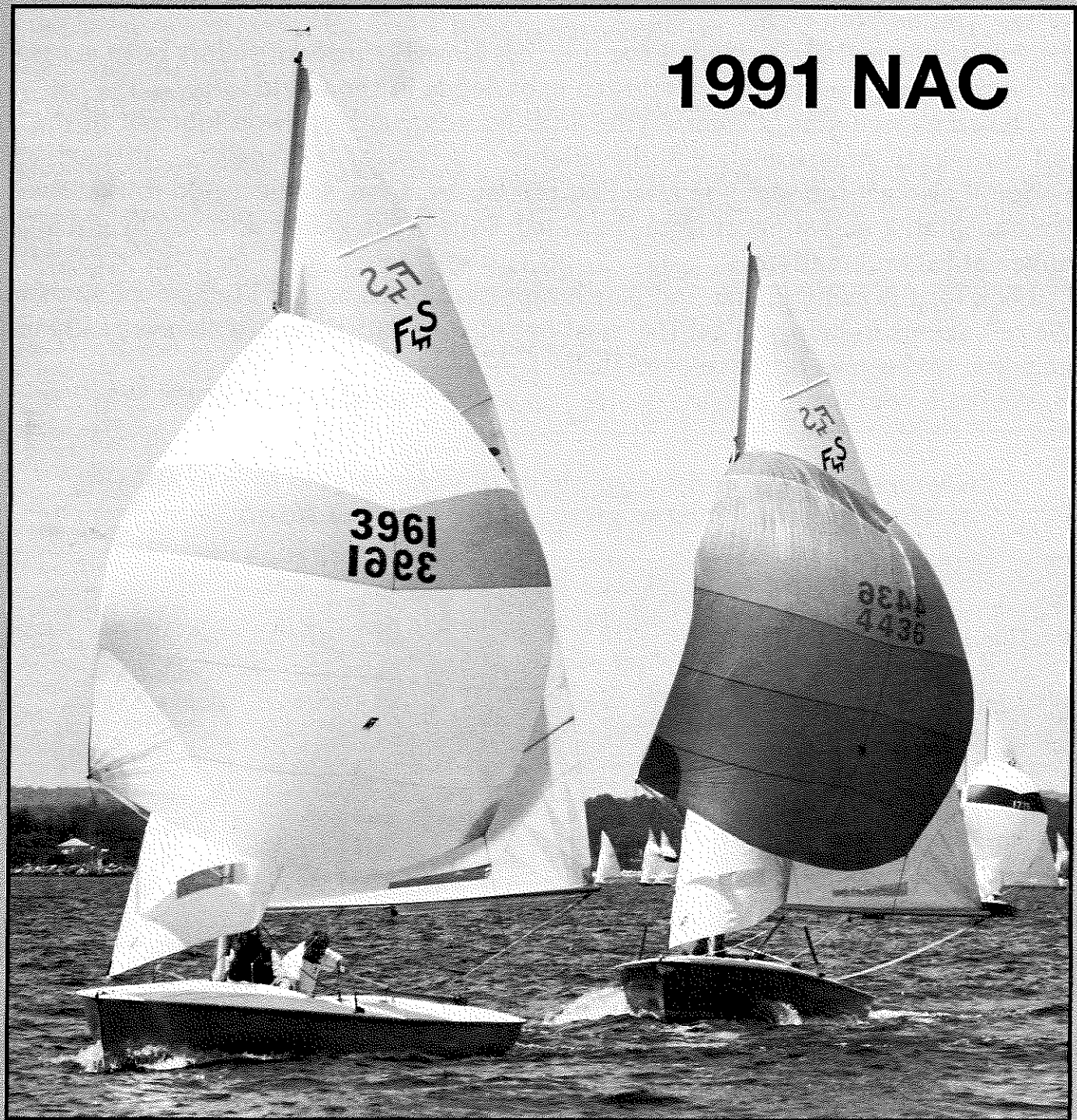


Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIII NUMBER 6, NOVEMBER/DECEMBER 1991



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Scots n' Water

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Letters to the Editor

Editor's Note: Although I personally did not get a letter to the Editor this time, I was sent the following from the Cohasset Mariner and received permission to reprint both letter and rebuttal. Does anyone have any comments?

A Celebration of Mother's Day 1991 Cohasset Flying Scot Style Commentary

By Tanna Kasperowicz

They have always wanted us for food

"It will be 'the' family boat. Peter and Tad will sail, you'll crew. We'll sail as a family." - Ray Kasperowicz, circa 1980.

Their names are oftentimes deceptive: Morningside, West Wind, Ruby, Merry Jane ... named after wives, children ... all non-threatening, sounding very family. Sometimes not deceptive at all, sometimes even threatening: Bride of the Waves. And then utterly confusing names such as Bojuin, which is not a Snark, as a Snark is not a Bojuin. The now former skipper of the Bojuin (which went to Duxbury) made strange telephone tape messages, too.

In that first year, I, as many Flying Scot wives, had no reason to believe Ruby would not be the family boat. I knew Ray had two summers of lessons, and had crewed for two more summers; but I thought he would be a kind teacher. "Most of sailing is just doing, you don't really need lessons if you have me to teach you," he said.

I went out a few times, but got tired of being sworn at repeatedly and willingly regained my Saturdays, spending most of them on the beach with a good book... while out beyond Sandy Beach you could see the little white sails, looking peaceful. Ha. Nothing peaceful out there ... bunch of angry men trying to win little plastic trophies.

Over the years I ran into other FWC (former wife crew) on Sandy Beach and at the weekly Tact (Flying Scot) party. Almost without exception, the wives told "the family boat story" and how they found it necessary to resign as crew. The stories were so similar ... I began to think the reason (a family hobby) for buying a boat had been written hundreds of thousands of years ago by the original Flying Scot forebear (who I think still lives in Ohio, and who is Rita Strong's uncle). One thing was becoming obvious ... Morningside, Ruby,

Sugar Pie, Sea Cookie were never intended to be "the family anything." They are war machines, honed and whetted to win, to beat.

Over the years dozens of Scot women have played the family boat game ... and learned, too late, that they had been used.

Comments from former wife crew:

The man I sailed with that first time, which was my last time, was not my husband ... reminded me a little of Chinatown: "She's my sister, she's my daughter, she's my sister."

Last Christmas he gave me a picture of his boat; then he wanted to put his boat in the garage, in my car's space.

One month I went to write a check for groceries and he motioned me off. How much food do you need, he asked? What do you mean? - the regular stuff, every week we have orange juice, cereal, milk, lettuce, celery ... some bread. There was no money for food that month because he had bought new sails.

I don't know if this is true, but it's rumored XYZ stopped crewing when he pushed her off the boat.

It's obvious to everyone they have always wanted us for food, for the nifty little cheese dips and crackers we supply ... for cleaning the house before the party, for getting the ice, the paper plates.

The thing I hate is we can go nowhere all summer long: if you are invited to a wedding, you go alone. if someone dies in your family or his family, you go alone.

The weekly Tact party is tactless and it isn't any kind of a party. It is about protest; it is about spelling out the rules; it is about the rules which have been broken; it is about figuring out to one thousandth of one percent what place everybody is in.

End of former wife crew quotes.

This year the Cohasset Flying Scot Fleet Opener dinner will be held, appropriately, on Mother's Day. I am to take a main dish/casserole. If I can't make it, please to let them know about the casserole.

Rebuttal

Flying Scot Fleet: Where Men are Men

By Rick Swanborg,
Bob Jackson
and Steve Bartow

In rebuttal to Tanna Kasperowicz's May 9 article "They have always wanted us for food," we from the Flying Scot Fleet wanted to clarify and elaborate on some of her comments.

Evidently, Tanna misunderstood what her husband Ray meant when he said he was buying the boat for "the family." Surely she must have known he purchased the boat for "the family" of Flying Scot owners. We hope she was not naive enough to believe that "family" meant her own since everyone knows that potential boat owner sales pitches (e.g., "I am buying the boat for the children") are generally the same as a used car salesman's (i.e., "This car will change your life").

In response to her quote "bunch of angry men trying to win little plastic trophies," we feel that this statement is an oversimplification of the facts. We Flying Scot Fleet members are mostly men of the 90s who feel more comfortable expressing our feelings and emotions than prior generations. Showing anger, tears and jubilation allows us to open up to other humans which we feel makes us more loving and gentler husbands. Incidentally, the trophies are not plastic but genuine bronze-dipped masterpieces of art.

Tanna's comments regarding the tack parties were very fair. However, they did not elaborate on the causes for some of our "unique" behaviors. Most Flying Scot sailors share a common family tree and can trace our behavior to an early relative who, in fact, gave the very first "historically documented" tack party in 1042 AD. This, of course, was the great Norseman "Hunta the Protestor" who said "those that can sail, sail; those that can't, make casserole and clean up the hut." Hunta's behavior was sometimes erratic in that during several tack parties he had a tendency to slay an unrepentant protester and eat him later (he also showed this tendency when tack party members started discussing town politics). Luckily our gene pool has been

(Continued on page 5)

FSSA Business

FLYING SCOT SAILING ASSOCIATION INTERNATIONAL, INC. 1991-1992 PROPOSED BUDGET

REVENUE	1990-91 BUDGET	Est. 90-91 2214 FMD	PROPOSED 91-92 BUDGET
1101 Dues	\$58,000.00	\$57,000.00	\$58,000.00
1106 Letterart	1,000.00	1,100.00	2,000.00
1108 Transfer Fees	200.00	175.00	250.00
1110 Boat Numbers	1,200.00	1,250.00	1,400.00
1111 Royalty Labels	6,000.00	6,000.00	6,000.00
1112 OTHER			
1113 Handbook & Roster Asver.	1,050.00	1,050.00	
1115 S & M Advertising	4,300.00	4,551.10	4,500.00
1116 Merchandise for Resale	100.00	165.16	200.00
1118 Special Memberships	760.00	350.00	700.00
TOTAL REVENUE	\$76,550.00	\$72,841.26	\$79,750.00
EXPENSES			
1201 Management Fee	\$22,000.00	\$22,000.00	\$23,200.00
1203 Telephone	1,200.00	1,515.00	1,515.00
1204 Postage	5,000.00	5,500.00	4,000.00
1205 Ofc. supplies & computer	3,500.00	5,000.00	4,000.00
1206 Travel	2,500.00	2,000.00	2,500.00
1208 Subscriptions & Dues	750.00	750.00	750.00
1209 Miscellaneous	110.00	653.00	110.00
1211 Printing & Copies	2,700.00	2,300.00	2,700.00
1214 Boats Meetings	2,000.00	2,000.00	2,000.00
1216 President's Travel & Exp.	200.00	200.00	200.00
1218 Post & Mail 3 m' w	25,000.00	25,000.00	25,000.00
1219 Office & Hardware	13,000.00	13,545.00	3,240.00
1220 Editor's Fee & Expense	2,500.00	2,500.00	2,500.00
1222 License & Fax	23.00	25.00	25.00
1224 Advertising	1,250.00	1,200.00	1,200.00
1225 MC Advance	200.00	200.00	200.00
1228 Liability Insurance	1,000.00	1,055.82	1,056.00
1234 Audit & Accounting	225.00	250.00	250.00
1243 Bank Charges	25.00	26.00	26.00
1244 Governor's Meetings	600.00	600.00	600.00
1245 Trophy Expenses	100.00	125.29	125.00
1246 Credit Card Svc. Chgs	50.00	50.00	50.00
TOTAL EXPENSES	\$83,095.00	\$87,209.11	\$74,457.00
Net Income or Loss	(\$ 6,545.00)	(\$ 14,367.85)	\$ 5,293.00

200/FSSA2

Rebuttal

(Continued from page 4)

greatly diluted over the years such that eating our competitors is no longer tolerated. Casserole dishes and other food also retard this genetic urge. This is one of the reasons why the Cohasset Flying Scot fleet has grown in size the past several years.

As to the well known incident of a Flying Scot member pushing his wife overboard, I am sure readers would agree that it was totally justified if they had known that during the last leg of the second race she tried to begin a spirited discussion on the adequacy of town government, causing him to lose two positions. The majority of Flying Scot owners felt that her husband showed more mercy than most by allowing his wife back on the boat rather than making her swim to shore to sit on the beach and read a book.

We hope this rebuttal clarifies some of Tanna's misconceptions about sailboat racing and we look forward to discussing these issues with her at the next tack party.

A Profile

Pheasant Dinner at Midwestern Districts

By Bob Slocum, FS #2576

Wherein my crew, Bill Gordon, pulls off a masterpiece.

Inspired perhaps by the culinary feats of the world-famous Glo-In-The-Dark regatta of Hartman fame, Fleet 95 in Wayzata, MN put on an extravaganza of its own for the Midwestern Districts. Entitled "Taste of Minnesota," the food was one of those things you remember long after you remember what place you finished.

One of the great lessons in life is that committees don't do anything. Things that turn into events are usually the work of an inspired person who, overcoming billions of reasons why not, makes it happen. For the "Taste of Minnesota," that person was Bill Gordon, my crew.

Let's back up a little. Bill first started sailing at age 2 on his father's Lightning. That was in 1947 at Oyster Bay YC on Long Island. He was scared to death and gave up the sport the same day he started. Four years later the family moved to Wilmette, IL and Bill tried it out once more with the Sheridan Shore YC. Flying Scot Fleet 3 provided Bill his first look at "The Ultimate Boat," but it wasn't to be just yet. First came a Sunfish, then a 14' Hobie, then a round-bottomed 18' Arrow. Finally, now grown up, wiser and married to Sue and living in Minneapolis, they bought F/S #2214. 2214 was certainly "previously owned" — one of those boats with chalky faded purple sides and an electric pink (a mistake) deck. All color aside, it was enough for the two of them to win the Club Championship in 1980.

Enter two growing kids, Nancy and Lindsay, tennis and swimming stars, with the result, as Bill puts it, that "Sue went into early retirement" from her crew career.

It was at this point that I executed the greatest triumph of my sailing career. I enlisted Bill as my crew, persuading him to put "old purple" in the garage and "keep it for the girls until they get older."



Randy Havel (right) and Bill Gordon (with suspenders) serve up a "Taste of Minnesota" banquet at the 1991 Midwestern Districts.

They're a little older now. And 2214 is still in the garage. (Some people wonder why I keep encouraging Nancy and Lindsay to keep up their tennis and swimming.)

So, what goes into a "Taste of Minnesota" dinner? First comes the Friday night "Lumberjack" meal: 20 lbs. cabbage, 20 lbs. carrots, 50 lbs. onions, 45 lbs. bratwurst, 75 ears of corn. Steam in large kettle (very large kettle), serve with 20 loaves garlic bread. Serves 75 arriving sailors and crew.

Then for Saturday night: Pheasant with plum sauce (3 days required to pit all those plums), Minnesota wild rice, Minnesota wine, Caesar salad and 9 dozen dinner rolls. The trick with the pheasants is to have your friend Randy Havel supply the equipment and know-how. A 300 gal. oil tank (well scrubbed) on wheels turns into a charcoal grill. 96 pheasant halves fit on it, nestled in a contraption that, with a flick of the wrist, turns them over all at once to cook on the other side. Gourmet fare, served by a couple of dedicated guys, with a lot of help from Sue and a bunch of other fleet members.

So where do I fit into all this? I'm just going about my business making sure Nancy and Lindsay get new tennis rackets for Christmas.



First Place in the Women's NAC

**Flying Scot Woman's NAC
Riverside 1991**

Pos	Skipper	Boat #	1	2	3	Total
1	Tamm	751	2	0.75	0.75	3.5
2	Hearn	2768	0.75	2	4	6.75
3	Patee	3443	9	3	2	14
4	Dunham	4096	4	7	3	14

5	Heissen-Buttel	4280	5	4	5	14
6	Pachman	3063	3	8	8	19
7	Harris	3435	6	9	6	21
8	Seidman	4254	11	6	7	24
9	Renders	3630	7	11	9	27
10	Osler	3495	12	5	11	28
11	Shields	1199	8	10	10	28
12	Creem	3720	10	12	DNS13	35

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BOOM TENT THAT COVERS FROM MAST
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BOTTOM COVER \$247
SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

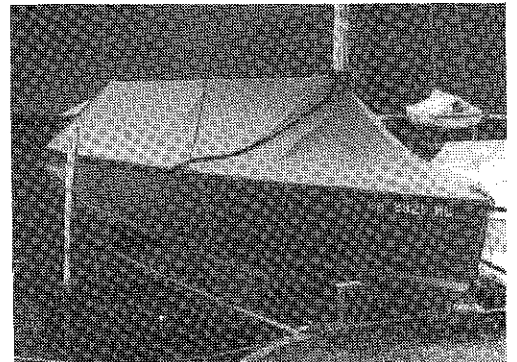
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1991 Flying Scot Wife-Husband Championship Regatta

"Best Ever" Won by Ewings and Cullens

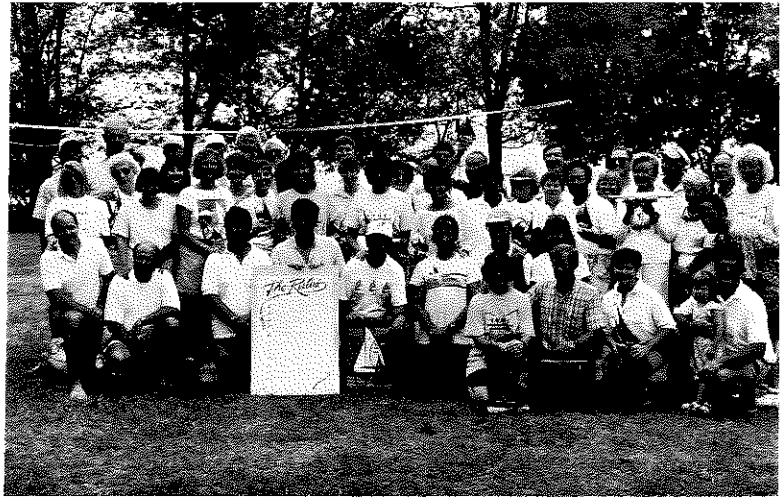
By Mike Gold, Fleet 19

In the last issue, there was an article about the Wife-Husband; however I received the full story from Michael Gold (FSA #278 and #4785) and since it had details of the special trophies and also the great efforts of Fleet 19, I decided to run the story of this great event again. Also please note that the 1992 Wife-Husband will be June 19-21st hosted by Fleet 6, Deep Creek Lake, Maryland.

Eileen and Bill Ewing (#4246, Fleet 157) won the "Screamers" Division, and Marcia and Mike Cullen (#2741, from Westerville, Ohio) won the "Lovers Division" at the 1991 Wife-Husband Regatta hosted by Fleet 19, of Berlin Yacht Club, June 29th and 30th. Sixty boats sailed in perfect conditions on Berlin Lake in northeastern Ohio. The tone of the whole weekend was set by Chairpersons Jo and Rick Baugher (#3666), who focused the event on the "couple" aspect, and inspired, by example, the volunteers at BYC to reach the high levels of effort and participation necessary to produce this result. Accolades were exuberant and many, culminating with the "Outstanding" and "Best Ever" heard from several, including from the FSSA Board of Governors.

Is 60 Boats a Record?

Boats, boats, boats, everywhere boats! Whether it was the location, time of year, or reputation of BYC spread by Fleet 19's "Frequent Travellers," a large number of registrants was attracted to this National FSSA regatta sailed on a small inland lake. The weather cooperated, providing warm sunny days with steady winds in the 15 knot range. The extremes, of hardware-destroying gusts and local-knowledge-dominated light air conditions, were absent, providing a fair test for all. Thirty-five couples chose to sail in Division A, "Screamers," and twenty-five sailed in B, "Lovers," making the starting lines reasonable. Fleet 19, through BYC's membership in USYRU, requested assistance in race management from



Trophy Winners 1991 Wife - Husband, Berlin Yacht Club

Ernie Hanmer, the USYRU Area E Regional Administrative Judge. Course selection and overall race control was handled by USYRU Certified Judges, Allan Bethell and Clay Mock. No protests were filed, testifying to their excellence, and to the sportsmanship of the competitors during the four-race series. BYC's Thistle and cruising fleet members pitched in and provided committee boat, stake boat, and camera boat support. Sailors came from eighteen states: Ohio led with 21 boats, and Pennsylvania was second with eight, followed by New York with five, Michigan with four, New Jersey, Florida and Maryland with three, Massachusetts and North Carolina with two, and Colorado, Alabama, West Virginia, Texas, Georgia, Kentucky, Minnesota, Virginia, and Illinois with one each.

Conviviality a Hallmark

Twelve Fleet 19 members hosted visiting couples, most of whom we had never met before. This provided an opportunity to get to know new people and share a closeness that carried through, and hopefully beyond, the regatta. Child care for the 17 children accompanying the couples was provided by a committee of BYC teens, under adult direction. And food! Sponsorship from Gordon Douglass Boat Co., Schurr Sails, Fisher Sails, Great Lakes Sailor Magazine, and Womanship helped defer costs and provide some extra goodies. Friday night's welcoming party was

highlighted by a chili dog and sheet cake picnic, and a sharing of reminiscences. All meals were included in the nominal registration fee. Saturday night's social hour featured 50 pounds of Gulf shrimp, courtesy of Steve Bellows and Schurr Sails. Dinner of stuffed sirloin tip steak was augmented by the traditional BYC casseroles provided by BYC members. "Stuffed" was an appropriate description! Saturday night's entertainment was provided by the steel band, "Shades of Steel," and was followed by Rick Baugher's fireworks show.

Results and Statistics

Trophies, brass sailboats on a marble base, were presented to the top ten finishers in each division and to the top three in the Century Division (combined ages of 100 or more, sailing in Division A). Lots of other awards emphasizing the character of the weekend were shared. Linda and John Burke, #4708, from the Prairie District, won the Longest Distance Travelled award, and provided a super homemade salsa dip, from Englewood, Colorado, 1,553 miles away. The average distance travelled to attend the regatta was 327 miles. Florence and Ted Glass (#4777, Fleet 83) won the Endurance award, for being married the longest, 52 years! They also won the Senior award, for having the highest combined ages, 150 years. Adele and Bob Summerfeldt won the Newlywed

(Continued on page 8)

Wife-Husband

(Continued from page 7)

award, for being the most recently qualified for this regatta, two years and five months. The average length of marriage of the competitors was 19 years, and Audrey and Doug McMillan (#4150, Fleet 6) celebrated their 34th anniversary with us on Sunday. Lynn and Tom Phipps (#4126, Fleet 124) took home the Junior award for the lowest combined age, 57 years.

Nine of the 35 boats in the Championship Division qualified for the Eric & Mary Ammann Century Division trophy. Rosalie and Jack Leipper (#4505, Fleet 19) captured first place in the Century Division, with a 4th place overall finish. Rosalie and Jack must truly be getting better, instead of older, as this is the second time they've won this! Second went to Martha Lee and Jack Stewart (#1342, Fleet 65) with an 11th overall, and Alliance, Ohio's finest cheesecake. Margaret Carson and Bill Sanjour (#4579, Capitol District) took third with 18th overall.

Eileen and Bill Ewing took home the rotating trophy donated by Charlotte and Greg Fisher, with a fourth in the first Saturday race, first in the second Saturday and First Sunday races, and a third in the second Sunday race. Consistency paid off for the Carpenters, too, whose four races in the single digits (5, 5, 2, 6) garnered them the second place trophy in Division A. Everyone else in the top ten had at least one double-digit finish. It was the same story in the Lovers Division, where Marcia and Mike Cullen dominated with three bullets and a third, and Terese and Bernie Eddy's consistency garnered second for the home team. Again, no one else in the top ten could avoid at least one double-digit finish.

Screamers (Championship) Division Winners 35 Boats Entered

Place	Boat#	Couple	Finishes	State
1	4246	Eileen & Bill Ewing	4,1,1,3	NJ
2	4767	Karen & Harry Carpenter	5,5,2,6	MD
3	3933	Starr & Larry Lewis	3,2,3,16	NC
4	4505	Rosalie & Jack Leipper	18,3,6,5	OH
5	GYA 11	Blair & Steve Bellows	6,4,5,19	FL
6	3883	Chris & Tom Hohler	2,14,9,10	PA
7	1198	Bonnie & Roland Foerster	9,7,13,7	TX
8	264	Adele & Bob Summerfeldt	10,8,4,15	WV

9	4341	Diane & Chris Smith	7,18,7,9	NJ
10	3666	Jo & Rick Baugher	16,9,8,8	OH

Lovers (Challenger) Division Winners 25 Boats Entered

Place	Boat #	Couple	Finishes	State
1	2741	Marcia & Mike Cullen	1,1,1,3	OH
2	4122	Terese & Bernie Eddy	8,4,4,1	OH
3	3708	Kathy & Greg Madzelonka	4,13,2,4	PA
4	4660	Anita & Cal Hudson	5,6,11,2	FL
5	3175	Doris & John Busch	7,2,5,10	OH
6	3636	Caron & Dan Muss	2,3,9,13	PA
7	4254	Ann & Peter Seidman	3,5,13,6	NY
8	215	Maureen & John Hainsworth	6,11,7,7	OH
9	4433	Jill & Charles Swensen	10,10,3,11	NY
10	3991	Jeanne & Christopher Rotunno	18,7,10,1	NY



STATEMENT OF OWNERSHIP, MANAGEMENT AND ORGANIZATION

1. Name of the Corporation: Flying Scots Sailing Association, 2000 Millwood Avenue, Columbia, SC 29205

2. Address of the Corporation: 2000 Millwood Avenue, Columbia, SC 29205

3. Name and Address of the President: Lynn Harkins, 1205 Southwood, Raleigh, N.C. 27605

4. Name and Address of the Secretary: Edger Eubanks & Associates, 2006 Millwood Ave., Columbia, SC 29205

5. Name and Address of the Treasurer: Edger Eubanks & Associates, 2006 Millwood Ave., Columbia, SC 29205

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14. Name and Address of the Director in Charge of Human Resources: Edger Eubanks & Associates, 2006 Millwood Ave., Columbia, SC 29205

15. Name and Address of the Director in Charge of Operations: Edger Eubanks & Associates, 2006 Millwood Ave., Columbia, SC 29205

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1992 Wife-Husband Championship

June 19-21, 1992
Fleet 6, Deep Creek Lake,
Oakland, Maryland

The 1992 Wife-Husband Championship will be held on Deep Creek Lake, Maryland, home to over 100 Flying Scots and the Gordon Douglass Boat Company. It is located about 2-1/2 hours from Pittsburgh and four hours from Washington, D.C. in the mountains of the western panhandle of Maryland.

We will attempt to house as many participants as possible in homes of local fleet members. Camping will be available on a limited basis; several motels with reasonable rates are within 15-20 minutes.

Fleet 6 is composed of members from Deep Creek Yacht Clubs at Turkey Neck and Deerhaven as well as unaffiliated sailors on the lake. Racing occurs in the southern part of the lake in the vicinity of both clubs. We welcome all married couples to attend with their families and can arrange for charter boats if desired. Weekend activities will include a Friday evening welcome, three races on Saturday followed by dinner and entertainment, two races on Sunday and an awards ceremony. Make your plans to join us for sailing. More information and registration forms in the next issue.

Contact: Charles & Patti Buffington, 107 Rock Haven Lane, Pittsburgh, PA 15228; 412-563-2750.

Fleets In

Ephraim Regatta By S.L. Lewis

Jay Lott, recent Captain of the Dartmouth sailing team, and Steve Sauter of the host club won the 85th Annual Consecutive Ephraim Regatta. Fresh from their third at the Districts in Minnetonka, they narrowly nosed out Ephraim's Mike Faugust, skippering Dennis Dugan's boat. Lott/Sauter had 9-1/2 points while Faugust/Dugan amassed 11 points. Mike, with former District Governor Paul Newton, had recently won the Districts.

Ephraim's Jake and Bob Wilson were third with 16-3/4 points. Joan and Larry Lewis of EYC came 4th with 25-3/4 and Minnetonka's Larry Klick won a tie breaker for fifth from locals Andrew and Mike Reynolds with 31 points. Paul Newton was obviously distracted by sailing with a stunning young lady named Laura and finished 7th in the 17 boat fleet.

The weather was consistent with what has evidently become tradition — one day of 6 to 10 knots and one day of blistering Northerlies with puffs to 30. Frank and Sallie Heidler ran the 5 race series for the 15th time with virtually no flaws. There was, however, a shark sighted trailing Klick's boat between races 2 and 3.

The Ephraim Y.C. believes that the consecutive, never a miss, string of 85 straight annual regattas is some sort of national record. We started this thing with the Indians and Norwegians racing Jean Nicolet in canoes down the Green Bay. Well, maybe a little later than that.

Ephraim is a quaint Victorian town located on Eagle Harbor which is part of Green Bay. It is on the Door Peninsula which extends between Green Bay and Lake Michigan. Sunsets are legendary and so is the brat and cornfest following Saturday's racing.

We have an active fleet, composed of juniors, college racers, sailing instructors and a seasoned blend of 60 to 80 year olds. We will sail a 60-75 race Summer series with 4 to 15 boats on the line, Monday and Thursday evenings and Saturday mornings.

Our fleet started in 1965 and many of the original boats still race. In the top five at this year's regatta came

numbers 427, 384 and 769 along with two 4000 series boats.

Our regatta management is experienced. Fritz Hanselman, Ohio Wesleyan All-American in the pre-Greg Fisher days and Larry Lewis, for many years President of the 470 class, are co-chairmen of the racing committee.

The board has voted to pursue District regattas. Local club members have volunteered housing, difficult to come by in this resort town. Space for dry sailing will be made available. The 86th annual regatta will be held August 1/2, 1992. Larry or Joan Lewis will answer questions at 708-441-6064. 988 Elm St. Winnetka, IL 60093.

We very much enjoyed our visitors this year, even if some of them did wear Viking shirts in the heart of Packer and Bear country. We hope we will have an overflow crowd next year.

Club and Fleet 126 home invite all who attended this year's regatta back next year September 12 and 13 for the 1992 Mayor's Cup.

Pos.	Skipper	Boat	Total Points
1.	Larry Lewis	3933	2.75
2.	Geoff Spencer	2847	5.75
3.	Dave Batchelor	2324	8.00
4.	Sam Eich	2237	9.00
5.	Dick Schultz	1885	10.00
6.	Ken Taylor	1296	11.00
7.	Jim Horney	4125	14.00
8.	Starling Gunn	1104	16.00
9.	Mike Duncan	3638	20.00
10.	Ernest Myatt	775	20.00

Fleet 6 Deep Creek Lake 1st Women Only Race

Fleet 6 sponsored a new event 'for women only' as part of their Sunday educational racing series. The event was organized as an opportunity for women sailors to try their skills at new roles. Most of the participants do not take the helm regularly for racing and many crew do not race frequently or were doing so for the first time. The anxiety and excitement of the captains and crew were matched by the electric enthusiasm of all the supportive club members.

Thirty-seven women sailed on fourteen Flying Scots in moderate winds in view of a large spectator fleet.

Several spinnakers were popped after rounding the windward mark. The four mark race ended in front of one of the yacht clubs with cheers from onlookers who had placed bets on the winners. Participants and spectators felt it was a highly successful event that should be repeated next year, perhaps in regatta format since support was so overwhelming. Trophies were awarded at the Labor Day festivities.

1991 Lake Townsend Yacht Club-Race Results Mayor's Cup By Fields Gunsett, Carolina's Dist. Gov.

The weekend started off to be very nice and comfortable. Clear skies - not very hot, not very much of a breeze. The summer had been notorious in the central Carolinas for not having adequate wind velocities to test the skills of the local sailors. It appeared that the Mayor's Cup would also fall victim to this syndrome.

By the end of registration 18 Flying Scots had their boats on the water. The registrants came from around the state with approximately half of the boats from fleets other than the host fleet 126. The reigning district champion, Jeoff Spencer, from fleet 48 from Lake Norman was able to attend and match his skills against some of the finest in the district. The talent within the region is exciting to the boats in the front of the fleet and almost intimidating for those of us in the back.

Light winds were the governing condition on Saturday - not drifting conditions, just light. Everyone moved around the course but the majority of the day both skipper and crew occupied the low side of the boat. A total of fifty boats attended this year's Mayor's Cup; the Flying Scot fleet was the largest with 18 participants and the remaining 32 boats representing five other classes of monohulls and multihulls.

Jeoff Spencer served notice in the first race that he had come to sail by finishing first in the first race, followed closely by Larry and Star Lewis. By the second race the breeze had diminished

(Continued on page 10)

Fleets In

(Continued from page 9)

from light to lighter and Larry and Star resumed their winning ways, second place was taken by Dave Batchelor for the Carolina Sailing Club.

As always, the social after the day's sailing activities was excellent. The wives of the club brought appetizers to enjoy before dinner. The usual Carolina Barbecue was replaced by Caribbean chicken, a tasty alternative.

The weather forecast on Sunday morning did not include any wind velocity. The race committee postponed the start of the first race from on the shore in hope that the breeze would build. The boats that ventured out did so using a paddle — their numbers could be read off the water as if they sat on a mirror. The race committee dropped the postpone and a rush of

boats paddled out to where they anticipated the race course to be set. It was assumed that the Race Committee had some type of information that led them to believe that the conditions would change to provide an opportunity to complete the regatta. The conditions did not change and by 10:30 a.m. the abandon flag was hoisted and we all paddled back to the docks.

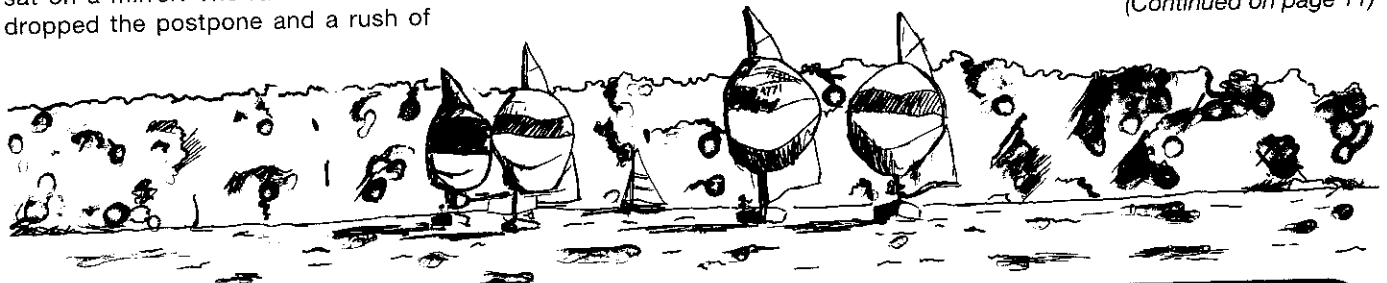
By the time that the awards were presented, the top finishers were Larry and Star Lewis, Geoff Spencer, Dave Batchelor, Sam Eich and Dick Schultz. Larry and Star were awarded both the Mayor's Cup and the Bryan Trophy for beating the most boats in a fleet and having the fastest corrected time, respectively.

All in all it had been a fun weekend. A large fleet of Scots with some of the District's finest sailors provided a competitive regatta. Those of us who call the Lake Townsend Yacht Club and Fleet 126 home invite all who attended this year's regatta back next year September 12 and 13 for the 1992 Mayor's Cup.

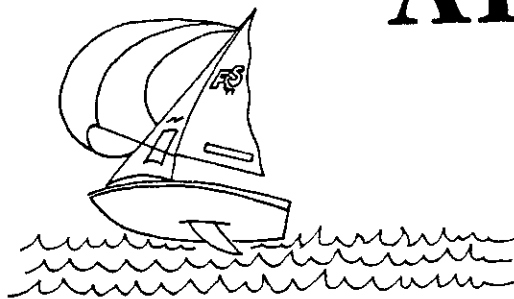
Midwest District Championships By Larry Leistiko

The Wayzata Yacht Club (WYC) served as host to 27 Flying Scot sailors competing for honors in the Midwest District Championships held July 13 and 14 on Lake Minnetonka. Lake

(Continued on page 11)



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Fleets In

(Continued from page 10)

Minnetonka is a 14,000 acre lake 20 minutes west of Minneapolis Minnesota.

Skippers and boats came from as far away as St. Louis. Medium to light winds on Saturday and Sunday forced the racers to rely more on tactical skills than pure boat speed to win. Paul Newton of Green Bay, Wisconsin took first place overall with three first-place finishes and a come-from-behind fourth in the final race sailed in extremely light air. WYC member "Mac" McCullough capped an outstanding overall effort to take second place. Jay Lott from Chicago was third. McCullough also did very well in the Single Handed Regatta which preceded the districts by winning it.

The racing intensity was balanced by Minnesota hospitality back on shore, with dinners on both Friday and Saturday night. Friday night featured a "Hobo" dinner which was Minnesota's adaptation of the infamous Door County Wisconsin "Fish Boil." It was similar except fish were replaced with bratwursts, and sweet corn was added. Saturday night's feast featured pheasant and plum sauce, wild rice, sweet corn, and Minnesota wine for a "Taste of Minnesota." An awards ceremony on Sunday marked the regatta's official end.

"This was one of the most enjoyable and professional regattas I've attended," said Newton. "It was extremely well organized, both on and off the water. Minneapolis and Lake Minnetonka are a fun place."

Pos.	Skipper	Boat#	Race#				Total Points
			1	2	3	4	
1	P. Newton	4771	.75	.75	.75	4	6.25
2	M. McCullough	4775	5	3	2	.75	10.75
3	Jay Lott	427	2	6	4	2	14
4	J. McClurkin	3404	4	9	6	3	22
5	S. Dehmlow	3453	10	2	7	5	24
6	B. Slocum	2576	3	10	14	12	39
7	J. Powlas	2173	13	13	3	13	42
8	L. Leistiko	4570	16	4	9	15	44
9	L. Klick	4530	6	7	17	14	44
10	D. Duggan	4419	DNS	5	8	7	47



Ultimate winner Paul Newton (4771) leads second place finisher Mac McCullough (4775) and eighth place finisher Larry Klick (4530).

Flying Scot Midwest Single Handed Regatta

By Larry Leistiko

The first Midwest Single Handed Regatta was held under perfect wind conditions Friday, July 12, 1991 on Lake Minnetonka, just west of Minneapolis. Ten boats participated, five of which had skippers who regularly sail Scots. A J/24 sailor, two MORC sailors, and two people who regularly crew on Scots borrowed boats for the event.

The catalyst for the event was District Governor Larry Klick, who made beautiful permanent sculptured trophies entitled "Solo." The larger trophy is a perpetual trophy, and the two smaller trophies were for first and second place. This event will hopefully precede the districts every year.

The first course was an Olympic course with a three quarter mile weather leg. The race started in 8 to 10 mph of wind. The first beat saw several 30 plus degree wind shifts. Those that played the right of the course got most of the big shifts, those on the left really didn't have many shifts.

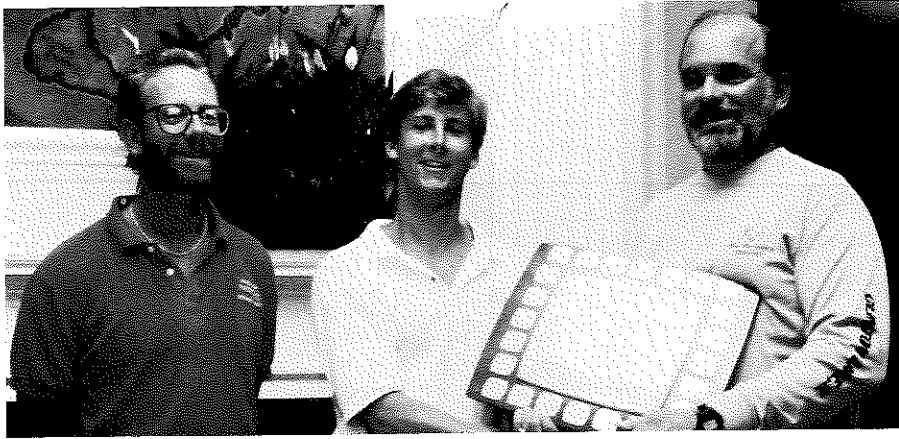
Local Scot dealer Mac McCullough, in his new boat, led at the weather mark followed closely by Mike Virnig, and about six boats back, Larry Leistiko. McCullough set his spinnaker quickly and cleanly. Virnig had trouble getting his spinnaker up and was passed by Leistiko who also got his chute up quickly. Leistiko went low, and when the wind shifted back to the

right, passed McCullough just before the gybe mark.

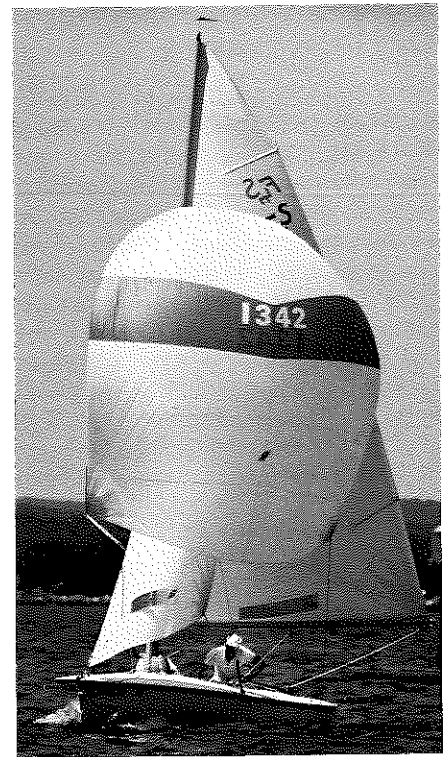
As the wind lightened, the leader Leistiko, followed by McCullough, played the dying shifts. Shortly after they rounded the second weather mark, the wind died completely. Meanwhile MORC sailor Babcock and Klick were making time on the right side of the course closing dramatically on the leaders. Leistiko followed the rhumb line while McCullough went right. When the wind returned, it came from the right, and let McCullough and Klick pass Leistiko to finish first and second, followed by Leistiko, who was almost passed by Babcock.

The second race was a windward leeward course with a downwind finish. The wind had moved to the left and was a steady 10 to 12 mph. Those playing the shifts on the left center were first at the weather mark. The downwind leg was very close, and boats that stayed far right before gybing closed significantly on the lead boats that followed the rhumb line. At the bottom mark, all of the boats that flew spinnakers were within ten boat lengths. The one boat which had not brought his spinnaker was amazed to see how easily the other boats flew the spinnakers, even those who hadn't sailed the Scot before! The group opened up somewhat on the next weather leg. At the top mark, Klick had a three boat length lead over Sumpton who had a ten boat length lead over Leistiko. Andrew Sumpton, who

(Continued on page 14)



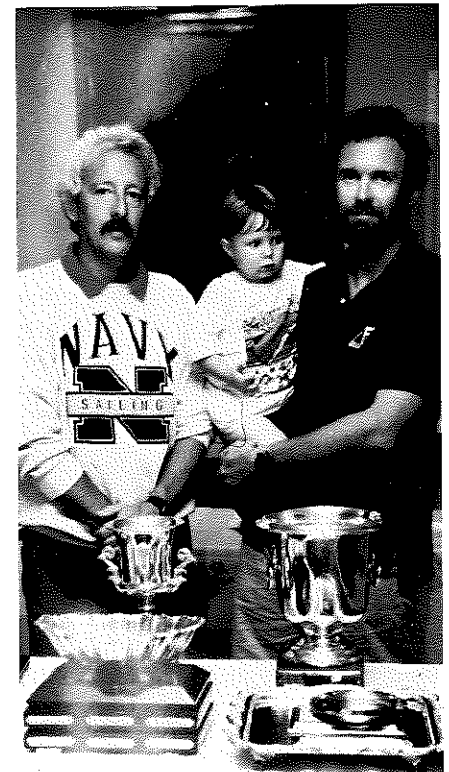
Bernie Knight, FSSA President, right, presents trophy to the 1991 NAC Champion Peter Merrifield. Crew Steve Bellows is at left.



Jack Stewart and crew Martha on their way to a good finish in the NAC's.



Peter Merrifield and Steve Bellows show their hiking form and concentration on their way to first place in the 1991 NAC's held at Riverside.



Finishing in Second Place in the 1991 NAC's was Greg Fisher, right. Crew Ira Cohen is at left. Greg's future crew is at center.



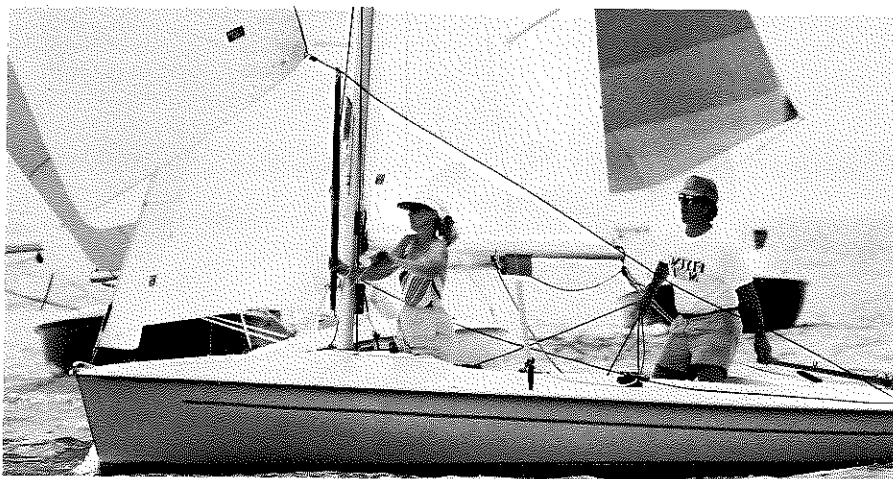
NAC

Gil Levin and crew Robbie Doyle show the intensity that got them to a third place in the NAC's.

1991 NAC Photo Highlights



1991 NAC



NAC

Karen and Harry Carpenter

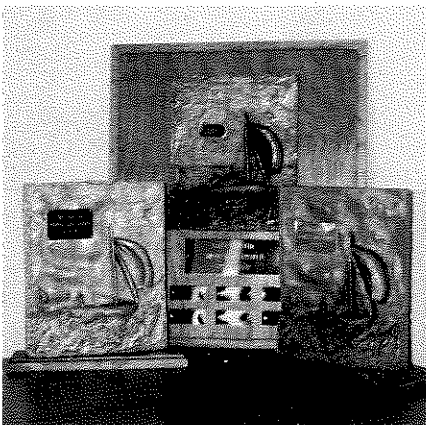
Photo copyright Mitchell Carucci 1991

Fleets In

(Continued from page 11)

regularly crews on a Scot, continued on starboard to the right of the course, which had paid previously. Klick started on the rhumb line, but decided to cover Sumpton. Leistiko gybed to the inside. Sumpton went further right than Klick and, after the gybe, had worked out about a half boat lead on Klick. Meanwhile, Leistiko who had gone left to the inside appeared to have a boat length lead on both of the other boats. At about twenty boat lengths to the finish, Leistiko gybed the pole to starboard, and then gybed the main. However, when he had tied off the rudder, he hadn't turned it enough. As he was reattaching the pole, a puff gybed the main back onto port, pinning him into the front of the boat. He re-gybed the main, corrected the tiller angle, and then finished reattaching the pole on the starboard tack. But the botched gybe had cost him the lead. Sumpton crossed first, with Klick a boat length back, followed by Leistiko two boat lengths back.

The competitors took a short lunch break on the water, as the breeze continued to build. The third race, an Olympic course, started with the wind at 14 mph, one mph below what the Sailing Instructions had set as the continuous upper wind limit. Klick led the regatta with 4 points, followed by McCullough with 4-3/4. Klick did a superb job of playing the shifts in the building conditions to lead at the first mark, followed closely by J/24 sailor Jerry Krebsbach. The rest of the fleet was tightly bunched about ten boat lengths back. By now the wind had built to about 16, with gusts to 20. Klick in the lead popped his chute almost immediately and took off on a screaming plane. Krebsbach and Leistiko set their poles but waited. They found that the boats planed just fine on a reach slightly above the heading to the next mark without the spinnaker. As the wind moved further left, Klick found that he couldn't lay the gybe mark with his spinnaker flying, so he flogged it to get up and around the mark. Meanwhile, Krebsbach and Leistiko had stayed high and set their spinnakers just before the gybe mark. After an exciting gybe for Krebsbach and Leistiko, they caught Klick, who had tipped over. Both, seeing Klick go over, and no one else flying spinnakers but going just as fast on the broad



"SOLO" single handed trophies sculpted by District Governor Larry Klick. Large trophy in the center is a perpetual trophy, two smaller ones on the side are for the first and second.

reach, decided to take their spinnakers down. They later found out that in the process of flogging the spinnaker to make the gybe mark, Klick's spinnaker sheet had wrapped around the end of the boom, making it impossible to fly, or take down the spinnaker. He stood on the back of the boat and undid the spinnaker sheet, which allowed the spinnaker to fill and pulled him over before he could get back in the boat and head down to prevent it. The wind continued to blow, which made keeping the boats flat going to weather very exciting. Some of the boats found that pulling off the main and jib so that the boats were almost close reaching was the fastest way to go to weather. Several boats had difficulty tacking the boat as the wind increased. Leistiko bounced back and fourth three times at

the weather mark before he made it around, losing two boats.

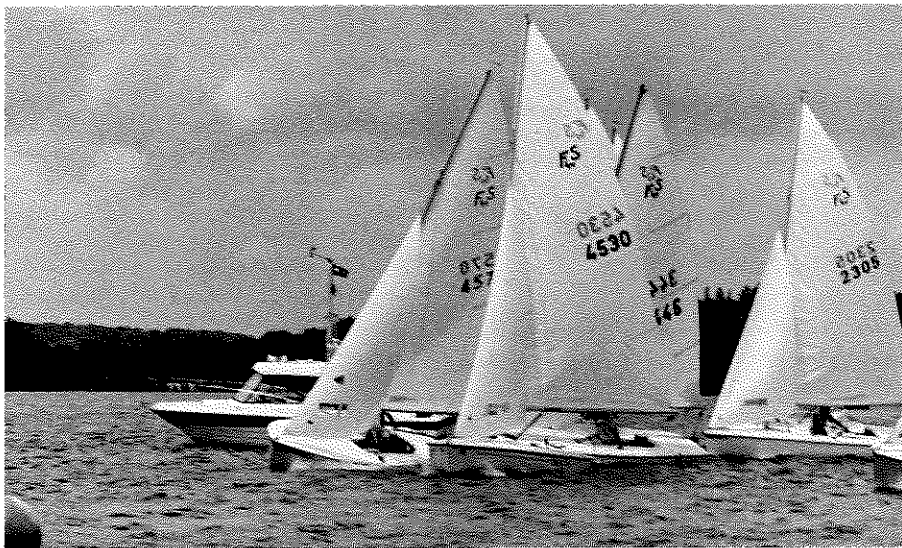
Nobody flew spinnakers on the downwind leg, although several thought about it. J/24 sailor Krebsbach said that he wanted to fly the chute, but that after three races he was physically tired, and afraid that he might not be able to fly it well and/or get it down. Being new to the boat, he decided to let more experienced sailors set the pace.

During the final trip to weather, McCullough's experience single handing and sailing the Scot prevailed, and he went from fourth to first, followed by Krebsbach, and Virnig. Right at the finish line, a blast of air hit the lead boat, and it almost went over! What a way to finish a race ... right in front of the committee boat, you show them a close-up look at the floor of the boat. The main was flogging in the breeze and the boat was still on its side. Finally the jib was let out and the boat flattened out and finished.

Everybody sailed on a plane back to the Yacht Club and had a great time recounting the fun that they had had. Everyone, including the non-Scot sailors were impressed with how stable the boat was to single-hand, even in the higher breezes.

That evening, everyone had a great time at the "Hobo" dinner telling all of the arriving boats from the districts what a great time they had missed by not taking place in the single handed

(Continued on page 15)



Reaching off before start of single handed.

Fleets In

(Continued from page 14)

regatta. The hobo dinner was a Minnesota adaptation of the famous Door County Wisconsin Fish boil. Instead of fish, Minnesotans use bratwurst and add sweet corn. Everybody had a great time and will look forward to next year's single handed regatta.

Midwest Single Handed Regatta

Pos	Name	Boat #	1	2	3	Total
1	M. McCullough	4775	0.75	4	0.75	5.5
2	A. Sumpton	2305	6	0.75	4	10.75
3	L. Leistikko	4570	3	3	6	12
4	J. Krebsbach	1183	7	5	2	14
5	M. Virmig	2132	5	6	3	14
6	L. Klick	4530	2	2	DNF	15
7	D. Babcock	3446	4	7	7	18
8	D. Stillmank	2492	9	8	8	25
9	W. Barniskis	2695	10	10	5	25
10	J. Christofersen	3470	8	9	9	26

Whiskey Sour Regatta By Dan Goldberg FS #4716

An all-time record 28 Scots sailed in a variety of challenging conditions in the September 14-15 Whiskey Sour Regatta, hosted by Fleet 80 (Moraine Sailing Club) at Lake Arthur near Pittsburgh, PA. Rather than the five usual around-the-buoys races, the sailing instructions called for three standard races on Saturday and a "Down-the-Lake" race on Sunday, to count double. This concept had proven very popular at the Ohio District Championships earlier in the year.

After a sumptuous breakfast at the elegant Lake Arthur Yacht Club, (alias picnic shelter), the fleet drifted to the start for Saturday's races in unusually light air for mid-September. A stagnant warm front resulted in light SE winds and temperatures near 90. After a clean start, Don Griffin managed to separate from the fleet and ghosted to a horizon-job win in the first race. Brian Pace and his neon numbers out-dueled Dan Goldberg for second, with Reiner Zeppenfeld fourth and Mike Cullen fifth.

The "main event" was staged after lunch on the paddle out to the starting line. The all-women crew of Monica Berton, Joni Reis, and Patti Johns commandeered Dan Goldberg's FS #4716 and soundly out-splashed Brian Pace and Mike-Bob in the mother of all



Skippers and crew gather for picture at 1991 NY Lakes District Championship.

water fights. However, Pace got revenge by winning the second race on the last leg by finding some new wind after going hard left. Tom Hohler also went left on the last beat and finished second, with Mike Cullen edging Dan Goldberg for third. Fleet Captain Ray Peters rounded out the top five. The third race was cancelled.

The Saturday night dinner was held at the Marina Restaurant, high on the hill overlooking the beautiful Lake Arthur marina and eastern leg. Following whiskey sours and hors d'oeuvres, hungry sailors pigged out on fried chicken, stuffed cabbage rolls, and homemade desserts. A DJ provided after-dinner dancing music, featuring the annual Limbo Contest won by Andrea Hohler.

On Sunday morning, the normal September winds returned (SW 10-14) for the long-distance race. Following a windward beat, the fleet headed for the end of the lake and back. almost two hours later, Brian Pace came from behind for the win, clinching the series, Mike Cullen also passed several boats to finish second in the race and in the series, Jim Starr came from far back (almost last at the windward mark) to finish a remarkable third. Seems Jim had sailed the first leg with his board 3/4 up! Dan Goldberg edged Tom Hohler for fourth, and was the top Fleet 80 finisher with a third on the series. Rounding out the trophy winners in the series were Tom Hohler, Reiner Zeppenfeld, and Don Griffin.

Everyone seemed to enjoy the long-distance race, especially since the winds were ideal for a long run. Even the fishermen seemed to enjoy the sights of the colorful spinnakers. Rick Roessler, racing with Jim Starr,

summed it up best when he said, "We should have gone around twice!"

1991 Whiskey Sour Regatta

Boat	Name	1	2	3	Points
4800	Pace	2	.75	.75	3.5
2741	M. Cullen	5	3	2	12
4761	Goldberg	3	4	4	15
3883	Hohler	8	2	5	20
4428	Zeppenfeld	4	6	8	26
2259	Griffin	.75	15	7	29.75
3148	Courts	7	14	6	33
2127	Peters	10	5	12	39

Williams Retain NY Lakes District Title By D. Zornow

Griff and Carol Williams of the Skaneateles Sailing Club captured their fourth straight NY Lakes District Championship. Fifteen boats participated in the five race series which was held in Old Forge, NY by Fleet 104. The competition was held on July 13-14 on Fourth Lake.

Sailors awoke Saturday morning to light winds out of the Northeast. The Williams wasted little time asserting their dominance as they captured the first two races of the day. Excellent boat handling and crew work were displayed as Williams snuck inside of Duffy Zornow at the Jibe mark and then went on to edge out both Duffy Zornow of Old Forge and Dave Jacobson of Candlewood.

The second race saw the Williams grab a bullet. They were followed by a very consistent Rich and Karen Fleury

(Continued on page 16)

Fleets In

(Continued from page 15)

of Cooperstown, with local Tom McCabe sailing a fine race to capture third place.

After lunch it was the Fleurys turn to shine as they held off the Williams and Peter and Ann Seidman to take the gun.

The fourth and closest race of the day found Williams returning to form, but not without surviving a tacking duel and three lead changes the last leg of the course. Williams, Zornow, Seidmans and Paul Mertz all finished within seconds of each other.

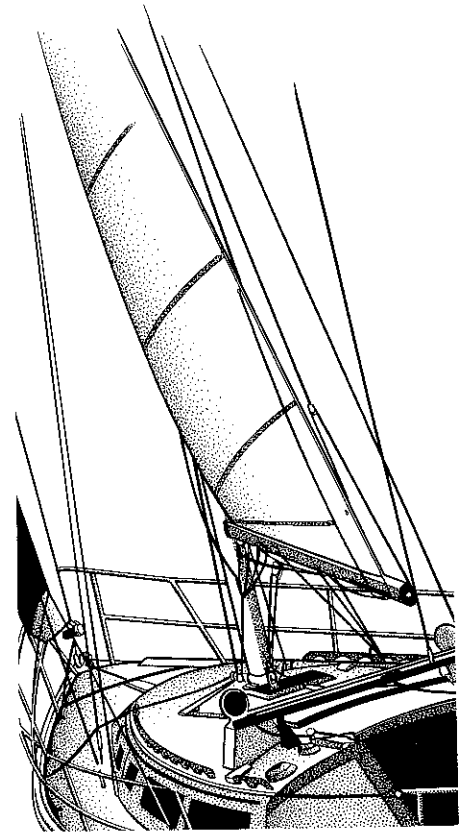
After the Commodore's Cocktail Party and a feast held at Holl's Inn Resort, results revealed Griff and Carol Williams in first place, followed by the Fleurys who were 2-1/4 points ahead of Duffy Zornow in third place. Thus, the stage was set for Sunday's finale.

Sunday morning saw skies clear with almost driftlike conditions. Close to postponement, a slight breeze came up and the race was started. Griff nailed the start, along with George Blakeman. They rounded the windward mark first and second, respectively. Then the wind completely died and as it filled

from behind, the fleet merged. When the jam was cleared, it was Williams again, followed by Duffy Zornow and John Pridmore in third.

Final results remained as they were on Saturday evening. Griff and Carol Williams won the series, followed by Rich and Karen Fleury who held on to second place by 1/4 point over Duffy Zornow and his crew Tim Donovan.

Pos.	Skipper	Sail#	Race#					Total Points
			1	2	3	4	5	
1	G. Williams	3211	1	1	2	1	1	5
2	R. Fleury	3720	4	2	1	5	4	15.75
3	D. Zornow	4409	2	5	5	2	2	16
4	P. Seidman	4254	6	7	3	3	6	25
5	T. MaCabe	862	11	3	8	7	8	37
6	P. Mertz	1467	15	6	10	4	7	42
7	P. Sanzone	3093	9	10	6	9	9	43
8	J. Pridmore	4619	10	15	9	6	3	43
9	D. Jacobson	3720	3	13	7	11	10	44
10	R. Salisbury	1698	5	4	11	12	12	44



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Junior Corner

From A Former Flying Scot Junior By Peter Merrifield

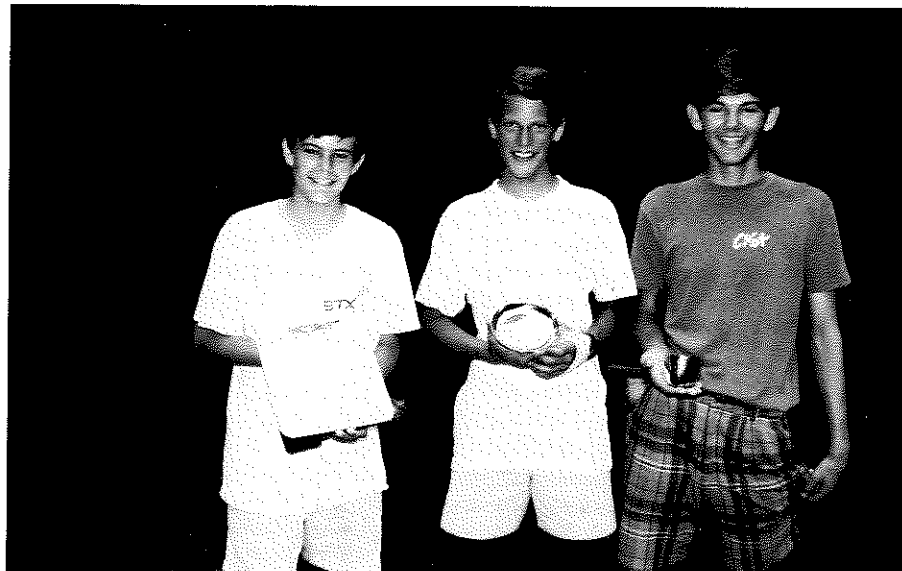
I'll never forget my first regatta. It was September 1979 in Bay St. Louis, MS and there I was - twelve years old and straight out of sailing lessons - eagerly watching the boats being put in the water for the Monk Smith Regatta. There must have been at least twenty Scots as well as good size fleets in four or five other classes. How great I thought it would be if I could actually sail in this race. So I hung around the hoist "helping" random sailors put their boats in - hoping I would get to sail. After a little while my diligence paid; a man with a white Scot, black waterline and yellow deck asked me if I would crew for him. I was psyched and on his boat rigging before he'd even finished asking the question!

By the time the weekend was over, I was hooked. We placed in the top three and I did well enough to get invited to a regatta a few weeks later with the same team. This was the first of many great experiences with sailing, Flying Scots and my first skipper - Larry Taggart. From that time on, Scots have been my boat of choice, not only because we had done well, but also because the Scot class maintains an optimum relationship among the key ingredients that make up sports of all types: fun, expense and competition.

Fun

The friendships and family atmosphere that our class fosters is an aspect of sailing that I took for granted until I ventured beyond the Scot class. Beginning primarily with college sailing, I have taken advantage of opportunities to sail in a number of different types of boats (both collegiately and otherwise). Very few offer the numbers of boats that we see at Scot regattas, and none, so far, has shown the comraderie.

For example, it is a regular sight to see crewmembers from many different boats helping each other with repairs to hulls, launching of boats, stepping masts; offering ideas as to rig tune, boat layout, etc.; sailmakers from different lofts talking cordially and working together to ensure competitors are ready for the event (people from other classes would be astounded if they knew what went on in the



First place winner in the 1991 Junior NAC's is Phillip Renton, left, of Fleet 7 with crew Fred Delmhorst and David Renton.

Scot class - and this is just what happens during the daylight hours!).

Once the sun sets, all sorts of lunacy can be observed on a regular basis. It all begins at one of the complimentary cocktail parties, BBQs, oyster shuckings, or hors d'oeuvres eating contests. At which fellow sailors converse on the day's activities and plan for the night ahead. From there the giant mass of sailors break up

into various masses to further pursue their individual definitions of bacchanalia - be it a local social establishment, the go-cart track or whatever. (Of course the seriousness of the event is never overlooked and everyone is normally restfully asleep well before midnight - right?) Well, when most of us are asleep, there are always a few mischievous gremlins out and about managing to add some personality to competitors' boats with a variety of imaginative pranks which have included the application of little orange and blue stickers of a nameless mid-western institution of higher(?) education as well as others who prefer the subtlety of frictionless balloons! As you can see it would be hard to top the Scot class along these lines.

Expense

For the most part, expenses are kept to a minimum. Unlike many classes of boats which require expensive bottom jobs straight from the factory, because our builders are very attentive to quality control, Scots can virtually be sailed competitively right "out of the box." This fact along with the one suit of sails rule eliminates the everpopular problem of "keeping up with the Joneses" which is so prevalent in many competitive classes, and allows the racing to be decided by the competition rather than the pocket-books.

Competition

You'll notice that I listed competition last. While competition is incredibly im-



Second place in the Junior NAC's was Allyson Summerfeldt with father Bob as crew.

(Continued on page 18)

Junior Corner

(Continued from page 17)

portant to many of us, I believe that we can all agree that by itself most of us face enough competition in the workplace for this to be the main reason why we race sailboats. Furthermore, I placed competition third in priority because the level of competition we get in the Scot class is dependent upon the success of the first two criteria mentioned above. It goes without saying that if entries average more than sixty boats at a class Mid-Winter and North American Championships year after year that quality competition exists. And if the numbers aren't enough for you then look at the facts: Among our fellow competitors are Mallory Cup, Adams Cup, Prince of Wales Bowl, Championship of Champions, and many other national and international championship winners.

However, if you haven't realized it before, it's not the boat that makes the class (sorry, Harry and Karen); rather, it's the people who sail the boats that determine whether or not a class of boat will endure. And in the case of the Flying Scot, we've got the right group of people.

Now that I look back and see how lucky I am for having been involved in one of

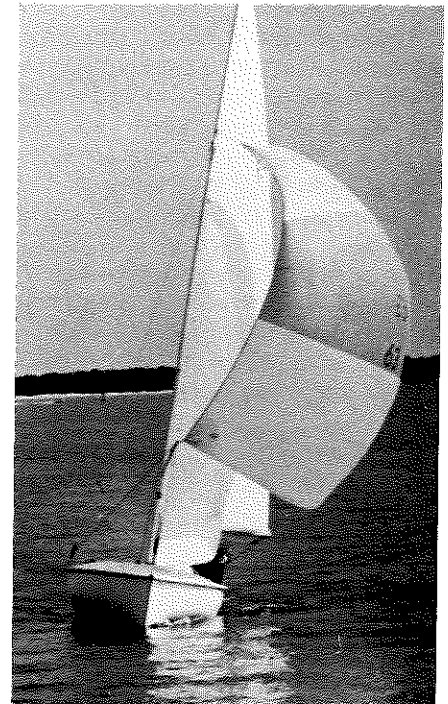
the better classes, I wonder if my current opportunities would be the same had my upbringing been in another boat. I would like to think so but who's to know? The people that I have gotten to know through this class have given me the competition and encouragement to help me succeed both on and off the water. Thanks!

Editor's Note: Peter is presently the Coach of the Cornell University Sailing team and is embarking on a Soloing Olympic Campaign. They are ranked 7th among the U.S. trialists. If you would like to help the U.S. Sailing teams and Peter, you may make a tax deductible contribution to: U.S. Olympic Sailing Association; it would certainly be appreciated. Even though the trials are not in Scots, Peter, being one of our own for many years, hopefully will let us know how he is doing.

Flying Scot Junior NACs Riverside 1991

Pos	Name	Boat #	1	2	3	Total
1	Renton	4199	2	2	3	7
2	Summerfeldt	264	4	4	2	10
3	Neuberth	2759	3/4	7	4	11-3/4
4	Scrivan	388	5	6	3/4	11-3/4

5	Young	3868	6	3/4	5	11-3/4
6	Wilkinson	1499	3	3	6	12
7	Osler	534	8	5	7	20
8	Gifford	4447	7	8	8	23



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How to Single Hand Your Scot

Single handing is a fun thing to do in a Scot. The boat is so much more stable than many smaller boats that it gives you a chance to relax when you're out. In most conditions, you can relax, cleat off the sheets and enjoy the sail. I have been known to sail and race "solo" many times per year, mainly whenever I can't get my regular crew.

Rigging the boat properly is the key to safe and pleasurable single handing. There are a few essentials that really make a difference and add to the enjoyment and convenience when sailing alone, or with crew for that matter.

Tip #1 — Tiller tie off

If you are going to be sailing alone, you'll need a way to tie off the tiller for the times you need to be up front. In fact there are other reasons why you may want to tie off the tiller such as: tying on a dock line as you are coming into the dock, lowering or raising sails, clearing the centerboard, or just grabbing something out of the cooler. There are two easy solutions that I've seen on boats, both of which work well and are very inexpensive.

Take a piece of 3/16" shock cord and tie it in a loop. Now work the end of the loop through the eye fastened to the rear of the cockpit combing. That's all there is to it. To fasten the tiller, just stretch the loop out and over the tiller and it holds the tiller straight.

The second approach is to use five to six feet of 3/8" shock cord, and stretch it across the area immediately below the rear combing. An easy way to do this is to tie it to the seat drains on each side. Tension the shock cord so that you can make a loop around the tiller. To tie off the tiller, simply make a loop in the shock cord and place it over the end of the tiller. The advantage of this system over the first one mentioned is that you can set the tiller in any position, whether it be straight, or slightly turned. Depending on how much tension is in the shock cord, it can also be used by simply putting it over the tiller without a loop. The pressure and resistance of the cord holds the tiller in the middle very nicely.

Tip #2 — Spinnaker halyard aft

The more controls that lead to the back of the boat, the more things that can be done without having to tie off the tiller to move forward. I have run the spinnaker halyard to the aft end of the centerboard

trunk. This is the "only way to fly." With this type of rigging, you can launch the chute from the back of the boat while you have total control of the tiller (you straddle it between your legs and rock from side to side to steer).

Tip #3 — Tiller Extension

You need to sit amidships to handle the boat well while going upwind sailing alone. To accomplish this, you'll need a tiller extension as long as possible, preferably 48". You want to sit in the middle of the boat for the best weight distribution, and so that you can easily reach the vang, jib sheets, centerboard, and mainsheet. The further forward, the easier most of these become. While I don't usually extend the tiller to 48" when sailing with a crew, it helps when sailing alone.

Having rigged the boat properly, the sailing is pretty much the same as when you have crew, only a little more anticipation is required. To tack the boat going upwind, it helps to slow the tack down slightly. This has two benefits. First, it gives you time to move from the front of the boat to the back while turning the tiller and switching sides, and secondly, you get a little more coast to weather. Allow the jib to back wind on the new tack, while you are moving around the rear of the boat. Release and resheet the jib when you are on the new heading in the amidship position on the boat.

Flying the spinnaker really isn't as difficult as it may seem. On my boat, I normally fly the spinnaker, even when I have crew, so the only added tasks are setting and gybing the pole. Because I have mounted the spinnaker halyard cleat aft, I'm used to hoisting the chute. Try to approach the weather mark on the starboard layline a little early. This will give you the opportunity to rig the pole before you reach the mark. When rounding the mark, trim the sails for the proper heading, and raise the centerboard before you raise the spinnaker. This way, you will maintain maximum boat speed, and then be able to concentrate on flying the spinnaker.

Gybes are really not as difficult as you may think. The trick is to make gybes as close to dead downwind as possible while keeping the spinnaker filled and flying. On a downwind leg this is very easy; however, the reaching legs of an Olympic course present a challenge. Heading high of the gybe mark and then heading down and

gybing is the best way. By doing that, you can cut the gybe mark close, and protect your weather quarter on the second reach. The actual process of gybing is pretty straight forward. With the boat sailing dead downwind, tie off the tiller either straight ahead or, if you have an adjustment, with a slight turn toward the direction required to gybe. Cleat the spinnaker sheet and guy so that the spinnaker is flying properly. Move forward and release the jib sheet, unhook the spinnaker pole from the sheet and the mast and pass it in front of the mast, letting it hang from the topping lift. Unhook the guy from the shroud clip or J hook. (When the boat is dead downwind sheeting in slight on the old guy will allow the spinnaker to continue to fly without a pole.) Move back and turn the tiller to gybe the boat. As the main starts to come across, straighten out the tiller so the boat is heading in the proper direction. If you tied the tiller off with a slight turn, by the time the pole is disconnected, the main will be close to gybing. In this situation, simply turn the tiller to finish the gybe and then set the tiller for the correct heading. Reattach the pole to the new guy, and then to the mast, put the guy under the J hook or shroud hook, and recleat the jib to the new side and you're done. With a little practice, you will find that gybing the spinnaker alone is a snap.

Approaching the leeward mark, tie off the tiller for the proper heading, and take the spinnaker down in the same manner that you normally would with a crew. The only difference is that you should allow a little extra time. Leave the centerboard up until the spinnaker is down and stowed.

Some common sense will help. Don't sail solo when you have white caps on the water. When it's puffy out, never cleat the mainsheet — just hold it and be ready to ease it in the puffs to power the boat up and avoid excessive heeling. And by all means, don't fly the spinnaker in windy conditions until you have the confidence and experience to do so. Actually, sailing the boat downwind with the spinnaker is incredibly easy after you've done it once or twice.

The author of this article is "Mac" McCullough who won the first Midwest Single Handed Championship, and placed second in the Midwest Districts.

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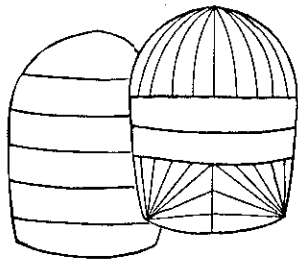
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160	Capitol	1143	Tom Bishop	802 Shady Oak Lane	Leesburg	VA	22075
	Capitol	4745	Donald H. Salisbury	Box 23, Captains Cove	Greenbackville	VA	23356
	Capitol	3628	Richard Adam Storch	5101 Palisade Lane, NW	Washington	DC	20016
	Capitol	0042	Charles R. Wilson	3912 Eaton Drive	Jarrettsville	MD	21084
	Carolina	3677	Bruce Flye, Jr.	1303 Sonata Street	Greenville	NC	27858
	Carolina	3473	John R. Russell	138 Hawthorne Drive	Atlantic Beach	NC	28512
	Florida	3866	Byron F. Knight	2116 Palm Place Drive, N.E.	Palm Bay	FL	32905
	GNY	4402	Paulette Conlan	34 Smith Place	Bronxville	NY	10708
	GNY	2697	Robert Hall, MD	65 Harbor Street	Branford	CT	06405
23	GNY	4776	Jay Koster	21 Popular Street	Sayville	NY	11782
31	GNY	2885	Peter J. Paige, Jr.	269 Parkside Rd.	Harrington Pk.	NJ	07640
24	GNY	Asc.	Frank Riefenhauser	2 Indian Hill Road	New Fairfield	CT	06812
	GNY	4602	Hugh & Leslie Sinclair	147 Wells Road	Granby	CT	06035
	Gulf	Asc	Patricia Anderson	605 Morningside Drive	Terrytown	LA	70056
	Gulf	2921	William H. Flanders	3484 Water Oak Drive	Birmingham	AL	35243
127	Gulf	1618	John Reiff	2200 Creekside Court	Franklin	TN	37064
121	Gulf	3424	John C. Roboski	915 Bear Creek Road East	Tuscaldosa	AL	35405
	Mich-Ontario	2566	James Jenison M.D.	6919 Northfield Drive	Evansville	IL	47711
	Mich-Ontario	1541	Kenneth Winter	Box 528	Petoskey	MI	49770
	Midwest	2695	Walter A. Barniskis	3601 Flag Avenue North	New Hope	MN	55427
	Midwest	2500	Michael Allen Clark	10201 S. Cedar Lake Rd.#203	Minnetonka	MN	55343
	Midwest	4262	Joseph J. Fehsenfeld	23771 W. Hearthside Drive	Barrington	IL	60010
	Midwest	Sust	Christopher L. Fogle	172 Matthew Avenue	Westerville	OH	43081
	Midwest	2670	Hans Hagen	941 NE Hillwind Rd., Ste 300	Fridlay	MN	55432
	Midwest	2566	Ned Jenison	P.O. Box 100	Paris	IL	61944
1	Midwest	2718	Robert D. Thompson	6565 Loiswood Drive	Cincinnati	OH	45224
95	Midwest	4783	Boyd Uppman	5312 Glengarry Parkway	Edina	MN	55436
	Midwest	Sust	Jim Wangard	280 Lac La Belle Drive	Oconomowoc	WI	53066
	Midwest	1731	Richard Welcome	714 Ashland	Wilmette	IL	60091
	NYL	3564	Cynthia Coursen	8 Handhewn Way	Manlius	NY	13104
	NYL	3092	Francis DiTommaso	118 Lake Road	Dryden	NY	13053
	NYL	1770	David Enjem	6 Laurel Lane	Whitesboro	NY	13492
	Ohio	0082	Bradley Soule, M	P.O. Box 2080	Shepherdstown	WV	25443
	Prairie	2591	J.A. Leming	6100 South Yale #1801	Tulsa	OK	74136
170	Texas	0474	Peter G. Robitaille	1827 Eden Lane	Wichita Falls	TX	76306

1992 Midwinter Championship Registration Form

Skipper _____

Address _____

Street # _____ City _____ State _____ Zip _____

Fleet # _____ District _____ Which Division: (circle) CHAMPIONSHIP CHALLENGER

Sail # _____ Hull Color _____ Spinnaker Colors _____

Crew Name (1st) _____ Crew Name (2nd) _____

Registration Fee: \$60.00 if received before March 25th 1992
 \$70.00 if received after March 27th 1992 - Save the 10.00. Mail back ASAP

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 P.O. Box 406
 Panama City, FL 32402

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

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

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

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Hotel: Bayside Inn (904) 763-4622 (\$35 per room special)
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For more information: Contact Betty Smith Phone # (904) 763-4223 or the above address; or Allen Douglas (904) 785-7500.
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1992 Midwinter Championship Schedule of Events

MONDAY, MARCH 30

0900 - 1600	Registration (Club Bar)
0900 - 1600	Sail Measurement (Sailing Center)
TBA	Afternoon Tune-Up Races
1600	FSSA Board of Governors
1830	FSSA Board of Governors Dinner
1800 - 2000	Pool Party - Bayside Inn

TUESDAY, MARCH 31

0800 - 1000	Coffee & Monkey Bread
0830 - 1000	Registration (Club Bar)
0830 - 1000	Sail Measurement (Sailing Center)
1015	Skipper's Meeting - Upper Deck
1230	Races Back to Back
1700	Protest Committee (Sailing Center)
1830	No Host Pig Pickin' Luau

WEDNESDAY, APRIL 1

0800 - 0930	Breakfast - Dining Room
1030	Lunch
1230	Races Back-to-Back
1700	Protest Committee (Sailing Center)
1730 - 1900	Raw Oyster Bar on Front Lawn Sponsored by Fisher Sails

THURSDAY, APRIL 2

0800 - 0930	Breakfast - Dining Room
1030	Lunch
1230	Races Back-to-Back
1700	Protest Committee (Sailing Center)
1830 - 2000	Cocktail Party - Upperdeck Sponsored by <u>Schurr Sails, Inc.</u>

FRIDAY, APRIL 3

0800 - 0930	Breakfast
1030	Lunch
1200	Race Begins If Necessary
1900	Awards Banquet (Max. people-150)

Prizes - Prizes - Prizes

Daily Drawings following races

Skipper and crew prizes will be awarded for seven places in Championship and five places in Challenger Division.

Prizes will be awarded for winning Skipper and Crew of each race.

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.

FS-278 - Douglass, gold/white, Balto-plate bottom, well maintained, all Harken race ready, incl. new "M" vang adjustment, Schurr sail/spin, extra sails, tilt trailer w/spare and kickstand, boom tent, mast hinge, lifting bridle. \$2500 or best offer. Mike Gold, Alliance, OH, work (216) 860-1375; home (216) 935-2846.

FS-874 - Douglass, 1966, yellow hull, white deck, good condition, 3hp Seagull outboard, with bracket, cockpit cover, boom cover, spinnaker pole, mast hinge, Sterling trailer, spare tire, \$3000. Call Robert Burton, 177 Woodhaven Cir., Athens, GA 30606 at (404) 549-6706.

FS-1995 - Customflex, white on white, blue cover - Pamco trailer (newly painted) 2 suits of sails, spinnaker, motor bracket. Dry-sailed - no bottom paint. \$3250. Call George Rootring, days (216) 879-2686, eve. (216) 494-3395.

FS-3019 - Customflex, 1977, blue hull, white deck. Dry sailed. Excellent condition. Two suits sails; motor and mount; tilt-up trailer; regatta cover; full-sided mast-up cover; new shrouds, forestay, halyards and winch box. Race-ready, proven winner. \$4000. Call Dan Brown at work (817) 566-2400 or home (817) 387-2485. Dallas area.

FS-4676 - 90 Douglass, white hull/deck, red stripe, blue factory bottom paint, Schurr sails with windows, spinnaker pole/rig/ratches, Jiffy reef, outboard bracket, Waco 360, anchor, full cockpit cover (white), Tee Nee trailer, dolly, dry sailed, factory-stored during winter. \$8500. Contact Tom Garske, Beachwood, N.J (201) 887-5673.

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