is a challenging day-sail, especially on Sundays, when traffic in the bay area near the downtown resembles the L.A. freeway system without lanes. A few miles to the north is Mission Bay, dedicated to recreational

sailing exclusively. Its north shore is bordered by a wildlife sanctuary, a trailer park, and the "Sail Bay" area where Lightning and Thistle fleets sail their Winter Nationals. In the center is Vacation Island, a resort and restaurant area with boat rentals, and to the south is Sea World, with its space needle and aerial tram. The Mission Bay waters are overtravelled by three modern bridges with 30'+ clearances, giving boaters easy access to all parts of the bay for fine views of the gently rolling, palm-lined hills, climaxed to the south by San Diego University's mission style architecture.

Two years after getting here, I heard from the new owner of FS 989, a construction contractor, and though we shared enthusiasms for Scots, we never saw each other. Recently, FS 460 went for sale across San Diego bay, and I saw another Scot for sale at a broker's lot off Mission Bay. Could this presage an infestation of Scots into Southern

(Continued on page 14)

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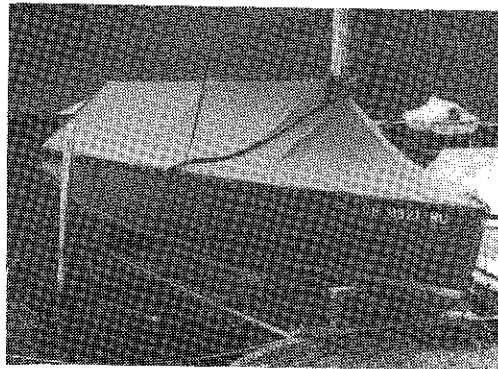
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Flying Scuttlebutt

By John Woodworth

We arrive late on Monday
The gang was around
We saw Lynn, Ron, Joe and Marilyn
But Jims mast was still down

We found the Glasses,
Ted and Flo,
We wished them well
But hoped they sailed slow

Bernie brought Mark
They seemed like the guys to beat
We were under the gun
Just hoped to compete

Paul Jr. was there too
But it seems the young wives
Kim and Cheryl thought babies
Were more important in the boys lives

Well perhaps they were right
There are many more years
You guys don't have to worry
I drank all your beers

Tuesday dawned early
We set up teh boat
While Alison slept
We set it afloat

The weather was good
Five to fifteen mile winds
All sun and few clouds
What beauty God sends

When the first day was over
Two races were sailed
We went back to the room
Ah, a beer for what ails

Day two was much colder
There was a lot more chop
The first race went bad
But not a complete flop

We sailed back to start
Race number four
We were in the flee's middle
But wanted to do more

Well there were were
We were sailing, not fast
When who should sail by
But that mean old Ted Glass

Maybe sail by
Is a bit of a stretch
Old Kamikaze Ted
Put his boom cross our deck

Of course Alison was smart
And was able to duck
But Jim and I
Did not have such luck

We starteed dead last
by some 20 seconds or so
But the rest of the fleet
Went where the wind didn't blow

We worked back to fifth
The skipper was great
From starting dead last
To fifth was first rate

Day three was to be ours
We were close to the top
But Jim found out you should
Finish before you stop

Of the Caryle contingent
Our boat finished top
I guess that's OK
We weren't a big flop

Bernie was next
Then came big Ron, Lynn
Followed by Ted and Flo
And Joe and Marilyn

We sailed good at times
At times we sailed bad
But now that it's over
What fun we all had



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THE TALE OF THE TELESCOPING TILLER

Bob Summerfeldt FS264

One of the benefits of the Flying Scot class is the strict one-design rules which allow old boats, new boats and everyone in between to compete on a very even footing. Nevertheless, some of us will still go to great lengths to thwart the basic sailor's maxim "If it's not broken, don't fix it"!! We, the inveterate tinkerers, are constantly finding "improvements" to be made to otherwise perfectly serviceable articles, systems, surfaces and/or methods of rigging. This is not so easy on a Scot because of the class rules, but for all you frustrated tinkerers out there, I submit the following little construction project for a novel and quite useful utensil, and it is legal!!

Consider for a moment, your tiller; the classic blunt instrument of ash or oak. If you've ever had occasion to use it for something other than as your tiller, you will quickly appreciate it's considerable simplicity and strength. In spite of various extensions commercially available, you may have found its basic length limiting, such as for sitting forward in the boat during light-air work, steering with your knees under spinnaker or for going forward while single-handing. Telescoping extensions are quite expensive and they still don't quite do the job. Surely this elegantly simple system could stand some "improvement"!! What a golden opportunity for a dyed-in-the-wool tinkerer!!

Required for this project are some basic tools (hacksaw, flat file, electric drill, pop-rivet gun, measuring tape) and some aluminum shapes available in many hardware stores, usually sold in 6 or 8 ft. lengths. The specific pieces required are as follows:

* The outer tube: one piece 1 1/4"x1 1/4" square aluminum tubing, 1/16" wall thickness, cut 64" long.

* The inner tube: one piece 1"x1" square aluminum tubing, 1/16" wall thickness, cut 43" long.

* Bottom angles: two pieces 3/4"x3/4"x1/8" aluminum angle, cut 7" long.

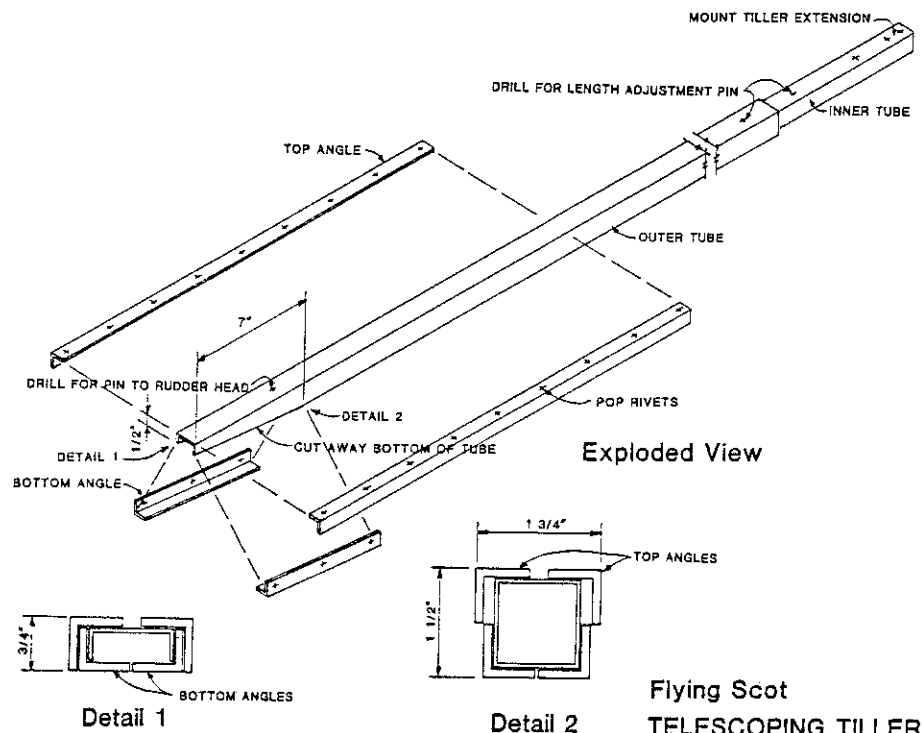
* Top angles: two pieces 3/4"x3/4"x1/8" aluminum angle, cut 24" long.

* Miscellaneous: about 24 aluminum 1/8" pop-rivets, some self-adhesive teflon tape (available from ISP, Oyster Bay, NY), your regular tiller extension and a 3/16" pin with a big ring on it for the length adjustment.

As shown in the accompanying drawing, begin by removing a 7 inch wedge from the bottom of the outer tube, leaving the tube 1/2" high at the aft end. This sets the slope of the tiller as it projects forward from the head of the rudder. Next, trim the top edges of the bottom angles and attach them to the sides of the tube (see detail 1). The top angles then overlap the assembly on the outside (detail 2) and continue up the tiller to reinforce the outer tube. The inner tube then nests inside the outer tube with short pieces of the teflon tape shimmed the annular space between them. Pretty simple, no? The finished product is the equivalent of the stock wood tiller in fit, rise above the deck, strength and weight. The overall length goes from a minimum of 5'-6" (about the same as the stock length) to a fully extended 8'-7", nearly half the length of the boat!!!. By the time you add a conventional extension, needless to say I can reach just about everything I need! To fix the length, a series of holes drilled 4" apart in the top of the inner tube line up with a hole in the outer tube for a pin. About the only thing this

tiller won't do is float (a property I hope you don't need!) and you can probably solve that by stuffing the inner tube and the back end of the outer tube with styrofoam peanuts and sealing the ends, like some people do with spinnaker poles.

My prototype of this device is now several years old and it has served well through some pretty rough conditions. By using all aluminum parts and rivets, there is no problem with galvanic corrosion. I usually sail with it extended to about even with the aft end of the centerboard trunk, which allows me to keep my Corpus Delecti forward in the boat, said to be a faster way to sail. I have my mainsheet cleat assembly moved forward some on the trunk cap, so I can conveniently play the sheet with my forward hand and steer with the aft hand and have a pretty good angle on both of them. When not needed, the added tiller length is simply telescoped out of the way. This makes a dandy project for a Saturday afternoon or a long winter night, something to tinker with when you can't go sailing. Enjoy!



Spectator

(Continued from page 10)

"Anticipation" passed thru each kelp patch. [Note to myself: check the front edge of the bottom slot for wear or damage, when you get home.] At the end of the kelp, I passed ahead of "Fisherman III" beyond of her anchor line. A party of especially dedicated fisherman on her stern paused to watch me pass. "There goes Flying Scot," they were saying. "Wonder what he's doing out here on a day like this."

After the kelp the Mission Bay channel entrance came up quickly, with a Cup-class boat being towed in ahead of me. Surfing and running before the wind, I passed them. It was the Russians' boat, a yellow hull. They watched me for a bit, probably trying to decide what my sail logo meant, then turned to as their inflatable made up to their side for the trip back to the berth. "Anticipation" ran unusually fast back to Vacation Island. I phoned my wife to come down, and help me with the trailering (the wind was piping up), then repaired to the greenhouse-hot cab of my pickup truck, to warm up and dry out.

In the morning's paper, the sports page carries headlines: "French, Italians win races, Winds damage several boats." Furious weather had beaten up four of the high-tech Cup class, built for speed but not stress. The boom and spinnaker pole on Spain's boat had broken. France's mainsheet block broke. Bill Koch's "Jayhawk" cracked her boom. "Stars and Stripes" blew out two spinnakers, and the Harbor Patrol pulled Dennis Conner over in San Diego Bay. Conditions had been so rough he had opted to drop his mainsail only when in the shelter of the Harbor, and the Coast Guard considered her unsafe there unless she was in tow. For once I sympathized with Dennis, but does he appreciate it?

A check of FS 3099 showed no damage, other than a slight scrape from the rocks near the launch ramp, when I'd tried to land in quirky, shifty winds.

But just let me put up the jiffy reefing, and give me one or two (even three) crew, and I'll be ready to go back out again, and show my stuff. Things are bound to be better.

America's Cup

(Continued from page 11)



This view looks northwest from above the "San Diego River" highway bridges.

California? Could some of those old-boats possibly get together, and spawn a school of new Scotlings?

I certainly hope so, and the time seems ripe. Most times when my eldest son and I sail the big bay, there is someone on another boat who remarks, "Hey, is that a Flying Scot? Boy, I haven't seen one since I was back East..." or something similar. Nor are many of these laid back California dreamers missing the fact that something with a big FS on its sail is usually passing them nicely as they plow along in toiletted, trunk-cabined, deep-keeled splendor. Only the multihullers go faster, and how long can they exist on those trampolines, before it is apparent that a sea boat with some freeboard is needed out here?

Having sailed in the Pacific, offshore, both through the San Diego Bay and Mission Bay channels, I continue to be amazed at how many non-senile owners of large sailing cruisers have never taken their boats out onto the Pacific. There are enough reasons, navigational aids, and good weather days, and the traffic out there sure beats the weekend jam-ups in the bays. The passage out of San Diego Bay is a reach southward, past the high cliff of Point Loma. After you have passed the San Diego Yacht Club, (home of the 'Cup), the submarine base, and the jutting finger of Ballast Point, the winds start funnelling around the 'Point from 15 to 20 knots. With sea lions on the red buoys marking the straight channel south, you hike out energetically, and hang onto your sheets and tiller for a ride-of-a-lifetime. Past the Cabrillo Monument up the cliff, and below the 19th century lighthouse (by mistake placed up on the cliff, where fog often rendered it useless, in the square-rigger days), the Coast Guard

light, near the waterline blinking always, reminds you that you're entering waters where the giant seaweed beds may have shifted. The Pacific's rolling waves begin to rock you in the cradle of the deep, and 15 miles beyond, the Coronado islands challenge the true bluewater cruiser.

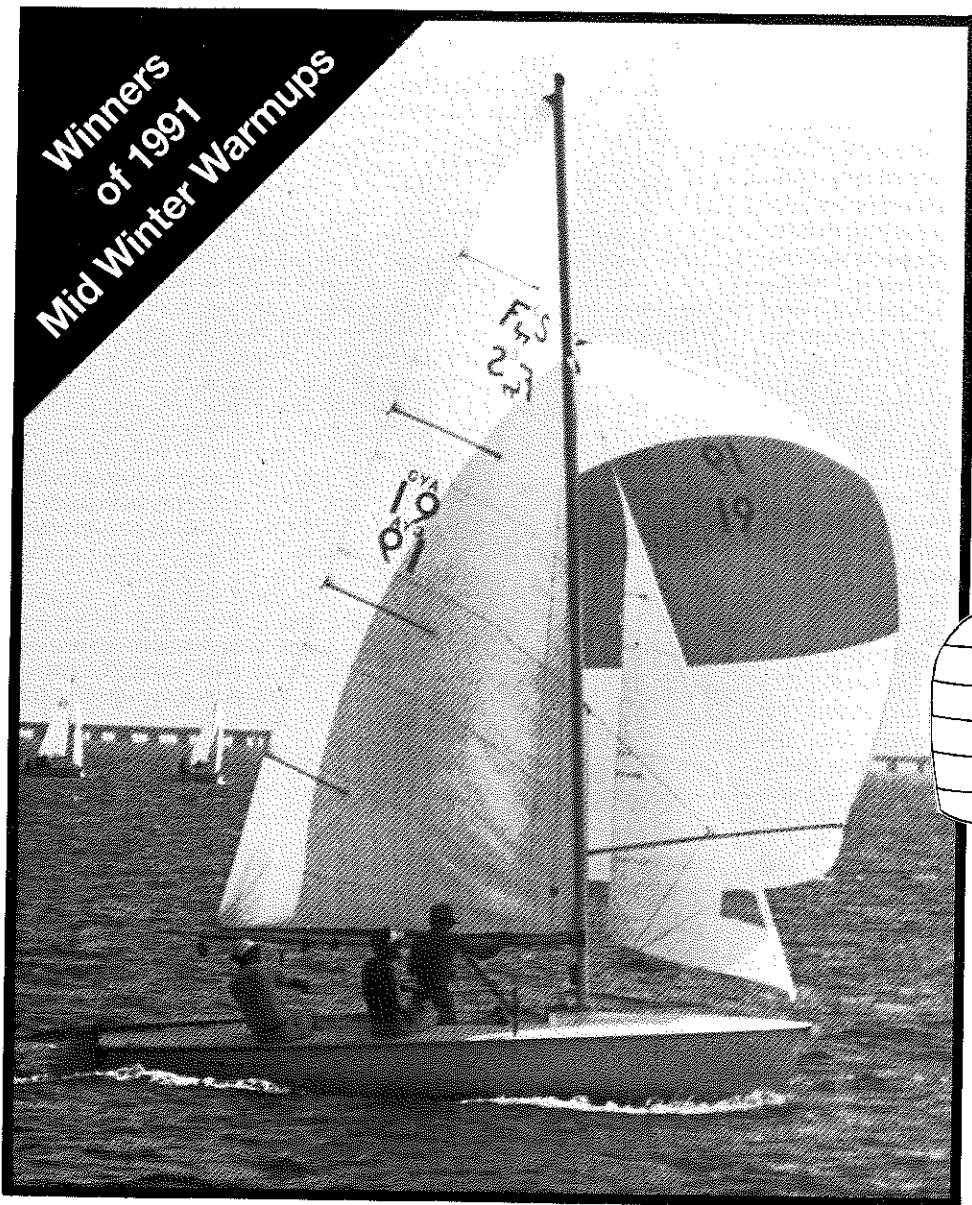
A couple miles out at the beginning of the channel, one of the red buoys mounts a bell. Near there, the ashes of one of our friend's husband were placed a few years back. She used to come to us every year, for a ride out to that buoy, on the anniversary of his death, to place flowers in his memory, and say some prayers. It was always a somber, tearful time, and two years back, we came there, out of the Mission Bay channel, from the north, skirting the giant kelp beds, to reach that mournfully tolling bell buoy, and pay our respects.

That year it was three ladies and myself in the boat, and on the trip back, our curiosity was peaked about those clumps of kelp, which were often run into by accident. In a Scot, the centerboard and rudder tend to kick up when caught, and the right degree of looseness is needed on the rudder-head wing nut, or the rudder has to constantly be pushed back down.

Headed back from the memorial visit we were threading our way through the kelp, and were easing past a center-console power boat, stopped in the water. I called to him, asking if he needed help. He motioned to a large power cruiser, hove to just off the kelp bed, and asked me if I could get the owner to tow him out. I came about in the kelp, and we sailed up to the cruiser, who refused, ap-

(Continued on page 16)

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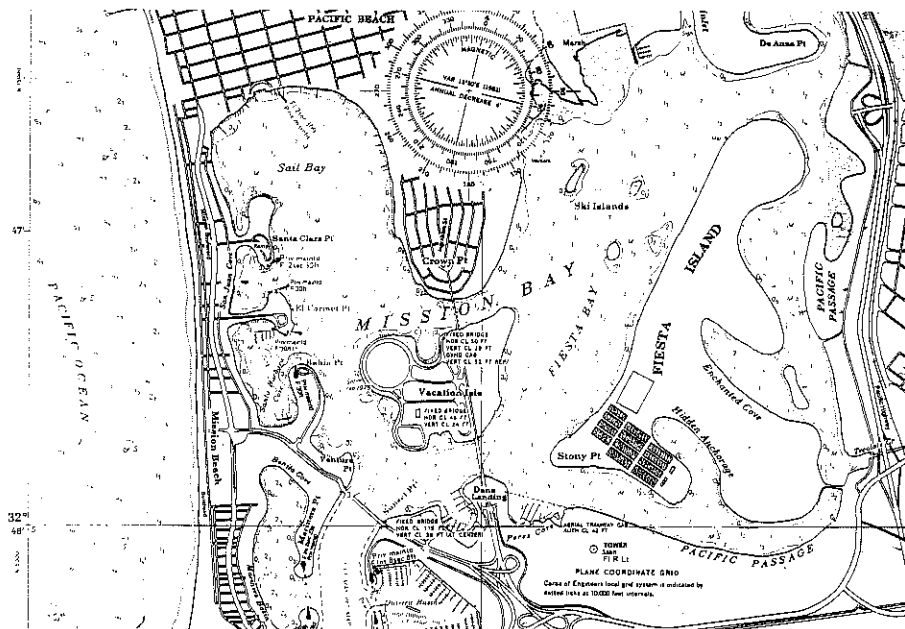


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(Continued from page 14)

parently not certain what was in there, or what kelp might do to his mighty bottom. He wouldn't even use his R/T equipment, to call up someone. So we came about, and headed back to our distressed friend, with the bad news. Then I remembered the heavy, old hawser I usually carried under the foredeck, for just such occasions, and asked him if we could tow him out. He smiled somewhat, and agreed, probably imagining what a tub-like sailboat could do for the likes of him. Meanwhile, one of the girls extracted the hawser from under the foredeck, while another took the tiller, temporarily. I tied the hawser to the mast, and heaved the bitter end to the power boat sailors. When they were ready and made up, I cruised past them, having slowly come about and sheeted in the sails of my Flying Scot.

And she really flew. Her momentum - mass and speed - was sufficient to knock the two startled power-boaters off their feet, and what a treat it was to see the looks on their faces. With my wife at the tiller, her friend tending the hawser to keep it clear of cleats and fairleads, and another looking out, "Anticipation" strongly and steadily towed that power boat, over and through the kelp beds,



until we finally reached clear water. The red-faced guys in the other boat cast off the towing line, gave us their thanks, and said they'd like to work on restarting their motor.

When we headed back into the Mission Bay channel, three ladies who normally sailed very little had a fine sea story to tell, and we were all feeling on top of the maritime world! [Epilogue: the guys in the restarted power boat, as they

passed us, called out, "We sure beat you back into port, didn't we?" But we knew we'd changed their attitude toward "rag sailors." And somewhere out there, two "stinkpotters" have a newer, healthier respect for women, for a boat named "Anticipation," and for sailboats with "FS" on their sails.]

Watch the TV coverage of the America's cup in the future. Flying Scots are very likely to be in the picture!

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Juniors Column

Dear Sunshine,

Thought you might like a cute story. My son Jamie Olsen started sailing at three. I took him on a race and was first to the windward mark (light crew). Downwind I had him hold the tiller reasonably straight and flew the spinnaker #2 at the end of reaches! Upwind to finish we lost two more boats. Jamie had fallen asleep on the stern. I was protested for sailing with only one person but won because another boat had seen him steer! At age four, he was sailing in my lap with another adult in a small craft. Last year at five, he was my crew every week! He already understands the boat must face the waves to be into the wind. He even asks to frostbite with me. (For those of you from the south that is usually 40 degrees or less. We do this in Dyer Dinghy's 10'.) The reason I wrote this article is that they make foul weather pants and jackets small enough for little kids. We even capsized one week and after two weeks he asked to go again.

In July of 1990, Charlie Olsen, ten years old, and I towed a borrowed Scot #4080 out of the harbor. At the end of the harbor I let him go on a main alone. There was only a little wind. I went back to get my Scot where my wife was skipper. I towed it out part way from R.Y.C.'s mud hoist (lowtide about 4" deep). I then went out of the harbor at the required 5 mph expecting to meet my son still drifting. I could not find him! I then realized he had taken off on a plane (main alone) gone 1 1/2 miles in about 15 minutes and was on his way back waiting for me. I had asked the rest of the fleet who were carrying spinnakers to keep an eye on him. No one could catch him.

Next, I had to motor full speed to pick up a qualified skipper so I could land on my son's boat, anchor the power boat and go racing. In the meantime he had gone head to wind and slowed down. I got the other skipper, we anchored the power boat and off we went under spinnaker to catch his boat. After dropping him off I proceeded to the start. Since RYC usually gets about 6-15 knots unless a front comes through, I started. He had so much fun that day that he has crewed for me many times since. He will be my crew at the NAC's.

Dave Olsen



Emily Shaffer FS4468 When one visualizes sailing, one imagines the gentle wind that fills the crisp white sails and drives the boat over crystal blue waters. While this is happening, those on board are soaking up the sun with their feet up and a cool drink in hand. This is not what I've experienced sailing to be.

From May through October, for the past three years I've spent Sundays racing in Flying Scot 4468 on New Jersey's Barnaget Bay at Shore Acres Yacht Club. My father is the skipper and my mother and I are his crew. The club has two races each Sunday and although it is not a marathon, racing can be as mentally and as physically grueling. Even though the sun usually shines, the gentle winds mentioned above are usually nowhere to be found. Strong winds of twenty to twenty-five miles per hour are considered normal where we race and when it blows like that, there is no time to relax. Trying to get every ounce of speed from the boat by constantly adjusting the sails often results in such deep concentration that the crew loses track of time and location on the course. A quick scan of the horizon brings the club into view with the finish line situated off the well populated deck.

At the finish line the yelling in the boat changes to high fives and pats on the back for a job well done. The sails are let out as the boat eases up to the bulk head. After the boats are back on their trailers, it's time to have a cool drink and to compare notes on racing strategies. I'm always glad to see the end of the race come, especially those times when the wind is blowing and sea spray is aimed at the crew hiking out with all its might. My happiness with the day's accomplishments is quickly diminished when I remember I have to get out there and do it all again the next Sunday!

Firsts Column

Bob Summerfeldt, Fleet 165, Ohio district, boat #264. When and why did you start racing? What is your greatest story? At '89 NAC (Oswego, N.Y.) The third qualifying race was very light air and shifty, just what we are accustomed to. We maintained excellent boat speed and finished third, two boat lengths behind Harry Carpenter (and we were gaining!) and he was about 5 lengths behind Greg Fisher. We were elated!! The rest of the week was considerably different and we ended up dead last in the championship division. Talk about getting your humility adjusted! Two years earlier at Lake Carlisle, my first NAC, I reported to the sail measurement area. The gentlemen checking my equipment began to fill out the form and asked my sail number. I replied "Two sixty four". He looked at me blankly for a moment and then said "Two six four what?" At that point I began to realize how rare 3-digit boats are at national events!

Chris Sullivan, Carlyle district, boat #3577. When was the first time you were ever in a Flying Scot? Whose boat was it, or how did you become interested in Flying Scots? Peter Oulevey took me out on my maiden Scot voyage. John Domagala will never forgive him. When and why did you start racing? What is your greatest story? About 2 years ago I raced my first race, and this year at the Midwinters our shroud broke in the middle of the race. John my skipper, started screaming directions at me at the top of his lungs. Meanwhile Granny Dees just sat back laughing and rolling her eyes like what am I doing with these bozos. Then while I was on the deck I dropped the winch handle in the water. The whole event lasted only a few nervous seconds but it seemed to go in super slow motion like a terrible nightmare. Everything turned out O.K. and we made it out for the second race that day. Have you ever daysailed or taken a cruise in your Scot? Where, when, tell us about it... The best day was when I was having a terrible day at work and I needed to get out. Peter Oulevey and I worked together so I walked down to his office and grabbed him by the arm, turned off the light and we headed to the lake. On the way we stopped and picked up some "first aid" and sailed out to the island at the lake Carlyle and had a great time. The saying is true "A bad day sailing really is better than a good day at work!" Have you ever been both skipper and crew? Which is more fun and why? I have only been a crew member on a Scot and that is why I can positively say that it is more fun and easy being the skipper.

Florence Glass, Mid-west district, Fleet 83, boat #3617. When was the first time you were ever in a Flying Scot? Whose boat was it, or

(Continued on page 18)

Fleets In

AYC SPRING INVITATIONAL

Berkley Merrill proclaimed Kent Hassle "the consummate host for inviting only those people that he could beat" to Atlanta Yacht Club's Spring Invitational Regatta. Kent and Elizabeth Hassle from AYC beat Berkley and Nancy Merrill from Birmingham Sailing Club by a quarter point, to win a very close, two race event. Whit and Lisa Kendall from Fleet 13 finished third only three quarters of a point behind.

Ten Scots from Georgia, Tennessee, and Alabama were the first of six classes and more than 70 boats to start the regatta. All weekend the winds were light and shifty, but the rain held off once the racing was started.

Anyone who has sailed on Lake Altoona knows that the term "weather mark" is at best a generalized term, and those crews who could tack quickly, stay on the lifted tack the longest, and keep their boat moving found themselves in front. Just about everyone looked really good for a few moments at some point during the race. But after a long downwind leg in a dying breeze, the committee shortened course and finished everyone mid-leg on the next beat. Overcoming difficult wind conditions and "the mother of all holes", the Hassells crossed the line first, followed by the Merrills, and Neil Matthews with crew Rob and Patricia Fowler.

Sunday's weather proved to be more stable, and everyone started out for what would be the last race of the regatta. After a clean start by the whole fleet, the Hassells and the Kendalls pushed left looking for more velocity, while the Merrills led a pack to yesterday's favored right side. Several tacks later, the Kendalls rounded the weather mark first with the Merrills close behind. As the rest of the fleet got tangled up with the Thistle class, the two lead boats pulled away and finished first and second. The Hassells finished the race third and locked up their first place trophy.

This was a good regatta for everyone. Lake Altoona is well situated between the Atlanta, Chattanooga, and Alabama fleets. The winds, although light, let everyone sail comfortably and competitively. The AYC Fleet 11 had 100% participation from all of its members.

Firsts Column

(Continued from page 17)

How did you become interested in Flying Scots?

Paul McRoy of Fleet #30, Carbondale, IL, told us we ought to buy a Scot when we were trying to race under handicap with a 21' Orion (Heavy and built for the ocean) Paul showed us an ad for #208 in Servick, Pa. It was close to where our son was in school so we picked it up in the spring of 1965 and took it to Crab Orchard Lake to start racing with the other Scots. When and why did you start racing? What is your greatest story? We started racing in order to have something to talk about with other members of the club and then later we were hooked. Have you ever daysailed or taken a cruise in your Scot? Where, when, tell

The evening festivities were excellent, and the dance floor was dominated by Scot sailors and their support teams. Everyone had as good a time Saturday night as they did during the day, proving once again that AYC throws an excellent shore regatta as well.

AYC has a small, growing fleet of Scots and made a great effort for this weekend. It looks for some good growth and should continue to be a central point for future regattas in the Southeast. Congratulations to Kent and Elizabeth, and all the rest of the fleet.

1991 EGYPTIAN CUP

Regatta Report by Suzie Knight

As I pulled up into the busy parking lot at the Crab Orchard Lake Sailing Club, I was worried I had a lot of work to do on the boat. I was sailing with John Domagala, so I had no clue what condition his boat would be in after the Midwinters. I was also worried John wouldn't be there since we put in a long night of pool playing at a local bar with Mark Hartman and crew, Jared Painter. Much to my pleasure, the boat was rigged, John was there, and all I had to do was work on the bottom of the boat.

The Egyptian Cup had a great turn out of 17 boats. Ted and Florence Glass were blessed with their new boat, number 4777, (delivered by John Clickner from the boat company who crewed for Paul Moore Jr.) while The Boyers from Clinton Lake, Illinois, were there to take delivery of 3577 from the Glasses. Both couples seemed to love their new boats.

Winds on Saturday were very shifty, ranging from 3-5 knots. Sunday, they ranged from 0-3 knots. With those conditions, one can say a lot for concentration and patience. John and I were very worried, in the last race for a while, when we started going backwards about 50 yards from the finish line when other boats had at least a little momentum.

Group dinner at a local restaurant with air conditioning was welcomed. Overall, it was a good regatta for all and there are plans for growth of the Egyptian Cup.

Results:

- 1: John Domagala & Suzie Knight
- 2: Mr. and Mrs. Clark Ashby
- 3: Mr. and Mrs. Joe Gerrity
- 4: Mr. and Mrs. Chuck Hoffman

(Look out for those husband/wife teams !!!)

us about it... One year after an early Midwinters in Fort Myers about six boats from Illinois sailed from the causeway from the mainland to Sanibel north around the islands of Sanibel and Captiva stopping for lunch at South Seas Plantation for lunch. As we sailed back in the gulf toward the causeway a black cloud was building behind us and we all flew our spinnakers and raced toward the Sanibel lighthouse - about 3/4 of the way there we ran out of time and beached our boats in front of one of the motels to the delight of it's manager and occupants. Fortunately there were a number of pilings there for a construction and used them to roll our boats up above the high tide line. We phoned Gunter's (Ted's) mother who was living on Sanibel, and his Aunt Mary Manly came for us, carried us to her house, where she fixed supper for all who would stay

THE IRONMAN REGATTA IN BIRMINGHAM

With a first and a second, Whit and Lisa Kendall from Atlanta beat Steve Bellows from Pensacola Yacht Club to win the Ironman Regatta at Birmingham Sailing Club. Rob and Patricia Fowler from PYC Fleet 13 finished third, Neil Matthews also from PYC finished fourth and Kent and Will Irwin from Birmingham finished fifth. Seventeen boats from Alabama, Georgia, Florida, Louisiana and Tennessee competed in light wind for two races on Lake Logan Martin.

Saturday's racing began with a modest breeze blowing and a good clean start. But as the wind died, the fleet was left to fight with the current and other classes for clear air. Needless to say, it was a long day trying to get in the first race, and a sympathetic race committee sent the fleet in rather than start another drifter. Some of the day's best racing came as boats tried to paddle in to the docks faster than each other.

Dinner was hard to beat. Shish-ka-bobs made of steak, chicken, and amberjack, salad, and a great looking cake along with some good music kept people around even after the club lost power during a thunderstorm.

Sunday started and finished in a real breeze, though there were some good holes to be found on every leg. Two long reaches in a dying breeze consolidated the fleet, but didn't change the standings much. Steve Bellows, sailing alone, won easily and later commented that jibing was the hardest thing he had to do. Once again, the race committee was merciful and cancelled the last race and let everyone paddle home.

All in all, it was a great regatta. No one was washed away during the night's rain, and although the roof of the porch leaked badly over the bar, everything was saved. Thanks go to the Irwins, and the Merrills, along with the whole BSC Scot fleet for a great job which continues to attract top competitors.

1990 Mayor's Cup Invitational Regatta

When the 1989 Mayor's Cup ended it was as if lightning had struck in the same place twice. The regatta was sailed under the worse weather conditions possible - no wind. The regatta was gaining a reputation, for some reason the weekend after Labor Day in

- four boat loads did. We had fried fish and our good friends Sam and Pat Shaw stayed the night in the living room on the sofa and Sam on the floor. The next day we rolled our boats back to the water and finished sailing to point of departure. We had trouble getting causeway bridge open as no one had loud enough horn to summon the tender. Finally, he noticed the six mast-tips going round and round, crossed the road to look down on us and finally opened the bridge. This is my most memorable experience except all the fun of our several capsizes. Have you been both skipper and crew? Which is more fun and why? Yes, but I'd rather be crew. I'm too chicken to be the helmsman when the wind pipes up.

(Continued on page 19)

Fleets In

(Continued from page 18)

Greensboro, North Carolina, the wind would not cooperate.

The curse was lifted for the 1990 regatta. A light breeze welcomed the race organizers early Saturday morning and continued to build throughout the day. By late morning the breeze was up to a steady 8-10 mph. The racers apparently knew that the conditions would be nearly perfect, this year's Mayor's Cup saw 55 boats competing in 5 different fleets. The Flying Scots represented the largest fleet of boats participating, 23 were in attendance. The Scots came from throughout the region, skippers from VISA, Lake Norman, Carolina Sailing Club, and Morehead City were present.

The breeze was ideal for the Scot fleet Saturday. Skippers tuned for speed with all of the crew on the high side holding the boats down. The windward mark was set in a location that challenged sailors to either approach on port tack and take their chances finding a hole to round the mark or to approach on a safe starboard tack that was seemed to be continually headed making it difficult to find the proper lay line. Regardless of the approach there were lots of boats and plenty of excitement.

By Sunday the wind had died to a calm 5-8 mph. The wind had shifted making it necessary to run the races across the lake rather than lengthwise. All of the Scots who sailed on Saturday returned for Sunday's final race. Larry Lewis and his crew, and wife, Starr had a commanding hold on first place, but second place was a three boat race.

Both Larry Lewis and Starling Gunn showed that consistency is often a key ingredient in sailboat racing. Larry finished the regatta with a perfect score - winning all three races. Starling finished in second place with three fourth place finishes. Second and third

place finishes for the three races were shared by six different skippers. Larry's performance allowed him to capture both the Mayor's Cup trophy, awarded to the skipper who beats the most boats in a fleet, and the Bryan Cup trophy, awarded to the skipper of the boat with the best overall finish based on corrected time.

Fleet 126 is thankful that this regatta was so well supported by our friends from other Scot fleets. We hope that everyone enjoyed the regatta and the excellent sailing conditions. We look forward to seeing everyone back next year - September 7 and 8, 1991.

1990 Mayor's Cup Invitational Regatta

Lake Forest Yacht Club, member of FSSA Fleet 102 on Mobile Bay, has a Commodore's Award's Banquet each January. This is the official turn over of officers, much the same as any other club has. What is different about this change of command are the trophies which are awarded. They have fun awards (no mishap through the year goes without recognition) and serious awards. Most of the serious awards are the commodore awards. Each outgoing commodore presents a new perpetual trophy. Some of the commodore awards already created are Boater of the Year, Supporting Board Member, Supporting Non-Board Member.

In 1985, Dan Kolenich was Commodore of Lake Forest Yacht Club. As outgoing Commodore Dan's perpetual trophy was for the person or persons who does the most to support and promote the flying Scot within their club. This person does not have to be a sailor but so far has been. The awardees to date are:

1987-Zane Yoder (Jr. Flying Scot NAC Champion)

1988-1990-Carol Holman (Carol has been the club Scot chairperson for the past three years. She has organized the Scot program, teams for GYA regattas, towed boats and maintained boats. Carol is a strong force in youth sailing and the Ladies sailing)

LAKE TOWNSEND YACHT CLUB 1990 MAYOR'S CUP

Flying Scot Fleet - FINAL STANDINGS

Pos.	Skipper	Sail#	R#1	R#2	R#3	Totals
1.	L. Lewis*	3933	1	1	1	2.25
2.	S. Gunn	1104	4	4	4	12
3.	G. Spencer	2847	2	3	8	13
4.	D. Smith	3768	11	7	3	21
5.	S. Eich	2237	10	2	10	22
6.	M. Singletary	3595	8	9	6	23
7.	D. Batchelor	2324	14	6	5	25
8.	M. Duncan	3638	5	10	11	26
9.	C. Grant	4387	13	11	2	26
10.	L. Currin	4131	3	5	19	27
11.	B. Byrd	4043	6	15	7	28
12.	D. Schuitz	1885	9	13	15	37
13.	B. McVey	3916	7	20	12	39
14.	J. Horney	4125	15	8	16	39
15.	T. Parker	440	17	14	9	40
16.	F. Gunsett	801	12	12	17	41
17.	H. Ausley	4056	18	19	14	51
18.	R. Moates	1939	21	18	13	52
19.	B. Reichbauer	3759	16	16	20	52
20.	W. Robertson	1292	19	17	18	54
21.	S. Raper	4051	20	21	22	63
22.	H. Kunkel	3035	22	23	21	66
23.	L. Clapp	23	22	22	23	68

*1990 winner of both the Mayor's cup and the Bryan Cup.

Flying Scot New Members

Fleet#	District	Boat#	Name	Address	City	State	Zip
	Carolina	0801	Rick Clemons	1717 Dublin Drive	Greensboro	NC	27408
	Carolina	ASC	Fritz LaBarge	1 Cauldwell Lane	Durham	NC	27705
7	GNV	4085	Eugene B. Aikes	130 Heritage Drive	Freehold Twp.	NJ	07728
162	GNV	3876	Paul Barbian	30 Maher Avenue	Greenwich	CT	06830
	GNV	2109	John D. Bleignier	585 Lanlac Drive	Lanoka Harbor	NJ	08734
	GNV	0914	Bernard & Cecil Glassman	101 West 12 St. Apt. 16M	New York	NY	10011
	GNV	7896	James Sullivan	17 Clinton Street	Meriden	CT	06450
99	Gulf	ASC	Thomas Baker	4723A Iberville	New Orleans	LA	70119
114	Midwest	2013	James V. Dorman	404 W. Lafayette Street	Ottawa	IL	61350
	Midwest	4753	Jack M. Goldman	Rt 2, 23 Wildwood Dr.	Mount Vernon	IL	62864
135	Midwest	ASC	Chris Sullivan	2501 Pleasant Valley	St. Charles	MO	63303
	Midwest	4649	Martin Wolfe	6527 N. Deerpath Road	Oregon	IL	61061
	NE	0329	Nick & Linda Supron	25 Stadium Road	Providence	RI	02906
	Ohio	0742	Brian Pace	330 W. Spring St.	Columbus	OH	43215
165	Ohio	3612	Michael B. Smith	202 Delta Drive	Johnstown	PA	15904
	Ohio	2774	Wayne Waddell	617 South Ashland Ave.	Lexington	KY	40502
141	Prairie	0923	M.J. McKeever	4455 Glencove Place	Boulder	CO	80301
	Prairie	ASC	William V. Nix	325 Locust Street	Rock Springs	WY	82901
	Texas	1567	Deryl Earsom	9000 Poppy Dr., Ste. 9112	Dallas	TX	75218
23	Texas	4751	Warren F. Neely, MD.	2829 Babcock Rd, #715	San Antonio	TX	78229
	Texas	4757	Susan Sher	6215 Glendora Avenue	Dallas	TX	75230
32	Texas	4696	Victor Welch	2305 Bay Area Blvd. #404	Houston	TX	77058
	Florida	ASC	Spence A. Wike	1119 Highlands Blvd.	Pace	FL	32571

THE RULES

The following RULES were submitted by an anonymous skipper, and the Editor expects a set of RULES to be submitted by an anonymous crew shortly.

1. The skipper always makes the RULES.
2. The RULES are subject to change at any time without prior notification.
3. No crew can possibly know all the RULES.
4. If the skipper suspects that the crew knows all the RULES, then skipper must immediately change some or all of the RULES.
5. The skipper is never wrong.
6. If the skipper is wrong, it is due to a misunderstanding which was a direct result of something the crew said or did wrong, or general ineptness or stupidity on the part of the crew.
7. If rule #6 applies, the crew must apologize immediately for causing the misunderstanding.
8. The skipper may change his/her mind at any point.
9. The crew may never change his/her mind without express written

consent from the skipper.

10. The skipper has every right to be angry or upset at any time.
11. The crew must remain calm at all times unless the skipper wants him/her to be angry or upset.
12. The skipper is under no obligation to let the crew know whether or not she/he wants him/her to be angry or upset.
13. Only the skipper may determine when things are all right again.
14. The skipper may begin a conversation at any given point in his/her mind and the crew is expected to know the topic and reason for the conversation.
15. Common sense is defined as what the skipper believes to be true.
16. The crew is expected to know in all circumstances what the skipper meant to say, even when it is not the same as what the skipper actually said.
17. The crew may never quote the skipper.
18. Sail trim, right of way and compass headings do not apply except as defined by the skipper.

THE IDEAL CREW

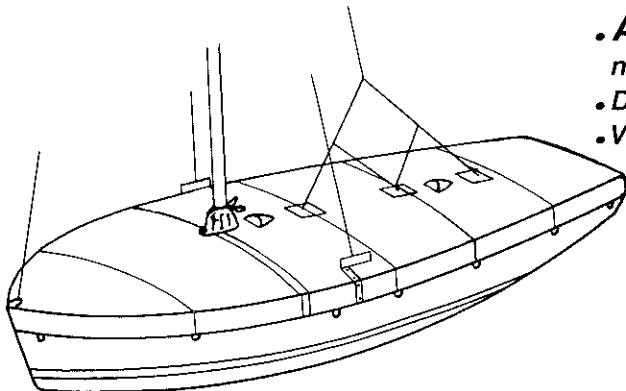
1. Displays unquestioning obedience.
2. Doesn't mind getting wet, cold or bored.
3. Doesn't bruise easily.
4. Doesn't complain when bruised.
5. Strong, silent and agile.
6. Enjoys being blamed for things even though not at fault.
7. Inclined towards mental telepathy.
8. Impeccable time-keeper and recorder of courses.
9. Naturally good eyesight for spotting distant bouys (desirable magnification 4 x 30).
10. Likes winning.
11. Very good when losing.
12. Preferred hobbies--sewing, woodwork, traveling and swimming.

From: Start to Win by Eric Twiname (1974)

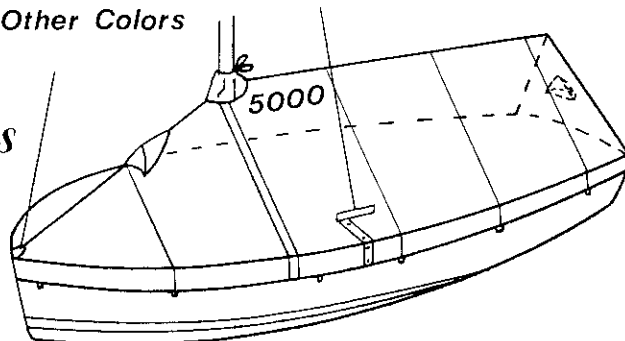
Wanted:

Woman with boat, sails and trailer. Must be able to cook, scrub, take abuse and sew. Send recent photo of boat and sails.

ACRYLIC FLYING SCOT COVERS



- **Acrylic**, an attractive, handsome material, will not rot, mildew or shrink—Lasts **TWICE** as LONG
- **Delrin zipper covered by flap**—velcro secured
- **Velcro enclosures for side stays**
- **Very light & easy to handle**
- **Never stiff or brittle**
- **Ventilation by netted opening w/ hood**
- **White & Blue** — **FAST DELIVERY!**
- **Other Colors**



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	\$ 265.00	275.00	289.00
Flat Full Side	355.00	369.00	389.00
Tent 6" Skirt	299.00	310.00	325.00
Tent Full Side	385.00	399.00	415.00
Sail # Installed	25 ⁰⁰		

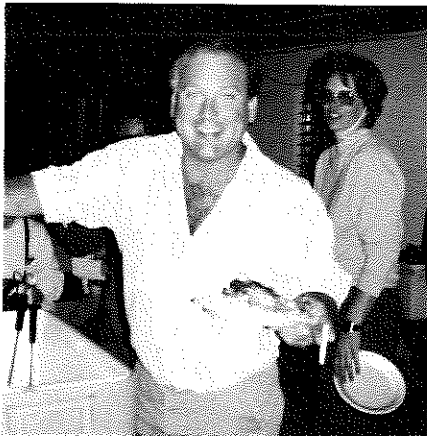
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901-744-8500

Check in advance - no UPS
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ROOKE SAILS
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People Profiles



Benz Faget looks like a happy man. Rumor has it that Benz, a great Scot sailor (4th at the Midwinters) is getting married. Wonderful news! Benz has been active in Scots for many years and is a top competitor. I first met him at the Nationals in Hamilton CANADA and was struck by his accent (New Orleans) and his friendliness. Several years ago he had an unfortunate accident and was in a full body cast for months. He's fully recovered and we want to wish him the best!



Mr. and Mrs. John Clark

A beautiful wedding was attended by many Scot sailors the first weekend in June. Congratulations to a wonderful couple.

Harry and Karen Carpenter

Everyone knows this couple. They are an added bonus to the Flying Scot Class that can't be matched by any other design group. If you need any information, any assistance with a regatta or with your boat they are always available at the Boat Company. Their attendance at any regatta is a real plus also. Their travel schedule, added to full time work at the Gordan Douglass Boat company in addition to raising two beautiful children keeps them running full time. Just wanted to say thanks Harry and Karen. You're great people and doing an excellent job!!



This crew, the unofficial video crew for the Flying Scot Class is from L-R John Domagala head photographer and camera person Chris Sullivan, (Gumby II) Granny Dees, Jerry Hartman and Pat Manicchia. Not pictured Chuck Barnes, Phil and Jane Campion, and Missie Hartman. This group taped (only social events) the entire warm-ups and Midwinter Regattas. The official edited version has yet to be seen, however, the unedited was shown the evening of the awards. Every event, from late evening What 'A Burger and the Pancake House, Tammy's party to 4 men and a little lady in a dingy. If you ever want to show a tape of good natured Scot sailors having fun - this would do it! Thanks Gumby



F.S.S.A. Mid-Winters' Charlie Dees Memorial Trophy

Trophy is to be Awarded at Flying Scot Mid-Winters.

Selection Committee is to be obtained from the following:

1. Officer from the host club or a person appointed by the host club.
2. Highest ranking F.S.S.A. Officer present at the Mid-Winters.
3. Skipper with the highest finish at the F.S.S.A. North Americans registered for the Mid-Winters.
4. Member of Dees family. If none are present, a participant of the race should be selected by the highest ranking F.S.S.A. Officer present at the Mid-Winters.

Selection Criteria:

1. Cannot be awarded to a Judge.
2. Awarded to a person who worked with the races. (examples: race chairman, mark set boat, rescue boat, race registration, lift operator, members of the race committee, etc.)

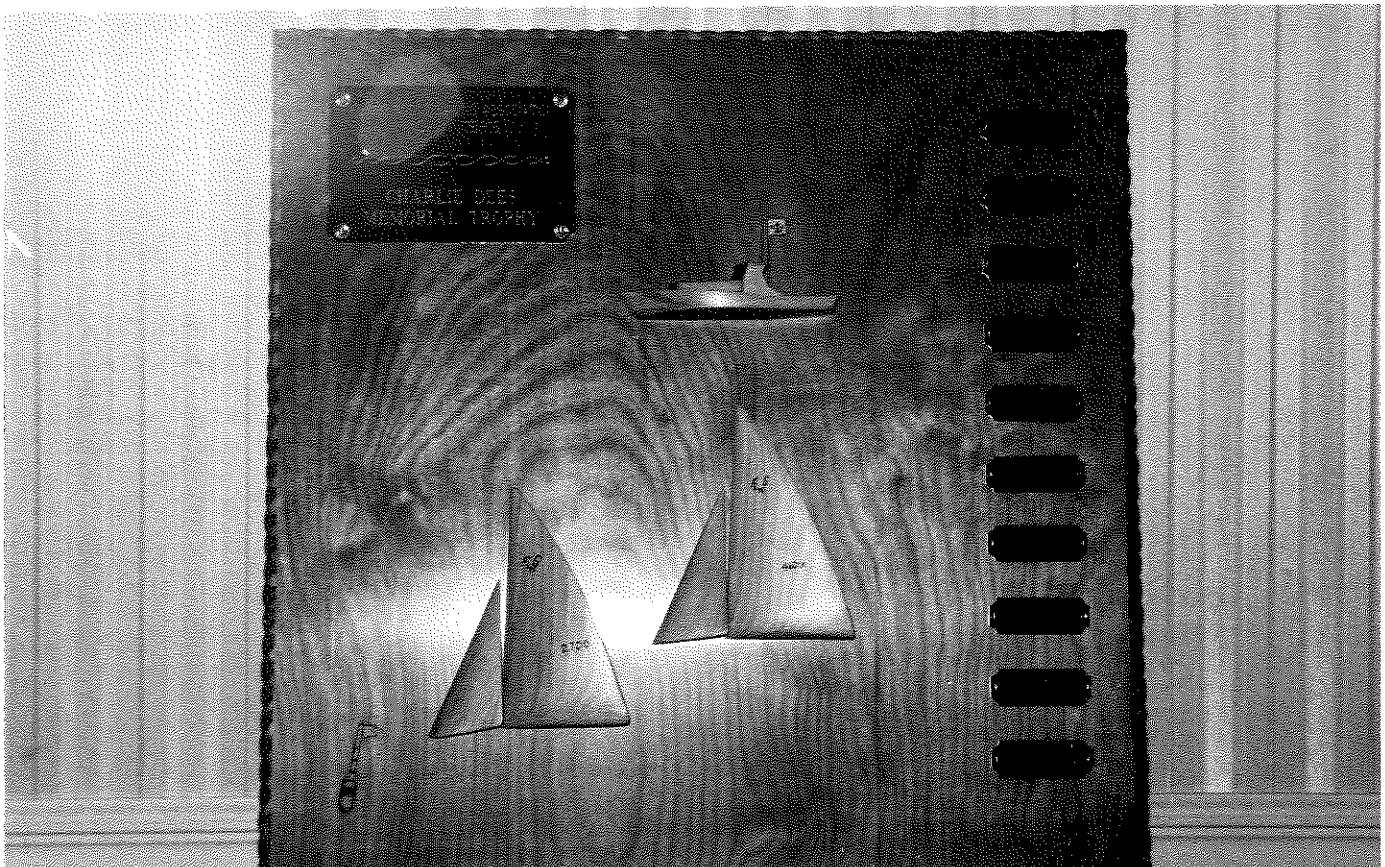
Type of Trophy: Perpetual trophy with no keeper trophy.

Trophy purpose:

1. Dedicated to the memory of Charles Dees.
2. To encourage learning Race Committee responsibilities and to recognize the significance of Race Committee work.

This trophy is being established to recognize the commitment that Charles Dees felt was necessary, on behalf of the Race Committee, to ensure a successful race. He served on many race committees, as he had a high regard for leadership and organization. After many hours of work as a Judge and Race Chariman he felt that the Race Committee's work was often taken for granted, with little, if any recognition. Although this position was often overlooked and seemed unimportant to many, it was a part of sailing that intrigued him. He had an indepth knowledge of the rules and enjoyed applying them in race management. He also knew that without the dedication and commitment of the Race Committee, there would be no race!

This trophy is to be awarded to the individual that has shown outstanding commitment, dedication and leadership in the organization of Mid-Winters.



Starting Line

MIDSUMMER REGATTA
DUXBURY YACHT CLUB
DUXBURY, MA

JULY 26, 27, 28 5 RACES

CONTACT: GARY POWELL 617-934-7320

Flying Scot 1991 Invitational Regatta
sponsored by Fleet 6 at Deep Creek Lake
August 3 and 4.

For information on this event, contact Ted Rissell at 301-387-6463. Any Fleet member planning to attend this event should call John Northrup, Fleet Captain, at 717-732-6158.

NOTICE OF RACE

85TH EPHRAIM REGATTA
AUGUST 3 AND 4, 1991
EPHRAIM YACHT CLUB
EPHRAIM, WI

1. SCHEDULE OF EVENTS

Saturday August 3

9:00 am Registration
9:30 am Skippers Meeting
10:00 am Start of first race

(three races scheduled)

6:00 pm Bratfest

Sunday August 4

9:30 am Skippers meeting
10:00 am Start of the fourth

race (two scheduled)

2:00 pm Awards ceremony

2. **TROPHIES TO BE AWARDED** Ephraim Yacht Club 84th Regatta—first five places Wisconsin Cup—Winner of the first three races—first three places Vail Cup—Winner of the first race Hanselman Cup—Winner of the last race

3. RULES

The regatta will be governed by the International Yacht Racing Rules; the prescriptions of the United States Yacht Racing Union; the rules of the Flying Scot Class; except as any of these are altered by the sailing instructions; and by the sailing instructions.

4. ADVERTISING

The regatta is classified a Category A Event in accordance with Rule 26.

5. ELIGIBILITY

The regatta is open to all Yachts of the Flying Scot class and any other class with three or more yachts.

6. REGISTRATION

Fee \$15, \$10 if received by June 30, 1991.

1991 Flying Scot Gulf District
September 7 & 8, 1991
Fairhope Yacht Club
Fairhope, Alabama

Join us for excellent sailing and competition! For info. contact: Terry & Dan Kolenich (205) 626-7175, (205) 434-3687 or "Granny" Dees (205) 928-8942.

MAYOR'S CUP REGATTA

September 7-8, 1991

Fleet 126 & Lake Townsend Yacht Club,
Greensboro, NC

Great racing, great facilities and great fun are all part of this regatta. This regatta draws a large Scot fleet with some of the best skippers in the region. See you at the starting line. Contact: Fields C. Gunsett, 1200 Monticello St., Greensboro, NC 27410, (919) 299-2341.

PALMER TROPHY INVITATIONAL

Sept. 14-15

Sayville Yacht Club

The Palmer trophy was donated by Tim Palmer, a member of our local club, the Sayville Yacht Club, in memory of his wife who passed away last summer and in recognition of our newly formed Scot Fleet. I am enclosing a copy of the Deed of Gift for your information. The Palmer Trophy Invitational will be a five race series in Flying Scots at the Sayville Yacht Club on the Great South Bay on Long Island's south shore over the weekend of September 14th and 15th, 1991 and is open to all Scot sailors. We guarantee super Great South Bay breezes in September! Specific information regarding race times, directions to Sayville, meals, accommodations etc. can be obtained from Fleet Captain Bob Finta, 9 Baywood Lane, Bayport, NY 11705; phone (516) 472-0305.

FLEET ONE

Annual Pig Roast Regatta

21st - 22nd September

Cowan Lake - Wilmington, Ohio

Cowan Lake may be small compared to some of your lakes, but what we lack in size we will endeavor to make up in spirit. We offer a well organized, well run series of races, with good food and good company. Look forward to seeing you again... Contact: Steve Yovan 232-8960(R) 767-2662(B)

JUBILEE REGATTA,

NOVEMBER 16-17

Pensacola's Yacht Club

Pensacola, FL

A beautiful season for great sailing on a truly magnificent bay. This is no exaggeration. Ask those who have sailed Pensacola Bay and join them this fall. PYC is comfortable; the atmosphere relaxed and casual. Launch by hoist or ramp. Limited facilities for RV's, campers, and tents. Contact: Steve Bellows, 490 South "L" St., Pensacola, FL 32501, (R) 904-433-0865, (B) 904-438-9354.

Caveat Emptor

Submissions for "Caveat Emptor" must be 50 words or less. A \$15.00 fee is charged per insertion. Advertisements are due two months prior to publication date. Contact FSSA, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646. 1-800-445-8629. Only members of The Flying Scot Sailing Association may advertise in Caveat.

A Golden Oldie! FS-278 - Douglass, gold/white, slick Balti-plate bottom, well maintained, all Harken race ready, incl. new "M" vang (6:1) adjustment, 3:1 outhaul, Shurr sails/spin, extra sails, tilt trailer w/spare, kick stand, cover, mast hinge, lifting bridle, all in excellent condition. Asking \$3,300. Mike Gold, Alliance, OH, work (216) 860-1375; home (216) 935-2846.

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. \$2,500. Call Chuck Gettys, (405) 360-8744, for 4-page description and pictures, or write 703 Jona Kay Terr., Norman, OK 73069.

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. - \$1,950. Tom Oehring, 18 Mayfair Lane, Lincolnshire, IL 60069-3223, (708) 945-3911.

FS-1363 Douglass - Excellent Condition, used very little, always garage kept and dry sailed. Lt. Yellow Hull, White deck. Good to excellent main and jib. Spinnaker like new. Fully equipped for racing. This FS comes as a complete package, ready to sail on a custom Trailcar Trailer. This Scot is currently in storage in Ephraim, WI. Price \$2,950 Don LaCross, 1330 Wendy Drive, Northbrook, IL 60062 (708) 272-0240 - WI. (414) 854-5152.

FS-1501 - Douglass built 1969 new rigging and blocks, Schurr sails with windows. Good condition. Best offer. New York area. Contact: Peter Moskowitz (day) (212) 701-3070, (evening) (212) 477-3926.

FS-1825 - Blue/white, very good cond. Spinnaker plus two sets main, jib. Complete rigging. Gator trailer. \$3,300 or best offer. Call Sue Ellen Wilcox, (708) 799-8000, ext. 3137, days; or (815) 469-3857, eves. & weekends. (Chicago SW suburbs).

(Continued on page 24)

Caveat Emptor

(Continued from page 23)

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-2595 - Douglass built 1976. Yellow hull/white deck. 4 hp Seagull outboard with bracket. Trailer and spare tire. \$3,500. Fritz LaBarge, 1 Cauldwell Ln. Durham, N.C. 27705. (919) 383-4031.

FS-2915 - Douglass built, white with blue stripe. excellent condition. North sails, main, jib and spinnaker. Pamco trailer. Lake sailed. Many extras. \$3,500. Contact: Lelan Stallings, 301 N. Robinson, Carbondale, IL 62901. Daytime (618) 457-7713. Evening (618) 687-1627..

FS-3971 - Douglass, yellow hull, ivory deck, black boot stripe. Schurr mainsail (reefing eyes) and jib, Tee-Nee trailer, spare tire, Chrysler outboard 4 hp, bow and stern flooring, custom cover, anchor, jackets, paddle. Mint condition, hardly used \$6,450. Tom Balke, 3616 Turner Dr., Endwell, NY 13760 (607) 748-4553.

FS 4027 - Douglass; Ivory/hull-blue trim; original owner, excellent condition, like new/rarely used; not raced since '85; Schurr Main, jib and spinnaker. Tee-Nee trailer; new (1/91) Rooke full cover, \$4,000. Joe Hurst, 1921 N. Spruce, Little Rock, Arkansas 72207 (o) (501) 370-1590 (h) (501) 666-5275.

FS 4599 - Douglass, Built 5/89 The boat and sails are in showroom condition. White hull and deck with red trim. Options include: TJS handling package, Removable motor mount, Cooper galvanized tilt trailer, Mooring and Trailing cover, Hinged mast step pin Asking \$8,500 Contact: Bill Hendrickson 2345 E. Commerce, Milford, Mi. 48381(313) 684-6614.

FS-4659 - 1990 Flying Scot with main, jib, mast hinge, anchor and line boat hook, paddle, four life preservers, one floatation cushion, TeeNee trailer, front dolly, spare wheel, motor bracket, 4 hp mercury eng., flares, air horn, portable gas tank, cockpit cover, white deck, lt. blue hull, red stripe. Dry storage \$8,200. Joseph Marcual Lakehurst, NJ Tel:

District Governors

CAPITOL DISTRICT

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

CAROLINAS DISTRICT

Fields C. Gunsett
1200 Monticello St.
Greensboro, NC 27410
(919) 467-3512

FLORIDA DISTRICT

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

GREATER NY DISTRICT

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

GULF DISTRICT

Terry Dees-Kolenich
4 Navy Lane
Spanish Fort, AL 36527
(205) 626-7175

MICHIGAN-ONTARIO DISTRICT

Doug P. Christensen
9215 McGregor Rd.
Pinckney, MI 48169
(313) 426-3510

MIDWESTERN DISTRICT

Larry Klick
5415 Glenwood Ave.
Minneapolis, MN 55422
(612) 546-1042

NEW ENGLAND DISTRICT

Jim Cavanagh
20 Bullard Street
Sharon, MA 02067
(617) 784-5088

NY LAKES DISTRICT

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33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731

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517 Ninth St., Suite 713
Huntington, WV 25701
(304) 529-4759

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Discovery Bay, CA 94145
(415) 634-0776

PRAIRIE DISTRICT

James W. Calvert
1230 West Street
Emporia, KS 66801
(316) 343-7104

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Bruce Moore
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Irving, TX 75063
(214) 506-7842

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Flying Scots Sailing Association
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Columbia, SC 29205

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