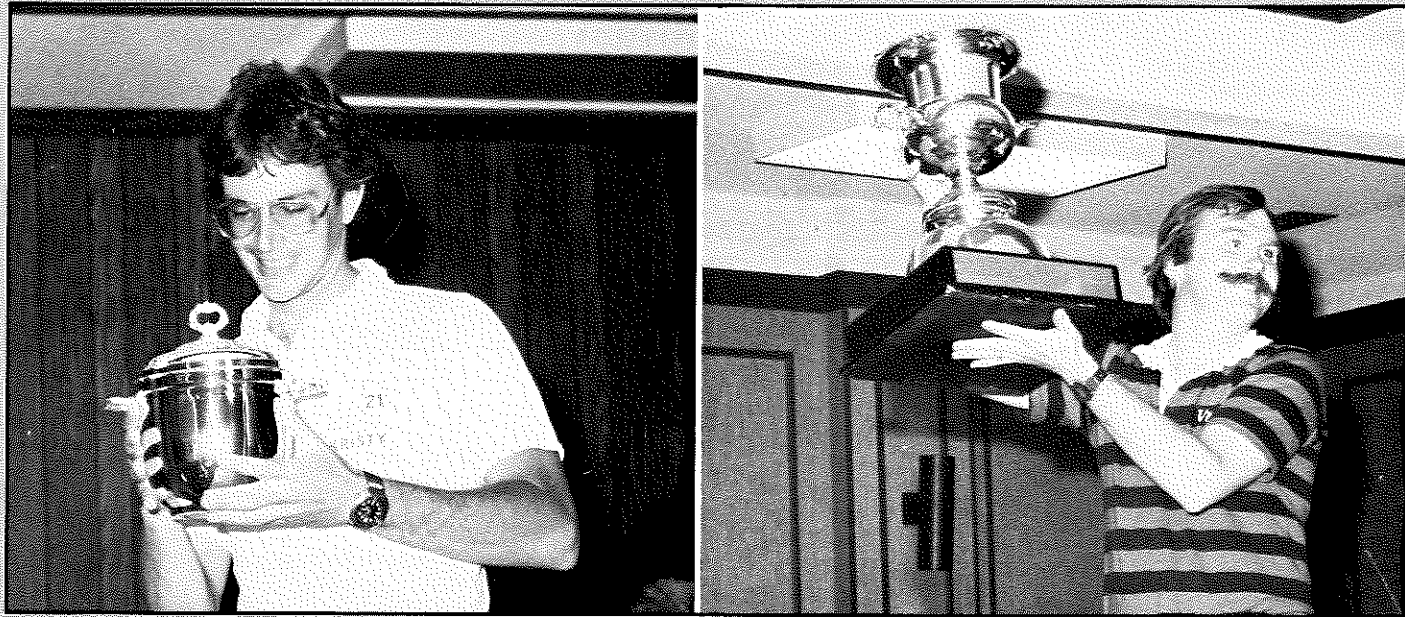


Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXV, NUMBER 4

JUNE, 1983



**Andy Fox Wins FSSA
MidWinter Championship**

**Sandy Eustis Wins
Challenger Division**

Flying Scot[®] Sailing Association

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Cover: Sandy Eustis (left photo) enjoys receiving his first place 1983 MidWinters Challenger trophy. Andy Fox (right photo) also enjoys receiving his fourth consecutive national FS championship award. (This makes two MidWinters and two NAC's.)

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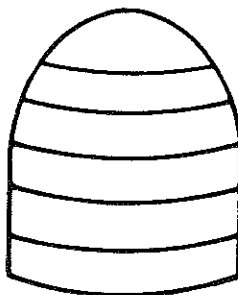
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4. Loss reimbursement "new for old" with a valued non-cancellable policy subject to a 2% deductible (\$110.) on partial losses. No depreciation on sails or covers.
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6. This policy is available in most states where Flying Scots are sailed.

PLEASE PREPARE MY POLICY HERE'S THE INFORMATION

Effective _____ Telephone _____

Name _____

Address _____

City _____ County _____ State _____ Zip _____

Builder _____ Hull No. _____ Year Built _____

Skipper's Experience _____ Loss Payee _____

Home Port _____ Is boat dry sailed or moored? _____

For boats over 10 years send photo and detailed information on condition.

Describe losses past 3 years _____

Annual Premiums

- 1: \$ 83.00 Pacific coastwise and inland waters in the states of Oregon and Washington
- 2: \$ 85.00 Great Lakes
- 3: \$ 57.00 Chesapeake Bay and its tributaries
- 4: \$ 69.00 Inland waters of the United States except the Great Lakes, Ca., Oregon, Washington, and those shown below in item 8.
- 5: \$107.00 Atlantic coastwise waters Savannah, Georgia to Key West, Florida
- 5a: \$153.00 Florida, (Dade and Broward counties only)
- 6: \$ 78.00 Pacific coastwise and inland waters of the state of California
- 7: \$106.00 Atlantic coastwise waters Eastport, Maine to Virginia, / N.C. border
- 8: \$ 55.00 Inland waters Ala., Az., Ark., Fl., Ga., La., Miss., N.M., N.C., Ok., S.C., Tn., Tx.
- 9: \$ 92.00 Gulf of Mexico, Key West, Florida to Brownsville, Texas
- 10: \$ 93.00 Atlantic coastwise waters of the states of North Carolina and South Carolina

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ESTABLISHED 1866

1982 NAC Now on Film!

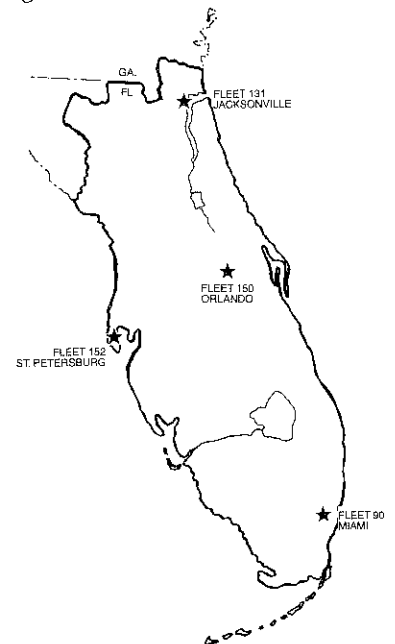
Graham Hall filmed the 1982 NAC's at Marion, MA, with his own running commentary. This film is excellent for Fleet and Club gatherings. If you are interested in seeing the film contact Graham at 85 East State St., Gloversville, NY 12078 or (518) 725-8534.

New District Formed

On November 19, the Flying Scot fleets of Orlando (#150), Jacksonville (#131), and Miami (#90), were merged into the new Florida Peninsular District. The respective fleet captains, Clint Smith (Orlando), Mike Obrien (Jacksonville), and Sally Russell (Miami), elected Clint Smith to be the governor of the new district and Sally Russell the alternate governor.

Fleet 152, led by Marcia Smith who is fleet 152 captain, has just formed in St. Petersburg.

We are extremely excited about the formation of this new district, and with the direction of Clint Smith as its governor, it will grow to be one of the best districts. Clint has already spent a tremendous amount of time and effort in organizing and encouraging the Orlando Scot Fleet, as well as spearheading the formation of this new district. With the excellent climate and vast water resources, we can be certain of continued growth and success.



*North American Championship
Bay-Waveland Yacht Club
Bay St. Louis, Mississippi*

July 25 - 29, 1983



*Plane on down to the Mississippi Sound
And you'll find sailors from all around
From the North to the South
From the East to the West
Come on out and give it your best*

1983 North American Championships

Marc Eagan

THE CLUB

BAY-WAVELAND YACHT CLUB is situated on the Western Shore of the Bay of St. Louis, on the Mississippi Gulf Coast.

The Bay of St. Louis empties into the Mississippi Sound, the Sound being separated from the Gulf of Mexico by several barrier islands.

Competitive sailing was a favorite sport along the Gulf Coast even before the YACHT CLUB was organized in 1896. Today its modern facilities support a formal dining room and bar, a beautiful sand beach, in which to swim and sunbathe, and a quaint atmosphere all its own.

Since the advent of the FLYING SCOT to the CLUB in 1969, the CLUB has enjoyed the recognition of producing some of the finest sailors in the class. The CLUB is surely more than an address — it's an attitude.

DIRECTIONS

BAY-WAVELAND YACHT CLUB is located approximately:
Fifty (50) miles East of
New Orleans, LA
Twenty (20) miles West of
Biloxi, MS

ROAD

From WEST: Proceed to New Orleans I-10 East then EXIT Bay St. Louis (Hwy. 607 - Waveland-NASA Exit)

From EAST: Take I-10 West to New Orleans, EXIT Bay St. Louis, turn left Hwy. 90 to car bridge, left to YACHT CLUB (Two (2) blocks)

From NORTH: Take I-59 to I-10 East then EXIT Bay St. Louis (Hwy. 607 - Waveland-NASA Exit)

AIR

Gulfport Airport, which is fifteen (15) miles from the YACHT CLUB is served daily by Republic Airlines.

New Orleans International, which is fifty (50) miles west, serving all major airlines.

ACCOMMODATIONS

The availability of motel accommodations will be affected by this area's peak season. We have, however, blocked off fifty (50) rooms at the Waveland Resort Inn and many others at several of the smaller motels. We ask that reservations be made directly or through your registration form enclosed. These rooms can only be guaranteed until July 1, 1983, with the exception of Diamondhead, in which no guarantee can be given unless cleared by them.

MOTELS

WAVELAND RESORT INN — Within five (5) minutes of CLUB \$26. - \$40. One-hundred room capacity. Hwy. 90 and State 603 (Phone 601-467-9261) RECOMMENDED.

DIAMONDHEAD — Within fifteen (15) minutes of CLUB. I-10 (Phone 601-255-1421) One-room - Seven (7) nights APPROX. \$345. Two-room - Seven (7) nights APPROX. \$500. HIGHLY RECOMMENDED.

BAYSIDE MOTEL — Within three (3) minutes of CLUB. \$35. - \$45. (Phone 601-467-6577) Hwy. 90.

CAMPING

A limited amount of camping space will be available on CLUB property. Any prospective campers should so

NAC's

indicate on the registration form. Camping reservations MUST be confirmed before July 10, 1983, with the CLUB.

SPECTATORS

A number of spectator boats will be available to handle those interested in viewing the races on the water. However, the CLUB maintains a large pier and a regatta deck which provides easy viewing of the entire races which are usually conducted within one (1) mile of the CLUB.

SPECIAL EVENTS

Social events, parties, fish fry, live music and many other events are planned every night of the regatta.

PLACES OF INTEREST

MISSISSIPPI GULF COAST — Twenty-six (26) miles of beautiful sand beaches and water. Many fine restaurants and amusement activities found in the port towns along the Coast.

NEW ORLEANS — One (1) hour driving time West of the CLUB provides the world's finest restaurants, the French Quarter, and many tourist's attractions.

CHARTERS

Those who wish to charter a boat must notify Pinke Baxter at 601-467-4592 before July 1, 1983, as boats will be limited.

CREW

Sailors who will require crew should indicate, along with their weight desirable, on the registration form.

SAILING CONDITIONS

WIND: Morning — 0-7 knots - Light Northerly and Shifty.

Afternoon — 8-15 knots - Sea breeze South Easterly.

CURRENT: Detectable, however not a major factor.

TEMPERATURE: In the low to middle 90's.

Reservation Request

Name _____ Phone _____
Address _____
City _____ State/Zip _____
Date of Arrival _____ Departure _____
Type of Room Desired _____
Motel Preference _____
Diamondhead [] Camping []

Junior NAC Registration Form (Neither skipper nor crew can be 18 during 1983)

July 23-24
Registration Fee: \$25
(Check payable to "NAC" '83")

Skipper _____ Birth Date _____
Address _____
(if different than below)
Crew _____ Birth Date _____
Crew _____ Birth Date _____

1983 Flying Scot North American Championship Registration

Registration Fee: \$50. (Check payable to "NAC '83")

Skipper _____
Address _____
City _____ State/Zip _____
Telephone _____
Boat Name _____ No. _____
Fleet No. _____
Accommodations desired for _____ people
_____ Camping _____ Motel
_____ Condominium

NOTE: Mail checks and forms to Pinke Baxter, c/o BAY-WAVELAND YACHT CLUB, P. O. Box 367, Bay St. Louis, MS 39520

Crews may be available upon request. For further information contact:

Marc Eagan Office - 504-529-5811
Home - 504-488-3822

Schedule of Events

Friday, July 22, 1983

1000 CLUB open for early arrivals.
 1300-1700 Registration and Measurement Jr. NAC
 2030 Organizational Committee Meetings

Saturday, July 23, 1983

0900 Skippers' Meeting - Jr. NAC
 1030 Start first race - Jr. NAC
 1200 Lunch
 1330 Start second race - Jr. NAC
 1800-1930 Dinner/Buffer
 1930-2330 Jr. Dance

Sunday, July 24, 1983

0800 Breakfast - FREE
 All Day Registration - Closes at 5:00 p.m.
 1000 Start third race - Jr. NAC
 1200 Lunch - lower deck
 1300 Trophy presentation - Jr. NAC

1400 Warm-up race
 1500 Executive Committee Meetings
 1800 Welcoming Party - Live entertainment
 2000 Board of Governors Meeting
 2030 Organizational Meeting

Monday, July 25, 1983

0800 Breakfast
 0830 Skippers' Meeting
 1030 Start of first elimination race
 1230 Lunch
 1430 Start of second elimination race
 1800 Board of Governors Dinner - LANDMARK RESTAURANT
 2030 Annual Meeting - Bay-Waveland Yacht Club

Tuesday, July 26, 1983

0800 Breakfast
 1000 Start of third elimination race
 1200 Lunch
 AFTERNOON FREE
 Gala fish fry - FREE beer

Wednesday, July 27, 1983

0730 Breakfast
 0830 Skippers' Briefing
 1030 Start of first race
 1230 Lunch
 1430 Start of second race
 1830 President's Cocktail party

Thursday, July 28, 1983

0730 Breakfast
 1000 Start of third race
 1200 Lunch
 1430 Start of fourth race
 1830 Cocktails
 1930 Country Western Cookout

Friday, July 29, 1983

0800 Breakfast
 1000 Start of fifth race
 1200 Lunch
 1730-1900 Bon Voyage Party
 1900-2100 Awards Banquet

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Go "round the buoys" in style, a winner no matter where you place. Both you and your crew will be ship shape sharp with these shirts personalized with your yacht's class design and your hull number as well. Made to withstand the rigors of competitive sailing, the RACING SHIRT comes only in grey. Sizes S, M, L, XL. Ladies order appropriate men's size. Easy to care for 50/50 fabric. Design screened in black.



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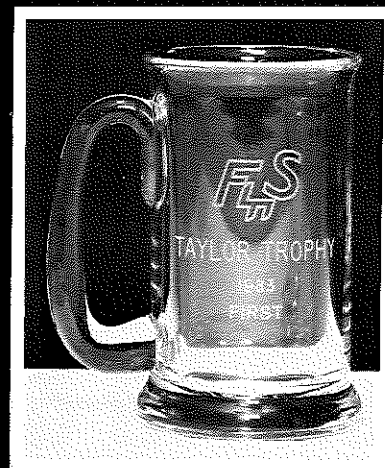
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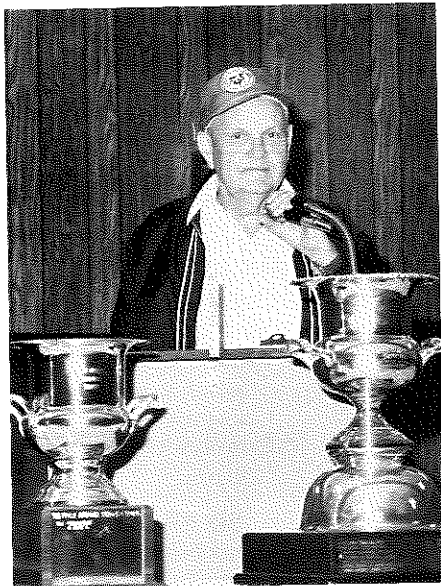


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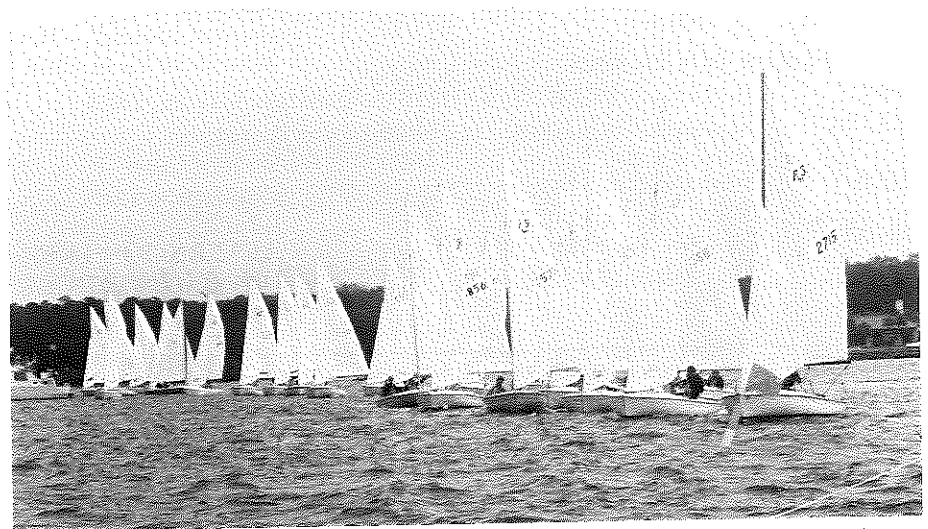
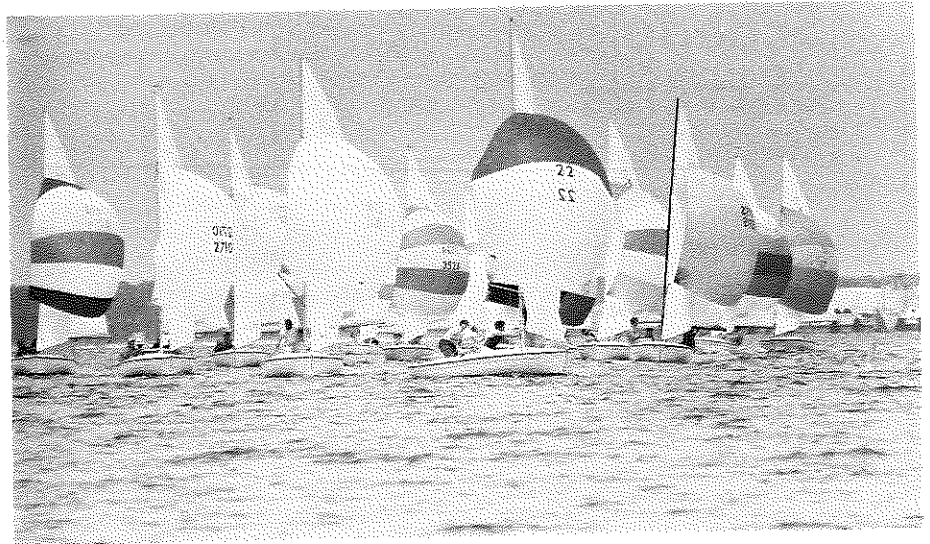


TOP: "Pres" Allen Douglas presides at Mid-Winter's Awards Ceremony.

TOP, RIGHT: A potpourri of spinnakers reach to the gybe mark.

CENTER, RIGHT: One of the "six" starts for the final race.

BOTTOM, RIGHT: Winners at 1983 Mid-Winter Warmup left to right: Andy Culver and Steve Bellows (Chuck Barnes's crew), 4th; Peter Merrifield and Larry Taggart, 3rd; Paul Newton and Harry Carpenter, 1st; Morgan and Whitney Hall and their father Graham Hall, 2nd.

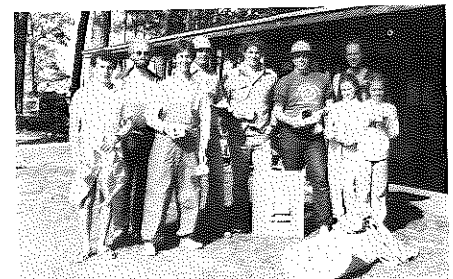


1983 MIDWINTERS CHAMPIONSHIP DIVISION

SKIPPER	BOAT #	RACE #					TOTAL PTS.
		1	2	3	4	5	
Fox, A.	3566	2	3	3	1	4	13
Eagan, B.	3599	5	2	6	4	8	25
Eagan, M.	3118	1	6	1	2	16	26
Kleinschrodt, K.	3051	10	16	5	5	1	37
Taggart, L.	2710	9	1	13	11	3	37
Hall, G.	3707	12	7	20	3	2	44
Barnes, C.	GYA 18	4	10	10	7	13	44
Wade, R.	2714	8	13	2	15	6	44
Carpenter, H.	3601	6	14	15	6	7	48
Beam, P.	3501	16	12	11	12	11	62
Andrews, K.	GYA 22	18	22	8	10	5	63
Gambel, C.	2715	3	11	9	14	36	73
Barry, Jr., P.	3481	14	19	18	16	9	76
Hartman, J.	3578	13	20	21	9	17	80
Davis, F.	2282	29	15	4	20	18	86
Newton, P.	3856	24	9	19	26	12	90
Hartman, M.	3204	20	8	22	24	19	93
Cooke, A.	GYA 111	36	18	12	8	20	94
Schreck, P.	3317	27	36	7	17	10	97
Clark, J.	2821	7	5	14	36	36	98
Schneider, B.	3262	22	33	23	13	14	105
Dees, J.	2708	21	25	17	25	22	110
Pope, B.	GYA 16	23	17	16	19	36	111
Hamm, Jr., J.	GYA 67	17	36	25	21	15	114
Murdock, B.	1720	25	31	27	18	21	122
Blonski, P.	2843	15	4	36	36	36	127
Mitchell, B.	1736	35	29	24	23	23	134
Kiely, M.	3290	28	28	26	27	25	134
Salmon-Cox, P.	3524	26	24	28	22	36	136
Seifrick, J.	3830	11	23	36	36	36	142
Leggitt, T.	2671	32	32	30	28	24	146
Gambel, D.	GYA 29	19	36	36	36	36	163
Knight, B.	3076	30	26	36	36	36	164
Callaway, A.	3673	35	21	36	36	36	164
Ramirez, D.	GYA 68	33	30	29	36	36	164
Moore, Jr., P.	3820	31	27	36	36	36	166

1983 CHALLENGER DIVISION

SKIPPER	BOAT #	RACE #					TOTAL PTS.
		1	2	3	4	5	
Eustis, A.	3850	2	0.75	2	2	3	9.75
Allen, J.	GYA 60	3	3	0.75	4	9	19.75
Stewart, J.	1342	8	4	4	0.75	6	22.75
Holmstrom, C.	2387	0.75	9	13	3	2	27.75
Templemeyer, K.	3377	5	2	14	6	7	34
Delahoussaye	GYA 63	9	5	5	11	5	35
Cavanagh, J.	1126	6	13	9	13	0.75	41.75
Ollinger, E.	GYA 77	19	12	3	5	4	43
Mackenzie, B.	2865	19	8	7	7	8	49
Glass, T.	3617	19	7	8	9	11	54
Tucker, P.	3396	4	17	16	8	15	60
Goodall, G.	2146	19	11	6	15	12	63
Schultz, D.	1885	12	6	10	19	19	66
Freeman, P.	3633	19	10	11	14	13	67
Brock, L.	GYA 69	10	19	19	10	14	72
Larson, C.	2615	13	19	15	17	10	74
Singletary, B.	3595	19	14	12	12	19	76
Gramines, T.	1282	11	15	17	16	19	78
Hartman, S.	3205	7	16	18	19	19	79



Midwinter Warm-Up Regatta — Ft. Walton Beach, Fla.

SKIPPER	BOAT #	RACE #			TOTAL
		1	2	3	
HARRY CARPENTER	3601	1	4	2	6.75
GRAHAM HALL	3707	3	5	1	8.75
LARRY TAGGART	2710	5	6	3	14
CHUCK BARNES	GYA 18	2	2	DNS	17
MIKE JOHNSON JR	1432	4	1	DNS	17.75
BOB SCHNEIDER	3262	8	9	5	22
JACK STEWART	1342	11	8	4	23
JERRY HARTMAN	3578	9	3	DNS	25
JACK SEIFRICK	3830	6	7	DNF	26
R.A. KNIGHT	3076	7	11	DNF	31
JOHN V. WINSLOW	1664	10	10	DNS	33

On the Road Again . . .

Ken Kleinschrodt, FS 3051

St. Andrews Bay Yacht Club was the site of the 1983 edition of the Midwinter Championships April 5 - April 9. Preparation for this important national event began long before the first week of April for the elected class officers, the class office, regatta committees, and competitors.

After missing last year's Midwinter Championships and having crewed and skippered in six previous Midwinters in a row, I decided that it was time to go again (that decision was easy when my crew told me I was going). With six weeks to practice, check out the boat and trailer, and get the time-off cleared at work, I felt I had plenty of time to get ready. However, late Monday night, April 4, I was just finishing re-packing the trailer bearings and had not yet practiced with my first time Scot crew or new sails. Once again I had to assure myself that this would be "one of those Midwinters."

Most of us do not realize how difficult it is to organize and run a major regatta. Important considerations are coordination between committees, attracting a decent number of entries, preparing the race committee, and supplying the best entertainment possible to have a great regatta *if* the weather cooperates. When a cold front goes stationary over Louisiana and dumps up to 12 inches of rain on the Gulf Coast region for the duration of the regatta, *everyone* involved has to do their part to insure a successful regatta, especially if it is the 1983 Midwinter Championships.

TUESDAY

(Little did I know the sunshine I saw on Tuesday, April 5, would be the last until Saturday, April 9.)

The anticipated nervousness began just after registering, not nervousness of the upcoming races, but nervousness hoping the new sails (or old ones) measured in. With that age-old inconvenience out of the way,

my attention was focused on the Board of Governors Meeting. As usual the meeting adjourned early Wednesday morning ending yet another round where the elected few try to solve old FSSA problems (and create new ones).

WEDNESDAY

Most important in my mind was what time the oyster bar (compliments of Paul Schreck) was to open. Next in importance was, given 30 mph plus winds, when and where we would sail the first race. Both questions were answered at the skippers meeting—small bay at 3:00, be there, aloha! Pre-race entertainment was provided by Andy Fox's boat "Phi Slamma Jamma" when it fell from the hoist "twang-boom-splash" splitting the deck and damaging his rudder.

THURSDAY

Again, what time was the cocktail party (compliments of Schurr Sails) supposed to start? One race was sailed on the big bay in a variety of winds and directions. The rain set in and the forecast was worse, so I pulled my boat before the second race of the day was cancelled, giving my crew and I inside positioning at the bar long before the other 52 skippers received official notice. Lucky guess? Calculated risk!

FRIDAY

Races were postponed until early afternoon and everyone was treated to two of Graham Hall's video tapes of Flying Scots in action. One race

was sailed in the small bay in light winds.

SATURDAY

A special skippers meeting was held announcing two races back to back on the small bay at 10:30 a.m. The first race was finished as a strong westerly filled in. Marc Eagan and Andy Fox were essentially tied with Bubby Eagan about 8 points back. The last race would have been a classic duel for the title had Marc Eagan's outhaul not broken on the last beat. There was a Midwinter record of five general recalls on the last start.

The competition was exceptional with four NAC or Midwinter Champions and at least four others who have almost "been there."

Notably, there were six sailmaker teams (five of the top ten), at least two boat builders, and one former sailing coach racing. Seven of the top eight finishers used sails by different sailmakers (Boston, Schurr, Shore, Dabney, North, Ullman, and Sobstad).

It should not go without mentioning thanks to Betty and Bo Smith, Allen Douglas, the entire St. Andrews Bay Yacht Club, all the crews and any others "in the trenches" that helped make the regatta one that shouldn't be missed rain or shine. Which reminds me of the true pioneer spirit of the campers in the tents on the front lawn of the club, hanging in there after being washed out for four days. Happy Sailing!!!

Letters to the Editor

Somewhere in the reports of the 1983 Midwinters, the fact may be stated that my Scot was very nearly destroyed in a freak accident falling from the hoist about one hour before the start of the first race.

A lot of people worked very hard to repair the damage and the boat made the starting line. I did my best to thank everybody who expressed concern, helped, or offered help. If I missed anybody, I want this "thank you" to

express my sincere appreciation to everybody involved.

Most folks would not know that Floyd Davis and Harry Carpenter offered their boats to me. I want everybody to know how much I appreciated these offers.

I want all of the F.S.S.A. members to know what a great bunch of people sailed and ran the 1983 Midwinters that my crew and I were fortunate enough to win. *Sincerely, Andy Fox.*

Wemindji to the Arctic Proper

Don Stuart continues his tale of the journey North in FS 1258

Don Stuart

Editor's Note: Our last issue recorded the second segment of Don Stuart's journey around Quebec Province - Charlton Island to Wemindji. This installment carries him to the southern boundary of Hudson Bay.

Knowing that penetrating deeper into the North would require more and better equipment in addition to repairs from the previous trip, we spent the winter of 1981-82 in preparation. To ease the financial burden, we purchased equipment throughout the winter, including a barometer, waterproof packs, a camp stove, and warm clothing.

I took the sails, which were badly damaged by the encounter with bad weather north of East Main, to Berig Sailmakers in Erie, Pennsylvania. Dave Berig has made sails for my cruising boat, and although I do not know of his reputation for racing

sails, the quality and added strength of his sails far surpass those of any other sails I have seen. I ordered parts to replace those that were worn or destroyed, and I ordered spare parts. Parts that I worry about on the Scot are the side stays (or lack of a back stay), which I can do nothing about, and the mainsail halyard, for which I purchased a spare. The centerboard roller pin was done for, as were the keel gasket and molding. Repeated contact with the bottom had played havoc with the keel and related parts. I also acquired additional maps as well as tide and current charts.

Reviewing the tide charts, I discovered an interesting anomaly. One would expect that, with the tide coming in from the north, the high tide would be measurably later in the south than in the north, and that the current would be from the north with the tide coming in and from the south with the tide going out. But that is not so. The incoming tide flows south along the west side of

Hudson Bay and into James Bay. The incoming tide is forced eastward by the shore and splits as it approaches Cape Jones between the two bays. Part of the incoming tide flows north. As a result, on the east shore of Hudson Bay, the incoming tide is later in the north than in the south, and the current flows north on both the incoming and outgoing tides. Although I am getting ahead of the story a bit, my plan is to circle Quebec and Labrador and to end the voyage in Montreal. The northerly current of Hudson Bay and the southerly Labrador current will be my assistants.

The winter passed and so did the spring. On July 3, I was again driving north. In the interest of time and money, we would fly from Val D'Or (Valley of Gold), Quebec, to Wemindji. Having more vacation time than my partners, I decided to go to Wemindji a few days early to get the boat repaired and in the water. My crew would arrive the following Friday.

Wemindji

In Wemindji, I was invited to stay in the guest house at the first aid station while I prepared for the trip ahead. Preparations went well. With epoxy, I rebuilt the badly battered centerboard with its lead core exposed. New keel gasket, molding, and rollers replaced remnants of the old parts, and I added an extra-long jib sheet for the Snipe jib.

With all in readiness, I still had ample time to become acquainted with the people and ways of Wemindji. Located in a little noticed area and without a really good reason to draw anybody there, the village is not yet corrupted by the pressures of civilization. Band chief Walter Hughboy, a handsome and impressive figure, states, "I'm the chief honcho around here, and I run a tight ship." Part of the success of this model village is due to the no-alcohol policy. Particularly fascinating are the old people, who gather each day at the river's edge to play a form of checkers with black and white beach stones on a piece of plywood ten squares wide. Waiting hours to

play their turn, they apparently have not considered making a second checkerboard.

Equally humorous was the elder shipbuilder's repairing of the village canoes, which usually involved splicing a smashed rib or gunnel. Each time the master attempted to do something, he heard eight different solutions and received eight different hand tools simultaneously. The results of his efforts were impressive considering the work was done mostly with a hatchet, twine, and stove bolts.

Miserably cold, foggy, and windy weather gripped the village on the morning of the day my crew was supposed to arrive. Earlier, a DC-3 had been able to land only by flying up the river at 100 feet in order to find the elongated sand pile that served as an air strip. Undoubtedly because I live right, the fog started to blow off by noon, and the sun started breaking through. In mid afternoon, the troops arrived, and within the hour, we were heading out the Paint Hills River.

With me were Nord Hulings from the previous year, Bob Thompson for the first time, and my son Kerry, who was given the trip for his fifteenth birthday.

My heart was warmed, as if by

fine whiskey, when once again Nord took his stand on the weather rail with all of the prestige of a Dalmatian coach dog. An aggressive head wind hampered our progress out of the river, but we felt the Bay would be too rough and windy for travel and we were in no hurry. We were content to camp on the Walrus Islands, where we would be ready for an early start the next day.

Well out of river and nearing the opening in the high rocky islands, we sailed to the lee shore. There we could spend a couple of hours while we studied the condition of the Bay and could still have the option to make camp or sail till dark.

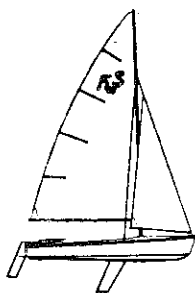
From a vantage point high on the island, Bob and Kerry had their first view of James Bay, with its beauty and vastness. To define as the starting point of the tundra, the Walrus Islands would be as good as any. From there northward, the immediate shore line is barren as well as the protrusions of land and all of the islands. Perhaps I shall never pin down the reasons, but for me, the barren tundra of Quebec holds a fascination and magnetism that is unequalled.

By 7 p.m., the wind was subsiding. The Bay was not too rough, so, with the tide against us, we broke

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Boat shown in sheltered cove at Earthquake Island, 30 miles south of Fort George.

out of the protective islands and pointed north. To save distance, we sailed through two more complex island groups that evening. We passed close by a couple of the pic-

turesque Wemindji teepee camps before coming ashore in near total darkness.

Not having a lot of choice that late at night, we found a campsite that

was, at best, only tolerable. When the tide went out, the boat was left sitting on a rock pile at an angle that must have insulted her pride. Stumbling around in the dark, we had a quick, cold meal consisting of a candy bar and beef sausage, and, then, we went to sleep fast, for the morning tide was at 7 a.m.

Nord, as usual, had a fire going and coffee brewing shortly after sunrise. The high tide was in, and we had to leave before 8 a.m. or not at all.

Although threading through the shallows and between the many barren islands as we headed toward open water was very enjoyable now, we knew that doing it for the next 150 miles would become tiring. All went well that day; favorable weather permitted us to remain for the most part outside the offshore congestion of islands. By midafternoon, we had covered 35 miles with ease and were ready to call it a day. Only a few of the larger islands in the north have been named, and our topo map showed that one called Earthquake Island was just ahead and had on its lee side a deep inviting cove. Whenever possible, I try to find a well protected campsite, as I have spent



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Wemindji

too many days exposed to a raging gale. Also, the safety of the boat must be the top priority.

As if to say "Sorry for last night's third-rate accommodations," tonight the Bay offered the perfect campsite. Hundred-foot high bare rock hills on three sides protected a sand beach, and thick tundra grass would provide for comfortable bedding. When we walked to the summit to enjoy the late sunset, we could see to the north a large amount of pack ice. Although from our vantage point the route looked impassable, I felt reasonably sure that we could find a way through.

That night, we relaxed by the campfire until well after midnight, and the newcomers, Bob and Kerry, experienced their first view of the colorful shifting rays of the northern lights. The Inuit believe spirits are associated with the aurora and that the soft whispering sound heard on calm nights is made by their ancestors.

Contrary to logic, that is, not hav-

ing been affected by the weather, the morning tide was two hours earlier instead of the predictable one hour later. Probably it had something to do with the direction of the flow and our change of location from the previous day. Deep water around the island would permit departure at any time, providing we could get the boat into the water. After enjoying an extra couple hours of sleep, we used the old Indian skid trick to get the boat into the water. Then we were on our way.

Pack ice, which we had seen in the distance the evening before, had moved in close to shore; however, it still appeared to be passable. On the positive side, ice can serve as a buffer from high waves should heavy weather move in. For that reason, the Inuit make most of their offshore trips early in the spring, around the first of July.

A northwest wind kept us close-hauled most of the day, and maneuvering room was limited by a jumbled mess of islands and shoals to starboard and scattered ice floes to port. At one point, the ice nearly closed off our route by allowing only a boat width for passage.

A few miles south of Fort George, which is now called Chisasibi (big river), two large islands protrude 5 miles. Except for a narrow unseen channel, the two islands form a natural current obstruction. That apparently attracts a lot of fish, and fish attract a lot of Indians. Appropriately called South Camp by the locals, the outermost island supports probably 20 semi-permanent camps. When La Phoque sailed along the shore of South Camp, we attracted more Indians than the fish did. On the shoreline they stood, as far as the eye could see, watching a "wendigo" for the first time.

Beyond South Camp, the ice was no longer a problem, and only occasional bergs were present. However, the maze of islands held us at an uncomfortable distance from the mainland. Late afternoon found us in the La Grande Riviere Basin. Although we had planned to stop at the village there, we now had second thoughts. The old village of Fort George had been renamed and relocated upriver. I was not sure exactly where Chisasibi was, but I did know it would cost us an extra day's travel time to make the stop. When

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'82 Sandy Douglass Regatta 2nd.

'82 Azalea Festival Regatta 1st.

'82 Open House Regatta

'81-82 Punch Bowl 1st.

'81-82 Great Scot Regatta 1st.

And many more too numerous to mention. Please write or give us a call for information and prices.

we could not think of a solid reason for going to the village, we altered course back to the Bay. Just as we were north of the river, running in 3 feet of water, the weather soured. Now we needed to take refuge at the first opportunity. With the center-board and rudder pulled halfway up, we bucked for the lee of Stromness Island. As the wind increased and changed to the north, the water depth decreased. We reached the last two miles to protection in less than 2 feet of water. Shore conditions dictated that we make camp on the south side of a cove, where we were protected from waves but exposed to the now gale-force north wind.

The La Grande River, the largest on the coast, has gained notoriety as

sea, the whales appeared once more, as if to acknowledge our parting. The miles came hard, cold, and wet as we beat into the wind, trying to plan our tacks to avoid conflict with islands. We had picked a campsite from the topo map. Although it was only 15 miles from Stromness, it had nearby a lake in which we wanted to fish which would prepare us for the difficult day to follow.

As usual, the reason we choose a site is the same reason the natives have previously chosen the area. About a hundred yards from our camp were the cluttered remains of a sizeable Indian tent village. Fish were not to be found in the lake as we had hoped, but fishing in the salt water gave Bobby a fine sea trout, and Kerry brought back something

Several times a day, white whales passed within a few yards of the island.

the site of the La Grande Hydro Electric Project, the largest power source in Canada.

Three days and nights of strong, bitterly cold north wind held us on the half-mile-long island, and, at times, cut the visibility to zero. Our custom-built and reinforced tent stood firm against the persistent wind, and a windbreak improvised from the boat tarp made the cooking area quite comfortable.

Being confined did not demoralize the crew. Several times a day, white whales passed within a few yards of the island. Sometimes we walked to the windward side to watch the breakers deposit spray high in the air. When the stock broke on our twelve-gauge Damascus-barreled pistol, we amused ourselves by attempting to blow it up. After several tries, we succeeded by pouring 5 ounces of melted lead into the barrel backed by five charges of powder. Idleness, however, did work a hardship on the whiskey supply.

On Wednesday morning, the fog had cleared, and the north wind had subsided to something we could handle. When we rounded the south end of Stromness on our way to the

weighing about 20 ounces, including the 19-ounce head.

Breaking camp early, we drifted from shore on mirror-like water in only a breath of air. Not having done my homework too well, I had always thought the Arctic was void of aquatic life other than fish and the small but abundant shrimp they feed on. Barely moving on the calm water, I now made an effort to look beyond the obvious, and, behold, there was a jellyfish. Looking further, I saw dozens of jellyfish, each about 2 inches in length, and an occasional pink squid of about the same size.

In the northern water, as on the northern tundra, there is an abundance of life, but at a miniature scale. To a person walking on the tundra for the first time, there is only emptiness, until he looks beside his feet where the land explodes with brilliantly colored miniature flowers.

Rising wind ended the biology lesson for the day as we headed west. To the north, the islands became so numerous and so closely interwoven, it would be impossible to find a passage through them. To reach the outer limits would take us 15 miles

BOSTON SAILS

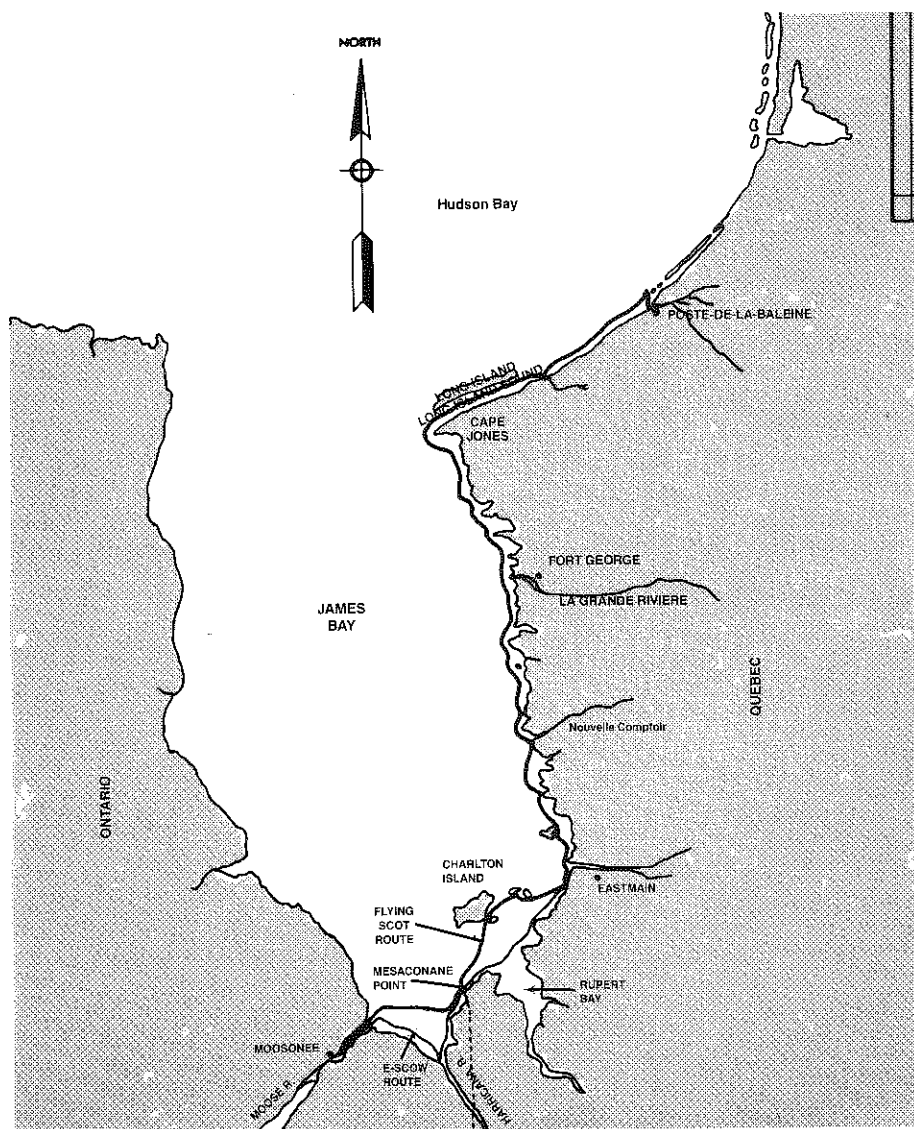


- 1,6 '82 NAC
- 1 '81 NAC
- 1 '82 MIDWINTERS
- 1,2,4 '82 MICH. DISTRICTS
- 1,2 '81 MICH. DISTRICTS
- 1 '81 EGYPTIAN CUP
- 1 25th ANNIVERSARY
- 1,2,3, PORTAGE FIRST BURST

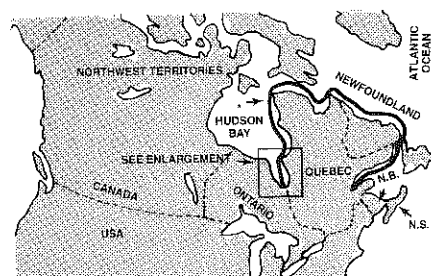
As you can see from the above list, Boston sails have won most of the recent major Flying Scot regattas. We are proud of this record. And we are just as proud of the middle of the fleet sailors who, with the help of their new Boston sails, were able to climb the ladder in their own clubs. We have two things in mind when we design sails. The first is to make them fast (our testing and regatta results show this). The second is to make them forgiving. We want all sailors to be able to make our sails go fast. Bostons come with a complete tuning guide and access to sailors who know the boat and are willing to help. And, of course, the traditional Boston Workmanship insures you that your Bostons will last. For more information, call or write Larry Klein at the loft.

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Don Stuart's long range goal is to sail from his starting point at Moosonee, Ontario, around Quebec and Newfoundland, then up the St. Lawrence Seaway.



We had been on the water for 12 hours, and with the sun slowly sinking, we searched through the maze to find Point Attiquane on the mainland. Bobby was on the tiller, and I was on the foredeck looking for a suitable campsite, as well as watching for rocks. My mind was on my stomach. While we were slowly approaching shore, the boat came to an abrupt audible stop and pitched me feet first into the shallow water. Total responsibility for the hole at the water line has not been resolved to this day.

Thus far we have not discussed bugs. That evening, we camped on 8-inch-thick caribou moss. With the wind down, we had bugs. Les Moustique, Les Mouche Noir, Les Maringouin, and many more were at the party. Supper dishes were left dirty while everybody took refuge in the net-protected tent. I lost the coin toss and had to stay out to repair the hole in the boat.

On the more serious side, each year in the North, people are hospitalized and sometimes are fatally bitten. Proper clothing and ample repellent are of the utmost importance.

Coming to shore, we had crossed over a mile of very shallow water, and that was at high tide. We knew that if we missed the morning tide, that stretch would turn to dry land. Facing the east, the open tent door allowed the rising sun to shine in brightly at precisely 5 a.m. A check of the tide showed it to be just starting out. We would have to leave within the hour or live with the

Wemindji

from the mainland. The outermost islands consisted of low, wave-washed gravel and would offer no refuge should a storm occur. I, being sound of mind and weak of body, had no desire to go offshore any further than absolutely necessary with a north wind prevailing. All day we bucked the wind, while trying to penetrate the transversely oriented islands and outstretching shoals. The centerboard was constantly taking a beating, and chaos was the order of the day.

At midday we pulled ashore on the lee side of one of the higher islands for a shore lunch and to unwind. After we had warmed our southern bodies over a roaring fire and wolfed down a candy bar, we

took the scenic tour of the mile-wide by 50-foot-high island. Awesome storms in the past had deposited drifted logs from the south a half mile from the shoreline and 50 feet high on the island. I have been assured by the locals that such powerful storms occur only in the spring and fall, and, with ice locking up the springtime water, the inland damage happens in the fall.

The remainder of the day was unchanged. We had to tack out to go around a shoal and then tack in to get out of the rough water. Nord had a delightful time standing watch on the rail and realizing the importance of his vigil. Bobby, with more aggressive qualities than survival instincts, kept insisting "Take this wreck out 30 miles and be rid of this nonsense." Meanwhile, Kerry, not much caring one way or the other, slept under the foredeck. Throughout, the skipper was frequently heard to mutter, "Pass the whiskey."

pesky insects another day. With that in mind, we quickly finished breakfast and loaded the boat.

We could not have asked for better conditions. The wind had shifted from the south. With the wind blowing softly in the early morning, it took us an hour to sail straight west and out of the congestion. Today, having more confidence in the weather on a south wind, we decided to do it Bobby's way. Straight out we went, until there was no indication of an island, shoal, or rock. Turning due north, we winged the scow reacher. With any luck, we could cover the 40 miles to Cape Jones before evening.

Perfect could not fully describe the day. It was so relaxing that even Nord was content to come down off the rail and into the boat. Occasional ice required only minor changes in course, and, being well off shore, we did not encounter any shoals. Everywhere we saw large flocks of eider ducks and geese plus every couple miles we saw a curious seal. We reached the Cape shortly after noon.

Cape Jones, referred to on most maps as Point Louis XIV, had been used as a DEW line base a few years

back. The radar, as well as the barracks, still remained. The kids, Kerry (15) and Nord (30), were anxious to investigate the base, so we made camp on the south shore of the Cape.

As I had been informed, the barracks were being used by an Indian and Inuit outfitting service that caters to the fall goose hunters. However, they were deserted in the off season. In the distance on a bleak tundra hill, stood an enormous radar screen.

Relaxing in the tent that night, I enjoyed a tremendous feeling of satisfaction. Cape Jones was the milestone that I had worked toward for two years. The Cape is significant because it clearly defines the boundary between the James and Hudson Bays, it separates the lands dominated by the Inuit from those controlled by the Indians, and it is the first place to the north where a person can stand on high ground and not see a single tree, or even a bush. The dedicated Flying Scot had finally carried us into the Arctic.

Editor's Note: Look for the continuation of Don's journey in the next issue of Scots n' Water.

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July 16-17 — Clear Lake Regatta, Clear Lake Yacht Club, Clear Lake, IN, next to Ohio-Michigan border. Contact: John Shoaff, 3901 N. Washington Rd., Fort Wayne, IN 46804. (219) 432-6346.

July 16-17 — 1983 Midwest District Championship, Sheridan Shore Yacht Club, Wilmette Harbor, Wilmette, IL. Contact: Tom Dieschbourg, 8213 N. Kedvale, Skokie, IL 60076, (312) 673-3569.

August 6-7 — 77th Annual Ephraim Regatta, Ephraim Yacht Club, Flying Scot Fleet #43, host, Ephraim, Door Co., WI. Contact: Tom Tollette, P. O. Box 817, Appleton, WI 54912, (414) 739-6364.

August 20-21 — 1983 Border Regatta, Trident Yacht Club, 1000 Islands, Gananoque, Ontario, Canada. Contact: Kenneth A. Wright, 53 Hancock St., Lexington, MA 02173, (617) 862-0389.

September 10-11 — Ky-Tenn Flying Scot Championship Regatta, Port Oliver Yacht Club, Bowling Green, KY. Contact: Jim Morrison, Box 91, Rockfield, KY 42274, (502) 842-9694.

September 17-18 — Glimmerglass Regatta, Otsego Sailing Club on Lake Otsego, Cooperstown, NY. Contact: Kate Noto, RD 1, Box 211, Maryland, NY 12116.

October 8-9 — Octoberfest Regatta, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37013, (615) 834-0005.

The following events are available for Flying Scots in the Northeast District for 1983.

August 6-7 — Northeast District Championships, Harwichport, MA (3 races). A warm-up race is planned for Friday afternoon, August 5, 1983. For further information contact Charles Winans, 15 Rolling Lane, Dover, MA 02030. Hosted by Fleet #57 and the Stone Horse Yacht Club. FSSA active or associate membership is required for skippers for this regatta.

June 11-12 — Duxbury Yacht Club, Fleet #124, Preseason warm-up (3 races). Contact: Neil Smit, 11 Sagamore Rd., Duxbury, MA 02332.

July 29-31 — Mid-summer series (5 races), Duxbury Yacht Club, Fleet #124. Contact: Neil Smit, 11 Sagamore Rd., Duxbury, MA 02332.

August 10-14 — Quincy Bay Race Week, Squantum Yacht Club, Fleet #58, Wollaston, MA. Races in Quincy Bay and Hingham Bay. Contact: Earl Sunderland, 55 Cary Ave., Lexington, MA 02173.

September 10-11 — Massapoag Yacht Club Invitational, Fleet #76, Sharon, MA (5 races). Contact: Randy Rubenstein, 26 West St., Sharon, MA 02067.

September 17-18 — Sandy Bay Yacht Club, Fleet #11, Rockport, MA. (2 races featuring Flying Scots in competition with Rhodes 19s.) Contact: Skip Montello, 41 Virginia Lane, Newburyport, MA 01950.

For further information on regattas listed below, contact: Cynthia Rea (N.Y.L. Dist. Gov.), 924 Nottingham Rd., Jamesville, NY 13078, (315) 445-0194.

July 2 — Columbia Cup, 12:30 P.M., picnic dinner, Flare night. Skaneateles Sailing Club, Skaneateles, NY

July 16-17 — FS District Championship, boats not in New York Lakes District are welcome, separate trophies. Skaneateles Sailing Club, Skaneateles, NY.

July 30-31 — Central NYYRA Regatta, multi-class (5 or more boats for a separate start). Weekend camping encouraged. Live music, many sociable extras. Ithaca Yacht Club, Ithaca, NY

August 20-21 — FS trip to Gananoque Border Regatta in beautiful 1000 Islands. Details TBA.

September 17-18 — Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY

September 24-25 — Autumn Regatta, Skaneateles Sailing Club, Skaneateles, NY. Come to "Glimmerglass" and stay over for the "Autumn Regatta." Privileges of Skaneateles Sailing Club given in the interval, or park your boat at SSC and go sightseeing and/or autumn leaf viewing.

Flying Scot Fleet One announces the creation of The Fleet One Cup, which will be awarded annually to that skipper who beats the largest number of Flying Scots in Ohio District regattas during the year. Only events held prior to (and including) the Annual Fleet One Regatta in September will be scored; competition is not limited to Ohio District FSSA members. A permanent trophy and keeper trophies for the first three places will be awarded at the Fleet One Regatta.



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In 1983 there are eight Flying Scot regattas scheduled for the Ohio District, and they are listed below. The number in parentheses following each listing is the number of Scots which entered that event in 1982.

June 11-12 — Berlin Yacht Club Regatta, Berlin Yacht Club, near Youngstown, OH. Contact: Robert Skillman, 8501 Black Oak Dr., Warren, OH 44484. (20)

June 25-26 — Ohio District Championships, Cowan Lake Sailing Association, Wilmington, OH (near Cincinnati). Contact: Sandy Eustis, (W) (513) 241-8230, (H) (513) 579-0618. Regatta open to all FSSA members, but only Ohio District sailors eligible for district championship trophies. Pig Roast Saturday night. (26)

July 9-10 — Clear Lake Regatta, Clear Lake Yacht Club, Fremont, IN (near Fort Wayne). Contact: Jim Horein, 7034 Melody Lane, Ft. Wayne, IN 46804, (219) 432-3209, (8)

July 9-10 — Fifty Plus Regatta, Edgewater Yacht Club, Cleveland, OH. Contact: Paul Nickerson, 6403 Luelda, Parma, OH 44129, (H) (216) 749-1481; (W) (216) 845-6043. (9)

September 10-11 — Harvest Moon Regatta, Atwood Yacht Club (near Canton, OH). Contact: Ted Gramines, 9404 Behrwald, Brooklyn, OH 44144, (W) (216) 433-7770; (H) (216) 741-0482. (30)

September 17-18 — Morrairie Yacht Club Fall Invitational, Lake Arthur (near Pittsburgh). Contact: Robert Boyles, 100 Aspen Rd., Butler, PA, (412) 287-8358. (12)

September 17-18 — Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH (near Cincinnati). Contact: Chuck Hoffman, 4483 Bridlewood Lane, Batavia, OH 45103, (513) 752-4024. Regatta is Flying Scots only. Pig Roast Saturday night. (35)

*The following regattas are open regattas to be held in the Carolinas District in 1983. For further information contact District Governor Dr. Richard Schultz, 2109 Meadowbrook Terrace, Reidsville, NC 27320, (919) 349-8867. The regattas noted with an * will be used to determine the 1983 Helmsold Series Champion.*

July 2-3 — Lake Norman Yacht Club 4th of July Regatta

***July 9-10** — Oriental Sailing Social, Oriental, NC

September 3-4 — Lake Norman Yacht Club Labor Day Regatta

***September 10-11** — Flying Scot District Championship C.S.C. Kerr Lake, NC

***September 17-18** — Mayors Cup Regatta, L.T.Y.C., Greensboro, NC

***October 1-2** — Virginia Inland Sailing Association Regatta, Smith Mt.

October 8-9 — Hilton Head Island Regatta, Hilton Head, SC (tentative)

The following list contains open regattas for Flying Scots that will take place on Chesapeake Bay and its tributaries during 1983. Except as noted all

JUNE 1983

CAVEAT EMPTOR

FS 2949 — Douglass, new Schreck's with windows; Hard spinnaker; Sterling trailer; Harken blocks & cleats; 3½ horsepower Sears motor; Danforth anchor; cover. Dry sailed. Excellent, clean condition - \$4,900. Marion Morris, Washington, DC (202) 224-4161 or 224-8783 days; (202) 529-3119 evenings.

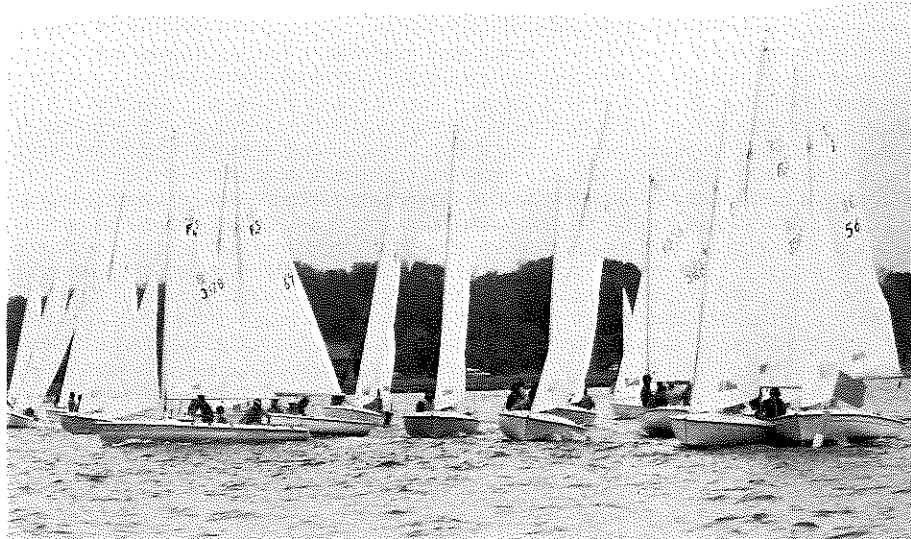
FS 3276 — Douglass, burgundy hull, Sterling trailer, 2 mains, 2 jibs, 1 new spinnaker, good local race record - \$4,700. Sandy Eustis, Cincinnati, OH (W) (513) 241-8230; (H) (513) 579-0618.

FS 715 — Douglass, light green hull, white deck, "Brigadoon," Hood and M & N sails & spinnaker. Tilt trailer with spare. Race rigged and fast - \$2,500. Call or write B. Guthrie-Morse, 238 E. Yale, Orlando, FL 32804, or (W) (305) 293-8011; (H) (305) 896-5863.

Gold & White Jib and Main — Several years old, used little, still competitive for racing. Extra special insignia and number 3000. \$325.

FS 3205 — Customflex, light blue/dark blue with white striping. Race equipped. Dry sailed. Excellent condition. Pamco trailer. Full cover. 1979 North suit. 1978 Schreck suit. M & N also North spinnakers. Minimum weight. Fast Boat. \$5,500. Steve Hartman, Box 2972 Sta. A, Champaign, IL 61820, (217) 359-2212

FS 545 — Customflex, light blue hull, white deck. Good condition Boston sails including spinnaker. Anchor, compass, tarpaulin cover, outboard bracket, no trailer - \$2,300. Call or write Jim Gram, 87 Moran, G. P. Farms, MI 48236, (313) 886-7439.



Fortunately for the two boats at the pin, this was a general recall. 1983 MidWinter Regatta.

events are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association. Scots n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, MD 20815) can also provide further information.

June 30-July 3 — Northeast Regional Championship Regatta, Capital District Championship, West River Sailing Club, Galesville, MD. (Fleet 97 and Fleet 42) FSSA Sanctioned. Capitol Districts are 2 and 3 July.

July 16-17 — Plaid Crab Regatta — Podickory Yacht Club, Annapolis, Md. (Fleet 146).

August 13-14 — Havre de Grace Yacht Club — Havre de Grace, Md. (Fleet 63).

August 20-21 — Fishing Bay Yacht Club Annual Regatta — Deltaville, Va. (Fleet 137).

Sept. 2 — Annapolis to West River Race, West River Sailing Club, Annapolis, Md. (no CBYRA sanction). (Fleet 97).

Sept. 3-4 — West River Sailing Club Annual Regatta — Galesville, Md. (Fleet 97).

Sept. 10-11 — Walter Collier Regatta — National Yacht Club, Washington, DC (Fleet 42).

Sept. 17-18 — President's Cup Regatta — Potomac River Sailing Assoc — Washington, DC. (Fleet 42).

Sept. 24 — King's Mill Yacht Club Regatta, Williamsburg, Va. (Fleet 137).

Oct. 1 — Yorktown Day — Virginia Sailing Assn, Yorktown, Va. (Fleet 137).

Oct. 15-16 — Pumpkin Patch Regatta — West River Sailing Club, Galesville, Md. (Fleet 97).

NEW FSSA MEMBERS

FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
5837	Prairie		Karl H. Bollman	16100 E. Waterman	Wichita	KS	67230
1411	Prairie	106	Carlton E. Clark	Box 325	Elmwood	NE	68937
1564	Ohio	080	Tom Atkins	2338 Aetna Drive	Pittsburg	PA	15241
3743	Ohio	001	M. Janice Place	8690 Hollyhock Drive	Cincinnati	OH	45231
0489	Ohio		Ernest S. Spring	45 Grande Lake Dr.	Port Clinton	OH	43452
3750	Ohio		J.P. Huling	677 Winmar Pl. S.	Westerville	OH	43081
1668	Ohio		Keith A. Dunnigan	32702 Carriage Ln.	Avon Lake	OH	44012
2775	Ohio		John R. Jewett	333 Sporting Hill Rd.	Mechanicsburg	PA	17055
1554	Ohio	82	John H. Linstrom	615 Highland Ave.	Revloc	PA	15931
5840	Michigan-Ontario		Joseph M. Graham Jr.	24312 Culver	St. Clair Shores	MI	48080
5839	Michigan-Ontario		David M. Coleman	2910 Iroquois	Detroit	MI	48214
5838	Michigan-Ontario		Richard G. Nicholson	21080 Concord	Southfield	MI	48076
2452	Carolinas		W.B. Boyer Jr.	1111 Monticello St.	Greensboro	NC	27410
2120	Gulf		Jerry Lee	3000 Northwood	Pascagoula	MS	39567
3413	Gulf	96	Douglas Dovie	403 North Roadway, W. End	New Orleans	LA	70124
3398	Gulf		Maurice J. Sullivan	201 Briargate Cr.	Lafayette	LA	70503
2407	Gulf	111	R. Doyle Stulting, M.C.	3300 Rockingham Dr., NW	Atlanta	GA	30327
3526	Gulf		Carole Y. Bardes	545 16 Ave. NE	St. Petersburg	FL	33704
3528	Gulf		Marcis Y. Smith	919 Snell Isle Blvd. N.E.	St. Petersburg	FL	33704
3529	Gulf		Maridell H. Weaver	5621-29 Ave. No.	St. Petersburg	FL	33710
3676	Gulf	150	Bruce W. Mylrea	4514 S. Lake Orlando Pky.	Orlando	FL	32804
5836	Gulf	3	Ann Winscott Stokes	101 S. Gulfstream Ave.	Sarasota	FL	33577
3665	Gulf		Byron Martien	1275 Lurose Drive	Crowley	LA	70526
3759	Gulf	118	Marion K. Coley	3429 Collingwood Rd.	Birmingham	AL	35226
0939	New York Lakes		Fred Siegal, Dr.	16 Gilbert Road	Kings Pt.	NY	11024
3492	New York Lakes	043	Eberhard Alsen	148 Grandview Court	Ithica	NY	14850
0883	Texas		John R. Brougher, Jr.	3017 Southwestern Blvd.	Dallas	TX	75225
0834	Texas		John Silander	6833 Heatherknoll Drive	Dallas	TX	75248
3300	Capitol		Carole Badart	2614 Ft. Farnsworth Dr. #1D	Alexandria	VA	22303
2855	Capitol		Earl Salo	605 Fletcher Rd.	Wayne	PA	19087
0448	Capitol	42	William C. Arthur	7621 Provincial Dr.	Mclean	VA	22102
3223	Capitol		Robert Gerkin	6547 Gildar Street	Alexandria	VA	22310
3732	Capitol		John B. Sorensen	3920 Blackburn Lane #43	Burtonsville	MD	20866
3744	Capitol		Dr. David Zontine	614 Tennyson Ave.	Winchester	VA	22601
3730	Capitol		Robert J. Cynkar	2873 S. Abingdon St. B-1	Arlington	VA	22206
3767	Pacific		Ellis J. Alden	P.O. Box 4096	Woodside	CA	94062
2856	Mid West		Byram E. Dickes	100 S. Wacker, Room 204	Chicago	IL	60606
0132	Mid West		Victor R. Nelson	2100 Lincoln Street	Evanston	IL	60201
0907	Mid West		Stanton Lewis	333 Jefferson	Glencoe	IL	60022
2027	Mid West		Hyde C. Perce	701 Juniper Rd.	Glenview	IL	60025
0892	Mid West		James P. Johnson	909 North Duchesne	St. Charles	MO	63301
3408	Mid West		Mr. & Mrs. Robert Adney	3903 Hemlock Drive	Valparaison	IN	46383

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