

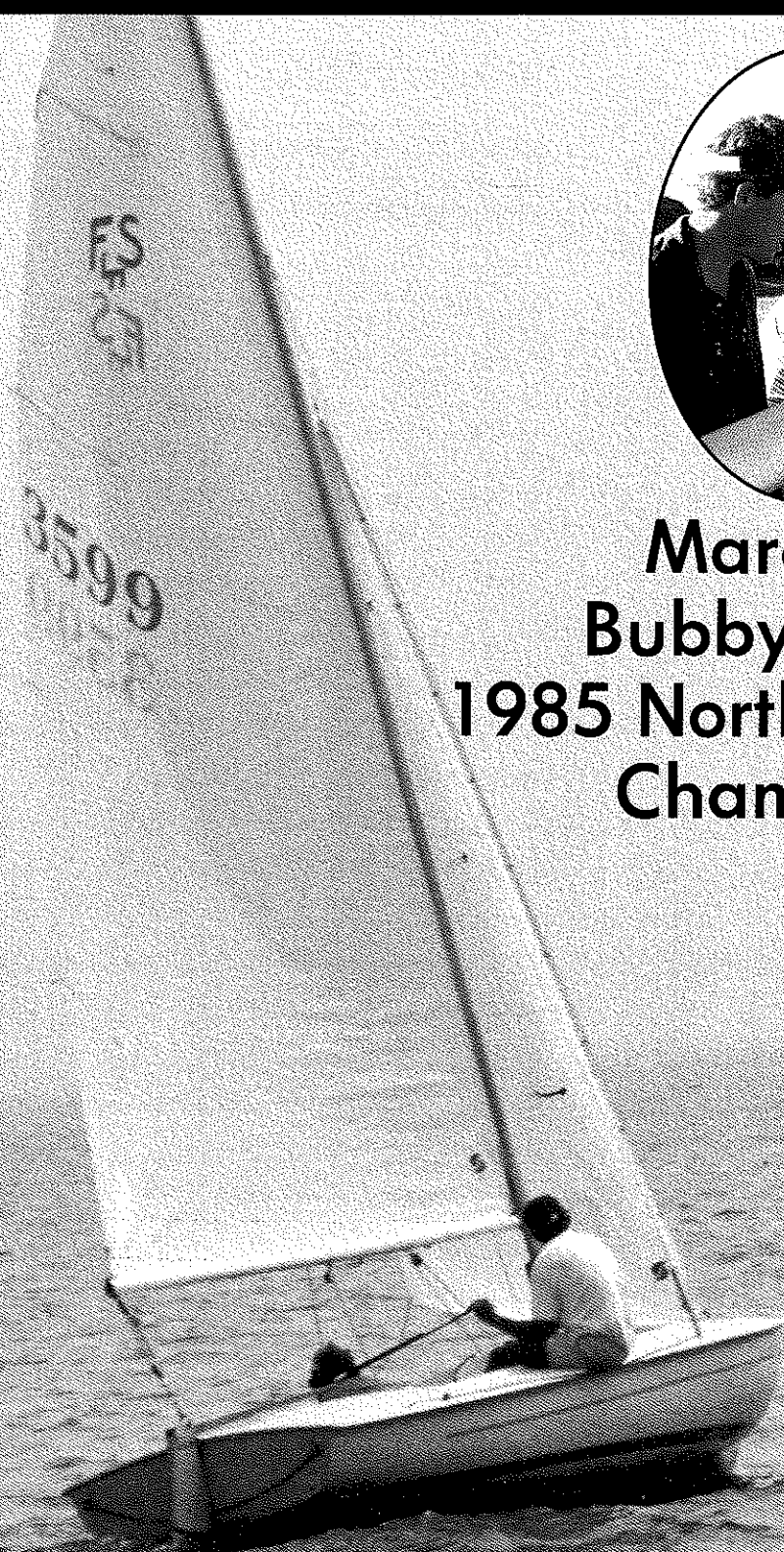
# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVII, NUMBER 6, NOVEMBER/DECEMBER 1985



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Bubby Eagan  
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P.O. Box 11187  
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Jack Stewart\*  
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(301) 334-8329

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P.O. Box 2185  
Davidson, NC 28036  
(704) 892-1276

## IMMEDIATE PAST COMMODORE

Allen M. Douglas  
P.O. Box 752  
Panama City, FL 32401  
(904) 785-7500

## DESIGNER

Gordon Douglass  
P.O. Box 28  
Oakland, MD 21550  
(301) 334-4841

\*Denotes Executive Committee Members

## Scots n' Water

34090 Parkdale  
Livonia, MI 48150

## EDITOR, Scots n' Water: Pat Barry

(H) (313) 427-0797 (after 4:30 pm)  
(O) (313) 451-6600 (leave message)

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**Cover Photo: Marc and Bubby Eagan lead the fleet to the fourth NAC title between them. (Ed Eubanks, Pat Barry photo)**

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## Scots n' Water

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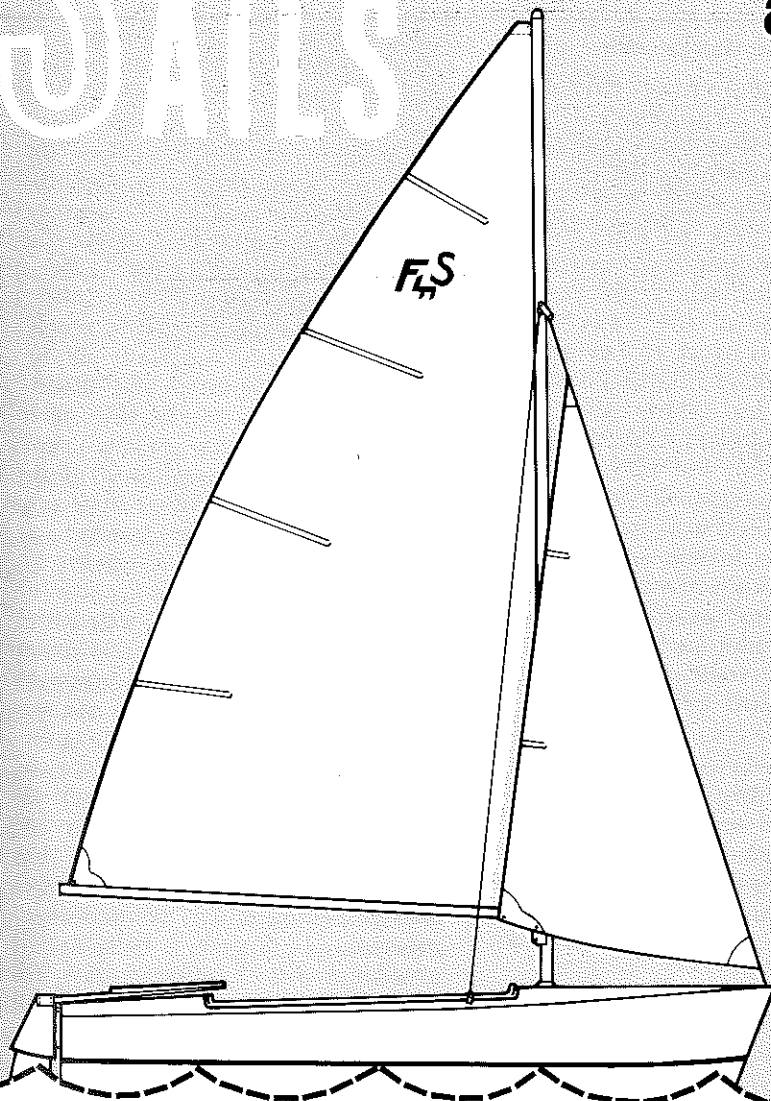
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- 83 Sandy Douglass Regatta 1st

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# IMPORTANT NEWS

## Dues Notices Mailed

By this time you should have received your Membership Dues Notice for 1986. You will see that, again, the dues remain the same as the past several years. Of your dues, \$8 goes toward publication of your class magazine. The remaining \$17 is tax deductible.

## Scot Raffle to be held

The Board of Governors has approved a tentative plan to raise funds for the Association by raffling off a brand new Flying Scot. Tentative ticket price would be \$25. This could be a great way to get yourself or a friend into a new Scot! We think it will be a relatively 'painless' way to increase our revenues. More details on this as they are finalized.

## Publication Dates

Information for the following issues must reach your Editor by the date indicated:

March issue: January 1  
May issue: March 1  
July issue: May 1

## New Classes of Membership

At the suggestion of Executive Secretary Ed Eubanks, and approved by the Board of Governors, we are now instituting several new classes of membership. The intent of these is obvious: we will provide you with recognition for your financial contribution when you recognize the needs of the Association and voluntarily elect to become a member of greater financial involvement in the Class. Many sailing organizations, including USYRU, have used this system for raising additional funds successfully for several years. We hope that it will help us generate more income in return for public recognition of your financial support of your association. Please seriously consider such a monetary expression of your involvement in our continued viability as an association.

Whatever you elect to do about your membership level, please do it *soon*. The fall and winter months, when we generally have little money left from the previous year, are difficult to get through. Please help out the cash flow! Send your dues in as early as possible!

## 'ScotWorld' is created

Eric Amman has announced the formation of a new organization called 'ScotWorld.' This organization, which will be part of the Gordon Douglass Boat Co., plans activities designed to promote the Flying Scot for both potential and existing Scot sailors.

'ScotWorld' has already tentatively scheduled two events for next year. The first will be a **3 day Seminar** designed to increase the boat handling and racing skills of intermediate to advanced sailors. This event will be held **June 13-15, 1986** at the teaching facilities of Douglass Boat Company on Deep Creek Lake, Maryland. Outstanding sailor, coach, and cruiser, Graham Hall will be running the seminar in the beautiful surroundings of northwestern Maryland. Extensive on-the-water drills will be videotaped for critique during numerous shore sessions. Knowing Graham, there are sure to be some 'fun' activities to capture all participants' attention!

The second tentatively-scheduled event will be our first **FSSA FS Cruise**. It will be held in the Thousand Island area of Lake Ontario in Canada. This exciting event, again sponsored by 'ScotWorld' and to be directed by Graham Hall, is scheduled for August 15-19, 1986. Pleasure sailing will lead to camp-outs in various locations each evening. Seminars in sailing and cruising will be offered. Of course, Graham will provide loads of activities that will be fun for all ages. Sounds like a great vacation, doesn't it?

More information on both of these activities, and ScotWorld itself, is forthcoming. In the meantime, if you would like to talk to Eric or Graham, give them a call: Eric (301) 334-4848; Graham, (518) 725-8534.

## Canadian National Championship Planned

Our chief Scot supporter and promoter in Canada, Kenzie Dickson, has just announced plans to run a Canadian National Championship in 1986. It is good and exciting news, indeed! Kenzie says that details are forthcoming, but that the weekend before or after the ScotWorld Cruise in Canada would tie in nicely. The regatta will be run on Stony Lake, home of Fleet 148. Stony Lake is north of Toronto by about an hour which makes it very close and convenient for sailors in the Midwest and the Eastern and New England States.

## On the Horizon

### Upcoming issues of Scots n' Water will feature:

#### Cruising

"The Arctic Journey Continues" with Don Stuart and Wayne James  
"Irmgard and George Schildroth Cruise Lake Norman"  
Al Rees tells of the "Joys of Sailing in the Great Northwest"

#### Racing

"Tacking Downwind" by Kelson Elam  
"Starting Line Tips" by Graham Hall

Understanding the 'Great Circle' by Sandy Douglass

And of course Important News, The Fleet Review, The Governor's Report, Association Spotlights, The Starting Line, The Fleet's In, Gadgets & Gilhickies, Understanding the Rules and much more!

### Your help is Wanted!

Bob New's upcoming article on 'Naming your Boat' could be a feature that includes *your* boat's name, history, and picture! Why not *send it in* to the Editor right away?

This is *your* magazine! Send your ideas, opinions, articles, and pictures! They are needed and wanted!



# Association Spotlight



## Outgoing President Walker Recognized

The road to the top in any organization is long and arduous. So it is with the climb to the presidency of our Association. With the election of officers for 1986, President Hal Walker turned over the gavel symbolic of leadership of the Class to Jack Stewart. But in so doing, Hal himself was recognized for his many years of service to the Association.

Hal sails with Fleet 48, Lake Norman, in North Carolina. Living nearby, he has long been an active part of this very active fleet (they were winners of Fleet of the Year last year). Hal has been busy beyond his own venue the last two years, however, as he travelled the regatta circuit with his wife and crew, Cathy. Hal felt it important that the President be in contact with as many members as possible so he sailed in many distant areas in order to meet members and represent the Association.

In his years of office prior to the Presidency, Hal saw the Class face a frequent and sometimes bitter 'rigging controversy'. He also was an officer during a period of declining membership and severe budget problems. He is, happily, now moving on to the advisory role of Commodore, with the Association in much better shape. While he would like to see more members and a more solid financial footing, he leaves his presidency knowing that our Class is strong and viable in the world of one-design sailing.

Hal has also just retired from his position of professor of French. An active man, we can only believe that he will find new ways to fill his time. Perhaps that much-loved but unfinished Whitehall rowing skiff will fi-

nally receive some of his long-sought attention.

In recognition of his many accomplishments, long service, and calm leadership, Hal was presented with the Past President's blazer patch and a beautifully mounted Chelsea wall clock.

Thanks, Hal. Enjoy your retirement!



## Vance Receives the Secretary's Cup

When Ed Eubanks was named our Executive Secretary several years ago, perhaps little did he expect that it would lead to his current level of high involvement in Class activities. Retained to handle our Association's day-to-day affairs, he soon recognized the type of people that participated in our Class. Not long after becoming our Executive Secretary, he instituted the Executive Secretary's Cup in an effort to recognize and reward the accomplishments of one of our active members each year.

That this year's recipient is worthy of the honor there can be little doubt. Robert Vance has been a contributing member of our Association for two decades. A driving force in Fleet 7's activities, he is also the only member who has served as President of our Association on two different occasions. In addition, he has served in various other capacities including Commodore and Officer Nominating Committee Chairman.

An active racer, Bob also appreciates the camaraderie of fellow Scot sailors. Over the last several years he has organized winter cruises for members in exotic waters throughout the world. These cruises, held about every other year, have been open to all members. An exciting trip, enjoyable companionship, and beautiful sailing for a week in 'big boats' has contributed to the steadily-increasingly popularity of this venture which Bob does so freely.

Bob Vance represents the qualities of accomplishment Ed seeks to recognize: class involvement, leadership, racing skill, and cruising interests. Congratulations, Bob, on this much-deserved award!

## NEW FLEETS CHARTERED

The Association is pleased to announce the chartering of two new fleets.

A charter for Fleet 157 was granted in June to Flying Scot members in Red Bank, New Jersey. They will be sailing on the Navesink River. The Fleet Captain for this fleet is John Gunn with the fleet's Charter Secretary being John Smiljanic. Other Charter Members of the fleet include Bill Comella, Jack Kindler, Ken Korby, Jay Wilder, and David Worrall. We will have a more extensive Fleet Review to profile this fleet in an upcoming issue of *Scots n' Water*.

Executive Secretary Ed Eubanks' effort to create a fleet in the hometown of our Association headquarters has finally proved successful. Fleet 158 was chartered to members of the Columbia Sailing Club in Columbia, South Carolina. The fleet will be sailing on Lake Murray which is a very active area of both one-design sailing and racing. The Charter Fleet Captain is Allen Jackson with the fleet's Charter Secretary being Gary Daves. This fleet, which will sail in the Carolinas District, will be soon looking for more members on this popular lake. Read more about Fleet 158, our Association's newest, in this issue's Fleet Review.

Congratulations to all these members on their efforts at forming a fleet. Welcome aboard!

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# Letters to the Editor

Dear Pat,

It would please me very much and, I feel, would add continuity to the interest of all concerned if the results of annual Scot events, such as the Mid-Winters, NAC's, and regional events such as the Great 48 and SAYRA Championship could be published right away. I realize that Scots n' Water is a publication that is expensive and time consuming to produce, but the point is, "Do we want tuna with good taste or tuna that tastes good?"

If I can be of service in offering more timely reports of the major events, please don't hesitate to call on me.

Sincerely,

Ted Kaperonis FS 1857

*Editors Reply:*

Dear Ted,

First, thanks for helping me to not feel like the Maytag repairman! It's good to know someone out there is reading the magazine and thinking about how we can improve our association services.

Your concern has been mentioned, from time to time, by other racing sailors. As you understand, the publication does take a long lead time because of the steps involved, a lack of 'in-house' printing, and the lack of a full-time editor and staff to move the issue through faster. I have, however, tried to think of

a way to deliver the news of the important events sooner for some time now.

Happily, I think your letter has prompted a simple, inexpensive, yet quick fix for the problem. I propose that, starting with the 1986 Mid-Winters, we have the regatta story and results ready shortly after the event, at least in brief form. Then anybody who wants them would need only send me, as editor, a self-addressed and stamped envelope. With the results printed and ready to go, the member could have them within days of the actual event. How does that sound?

The only limitation I see here is that it would have to be confined to the major FSSA events that the editor attended or had a representative attend. These would usually be the Mid-Winters and NAC's. Since I often do not receive a regatta report from an event, or do not receive it for weeks or months later, I could not commit to having the service available for all events. I hope you can understand that.

I will be sure to publicize this service in the issue preceeding and following a major event.

I thank you for your letter and your suggestions. You have prompted a solution to a problem that others before had failed to solve. Congratulations! And thanks for taking the time to write!



Checking the day's racing results

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# The Governor's Report

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## The Prairie District

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Keith Fager  
FS 752

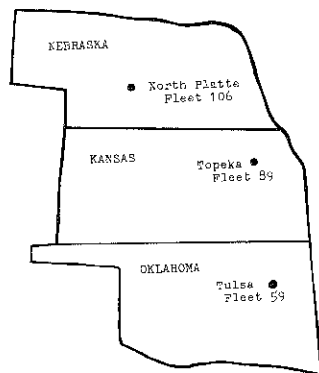
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The wide-open expanses of the prairie states are well known for being the heartland of America's grain production. And we know that it is windy and we hear of tornadoes. But sailing? Yes, Dorothy, there is more to the prairie states than corn and Toto.

The Prairie District has long been the last refuge for Scot sailors until you reached the California coast. While Scot sailing still continues here, it is unfortunate to report that we have dropped from seven active fleets since 1980 to three currently. These three are: Fleet 106 on Lake Maloney in North Platte, Nebraska; Fleet 89 on Lake Perry in Topeka, Kansas; and Fleet 59 on Keystone Lake in Tulsa, Oklahoma. Of these, Fleets 59 and 89 have been most active in District activities.

Fleet 59 is captained by Randy Anderson from Broken Arrow, Oklahoma. Like many other lakes in the prairie, Keystone Lake is man-made, a dammed reservoir. As such, it is long and relatively narrow, though certainly large enough to pleasure sail or race on. The lake is nearly all government owned or controlled which protects the beauty of the environment but can cause some use and access problems. Members generally drive in from nearby Tulsa and keep their boats at the Windy Crest Sailing Club. The Prairie District Championships were held there this year.

Like Keystone Lake, Fleet 89's Lake Perry is also a reservoir but it is somewhat smaller in size. Also like Keystone, Perry 'enjoys' the prairie breezes which blow 25-40 most months except August, when it, too, gets light. The lake is heavily used, but most often by sailboards, Hobie Cats, and Catalina 25's. Large enough to set two separate courses for big regattas (a recent Hobie regatta attracted 150 boats!), the lake is surrounded by trees



and shrubs and features water that easily reaches eighty degrees in the summer. The fleet dry-sails out of Perry Yacht Club with some of the members driving from as far as an hour and a half to go sailing. Our fleet size stays pretty stable at about 10

boats. Those same boats are generally 're-cycled' as owners move on and new members come in looking for a Scot. The fleet is captained by long-time member Jim Calvert with the able assistance of his wife, Kay. An active racing program extends over nine weekends of Sunday racing. A camping weekend is held periodically with pleasure sailing activities on Saturday followed by races on Sunday.

Due to the difficulty of obtaining boats and our distance from most major FSSA events, it is difficult to maintain our fleet activity. We are, however, pleased to see that WestScot is a new builder in our area and hope that their activity will rejuvenate old fleets and begin new ones. Rumor has it that a fleet in Steamboat Springs, Colorado may be chartered soon; an event we all look forward to.

Yes, Dorothy, there is more to the prairie than corn and grain and . . . Toto. There is Flying Scot sailing, prairie-style.

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## The Fleet Review

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### Fleet 158, Columbia, S.C.

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Ed Eubanks  
FS 3901

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Columbia, South Carolina, the home of the Flying Scot Sailing Association for the past eight years is finally the home of a Flying Scot Fleet.

Fleet 158 is the newest fleet in the FSSA and it sails at the Columbia Sailing Club on Lake Murray just north of the city.

Lake Murray has been the site of many North American Championships and Mid-Winters, including Y-Flyers, Lightnings, E-Scows and others. We hope to soon be able to invite the FSSA to hold its NAC here. The lake has hundreds of miles of shoreline and is several miles wide at its widest point, which is just by the Columbia Sailing Club.

The Fleet at present consists of only three boats: Alan Jackson of Camden, SC FS #2758; Gary Daves, Columbia, SC FS #1820; and Ed Eubanks of Columbia, SC FS #3901. Jackson is the Fleet Captain and Daves is Secretary.



Ed Eubanks sails Lake Murray

Many members of the Columbia Sailing Club are greeting the arrival on the scene of the Flying Scot with an interesting reaction. They have heard of the Scot for years, and now, to see one "in person" is a real thrill for them. We've gotten a lot of interest within the club and from others. We hope, either during the Fall of 1985 or Spring of 1986, to be able to have Eric Amman, Harry Carpenter and Sandy Douglass down for a Scot Demonstration Weekend.

While we haven't started racing officially yet, it is very obvious that this writer is the one to beat in the Fleet! This gives you an idea of what our strong suit is . . . or perhaps is not!

Whatever the case, FSSA can count on a strong Fleet 158 for the future.

## Fleet of the Year

Perhaps the ability to handle the pressure of high-wind, high-speed sailing is transferable to other contests. Perhaps the members of this year's FSSA's Fleet of the Year Honor did just that in winning one of the closest contests in years.

This year's voluntary entrants numbered ten fleets. A wide variety of sailing locales and conditions were represented. Fleets considered in the 1985 competition were:

Fleet 3	Lake Michigan Wilmette, Illinois
7	Long Island Sound Riverside, Connecticut
9	Klinger Lake Sturgis, Michigan
21	Barnegat Bay Loveladies Harbor, New Jersey
27	Kerr Lake Henderson, North Carolina
31	Upper Barnegat Bay Shore Acres, New Jersey
34	Clear Lake Ray, Indiana
71	Smith Mountain Lake Roanoke, Virginia
83	Lake Carlyle Carlyle, Illinois
124	Duxbury Bay Duxbury, Massachusetts

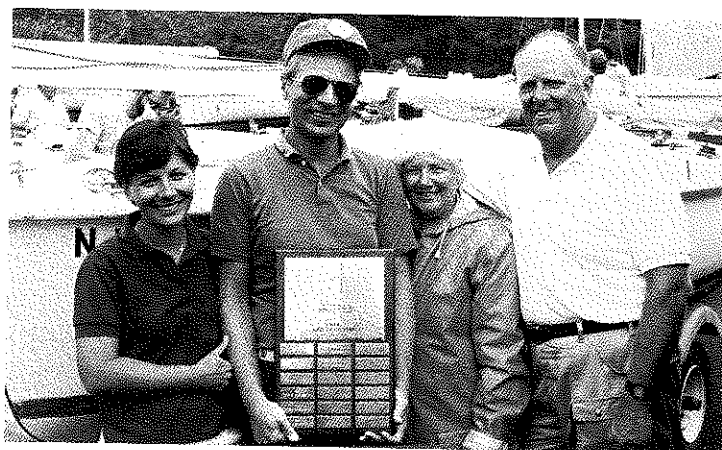
All entrants were judged in sixteen categories based on information supplied in their application. Areas of the application that received the highest points and closest scrutiny were (1) percentage of local boats that belong to the FSSA, (2) the number and type of regattas hosted, and (3) the participation of fleet members in the N.A.C. A large discretionary section could have awarded up to fifteen points and covered areas such as local promotion, public relations, and local fleet development.

The competition among the top three finalists this year was very close with Fleet 31 edging Fleet 27 by only two points, 72 to 70. Fleet 7, host of this year's N.A.C., came a close third with 67 points. In all, a maximum of 132 points were possible.

Although Fleet 31 was strong in all areas, two stood out and pushed them to the top of the entrants. First, the fleet has been very successful in promoting the Scot in their area. Although chartered 22 years ago, the fleet stayed small (3-6) members until 1980 when their

## Fleet 31 Repeats Earlier Success

numbers jumped to 20. The following year saw 30 members and the growth has continued until there are presently 44 members. But not only



*Proud members of Fleet 31 accept on behalf of their Fleet*

are there many new Scot's sailing the blustery waters of Barnegat Bay in the last several years, Fleet 31 has been remarkable in that *all* 44 of this year's fleet are members of the Association! Quite an accomplishment, indeed.

Those familiar with the Scot have probably heard the names of Ralph and Ethel Manee mentioned over the past several years and with good reason. They have been the driving force behind the dynamic growth of this year's winning fleet. Promoting the Scot, with the assistance of the Douglass Boat Co., at local shows,

*(continued page 9)*

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the Manee's have generated great interest in the boat locally. Interestingly, while there are already 14 local small-boat racing clubs in the area, most of those that the Manee's have hooked on a Scot were first-time boat owners with little or no sailing experience. Obviously the Scot, with the Manee's assistance, has attracted more than just a little attention.

The fleet activity on Upper Barnegat Bay has been largely responsible for getting the new, non-sailor into racing activities. Ralph reported that 85% of the 25-40 boats he sells a year go to folks who plan never to race their boats, but race them many eventually do. Fleet 31 encourages new boat owners to race by having many of the fleets skilled and competitive sailors sail on the

novice's boats in races in the spring and fall. Buoyed by interest shown in them and the helpful instruction, many of these novices go on to join the fleet and take part in the area's active program, which runs nearly six months a year on both days of each weekend.

The sailing conditions on Barnegat Bay also contribute to the great interest in sailing and Scot sailing, in particular. The area is protected from the ocean and experiences very little tidal activity. This is just as well since the water depth in most places seldom exceeds five feet. (What a great place to capsizel!) Being protected, the Bay seldom develops much wave action providing the sailors with flat water sailing in winds that blow consistently in the high-

teens and twenties. The safety of the shallow water and the speed of the high wind-flat water conditions certainly is enough to hook even the most casual sailor.

Fleet 31, which last won this award in 1983, demonstrated how intense activities can be greatly successful in building a new fleet or rejuvenating an old one. If your fleet needs a 'shot in the arm,' why not contact Fleet 31's Captain, Dick Armiger, or Fleet 31's in-resident 'sparkplug', Ralph Manee. Both may be able to help your fleet become strong enough to challenge for Fleet of the Year in the near future. Go for it!

*Contributing to this story were President Jack Stewart and Editor Pat Barry.*

## SHORE SAILS PERFORM!!

- 1,2 1984 North American Championships
- 1 1985 Midwinter Championships
- 2 1985 Midwinter Challenger Division
- 1,2,5, 1985 Ohio Districts
- 1 1985 New York Districts
- 1 1985 Buckeye
- 1 1985 Berlin
- 3 1985 Great '48

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# The Un-Regatta Story

## Tired of Racing Round the Buoys?

Bob New  
FS 3856

In our continuing effort to dispell the rumor that the beautiful and versatile Scot is only for racing, Fleet 27 held another un-regatta in picturesque Oriental, N.C.

For those readers not familiar with an un-regatta, it is a sailing event where the only planned activity each day is the evening meal. This year's non-events were unplanned under the non-leadership of Fleet Captain Karl Kleeman, unassisted by former captains Ted Ward and Bob Murdock.

Saturday morning found the intrepid sailors at the launching ramp in the misting rain, debating the relative merits of going sailing or going back to bed. Going back to bed won, so the rigged boats were left on the trailers for the time being.

Instead of going back to bed however, we went looking for fleet member Bob Brainard, who had rented a cottage farther up the river. Our caravan met Bob on his way to the launch.

Back at the ramp, another decision point had to be grappled with — to launch or to lunch — that was the question. "Lunch and then launch." All agreed on this noble motto that would carry us through the next hour, at least.

After lunch, the weather cleared, and the sparkling Neuse River called to us to go sailing. As the non-race started, the non-competitors were

scattered all over Oriental's quaint harbor, enjoying the sunshine and a fresh 8-10 knot breeze. The group managed to assemble in a loose mass formation for a close reach across the five-mile wide river. The pur-

and mixing their marinades. The action was fast and furious as sausages and steaks, tofu and tenderloin sizzled over hot coals. The gourmands kept cool, however, with frequent trips to the spirit locker.



"Scot Beach" Oriental, N.C. L. to R. Bob New, Kathy Rich-New, Celeste Rich-New, Alina Rich-New, Ted Ward, Dot Ward, Ed Whyte, Laura Lassiter, Beverly Murdock, Bob Murdock and Dolly Whyte. (Photos: Paul Lassiter FS3500)

pose of the trip was to locate a suitable beach for a picnic lunch on Sunday. Bob and Bev Murdock were the first ashore and claimed the deserted beach in the name of Fleet 27. The sandy shore was so soft that we hauled the boats out of the water to the centerboard trunks and went exploring. As we walked along the beach, we collected shells, driftwood, and various pieces of flotsam and jetsam as our trophies for the day. Back in our boats, we started the non-race back to Oriental. During the five-mile spinnaker reach, one skipper became so involved in non-racing that he fell asleep at the helm.

The non-races over, it was time to get serious. The *Fleet 27 Gourmet Potluck Challenge Dinner* was scheduled for 1800 hours at the Brainard's cottage. The participants arrived and began firing up their grills

When the crumbs had settled, and everyone had licked the last of the homemade strawberry ice cream from their chins, the judges decided that no one had surpassed last year's plum and raisin sauce and so no trophies were awarded. We all felt like winners anyway — full winners! The rest of the evening was filled with yarns and sea stories about Paul Newton and other Fleet 27 legends.

Sunday dawned bright and clear. The non-competitors were eager to go and by 1000 hours, most had taken station in a precise formation stretched out over four miles of riverfront. Our destination was Scot Beach, or general vicinity, and our plan was maybe to rendezvous for lunch. Routes and tactics varied as the non-race unfolded. Skippers tried to appear nonchalant as they watched pelicans diving for fish and other



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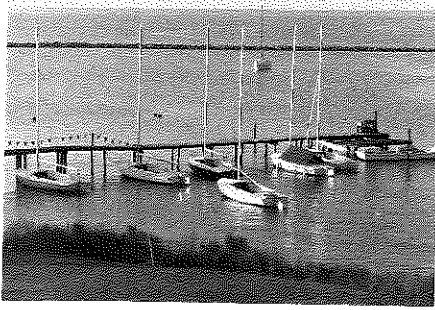
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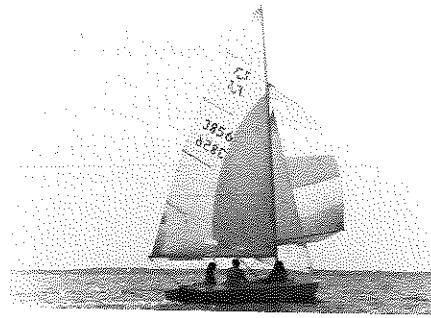


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The Mooring



Non-Racing



Scot Beach

yachts going in and out of the harbor. The far shore was an exercise in seamanship requiring anchoring off a lee shore with just enough scope to allow lunch to stay dry while being carried ashore. Most of the fleet passed the test and shared lunch with a few horseflies that tried to crash the party. Dying breezes made for a long sail back.

After a delicious seafood dinner at a local restaurant, the hearty souls gathered at the river for an unregatta tradition — *night sailing!* Armed with flashlights and water-pistols, three boats sailed off into the sunset. The wind had built to a steady 12 knots allowing some planning, even with four to a boat. The formation was really tight (within water range) as we charged up and down the choppy river. A half moon provided just enough light to give the sails an eerie glow and let skippers navigate the now familiar river. Cries of "Ain't it great!" were heard above the surfing bow waves. After two hours, hands grew weary and eyes were sleepy as the sturdy Scots were moored in the shallow waters at the landing.

On Monday, the non-competition over, a few went for one last practice run to stay sharp for next year, while others carefully packed their non-racing machines for the dreaded trek back to an unmowed lawn and work on Tuesday. While no trophies were given out, everyone took home something of value from this Memorial Day un-Regatta at Oriental.

### IN MEMORIAM

Ted Ward died Friday, August 23, 1985, when he was struck by a vehicle on Interstate 26 near Charleston, SC. Ted was on his way to Charleston for the South Atlantic Yacht Racing Association Championships. He stopped in the emergency lane to check a problem with his trailer. A van was forced off the road by a tractor-trailor rig. The van struck Ted as he examined his trailer.

A native of Philadelphia, Ted received both B.S. and Masters degrees in Biology from Villanova University. He earned a Ph.D. in Immunology from Duke University in 1982. After a post-doctoral fellowship at the Chemical Industry Institute of Toxicology in Research Triangle Park, NC from 1983 to 1985, Ted was employed by A. H. Robins Co. in Richmond. He was 32 years old.

Ted was a self-taught sailor who graduated from a "home-made wooden thing" to the Scot, and in his words, "we just started racing before we knew anything about it." Through hard work and constant study, Ted and his wife, Dot, became steady performers in Fleet 27 and Carolina Sailing Club races. In recent years E.S. 2290, Win'ward, had become a regular at many away regattas. Ted was particularly fond of the trek to Panama City for Mid-winters. I was his crew at the 1985 Mid-winters. We didn't win anything, but I came away with some valuable lessons in boat handling and courage in some pretty adverse sailing conditions. "You know you're in trouble when there are white caps on the swimming pool" was our motto for the week.

His enthusiasm for sailing and love for the Flying Scot were boundless and contagious. He was a patient teacher whose 'give it a try' attitude encouraged many beginners to take the tiller or fly a spinnaker for the first time. Ted always sailed his boat for maximum performance and pushed his crew just a little beyond what they thought they could do. Then he would say, "Look, that wasn't so tough, was it? Next time, you'll know you can handle it!" Fleet Captain in 1984, Ted was also a leader in the not-so-serious side of sailing, being the instigator of many water balloon attacks and bailer battles. This summer he adopted a duck decoy, found on the beach at Oriental (see article p.10), as his mascot. Between races, the "Lucky Duck" would be bobbing happily on the tether behind his Scot while Ted honked on a duck call.

Dot requests that memorial contributions be made to the United States Yacht Racing Union in care of Carolinas District Governor, Bob Murdock, 1404 Oakland Avenue, Durham, NC, 27705. *Bob New FS 3856*

<b>Awards:</b>		
Best spinnaker trimmer	Alina Rich-New (age 7)	FS 3856
Best junk found on the beach	Ted Ward	FS 2290
Best non-performance on kazoo	Bob Murdock	FS 1720
Best watergun shot	Angie Maletto	FS 4105
Best hosts	Bob & Mary Brainard	FS 2650
Night vision award	Edwina Kleeman	FS 4121
Best hat (tie)	David Crump	FS 4105
	Paul Lassiter	FS 3500
Rookies of the year	Ed & Dolly Whyte	FS 2791
Best dock prowler	Celeste Rich-New	FS 3856



Ted and Dot Ward Sailing Lake Norman

# MARC AND BUBBY EAGAN WIN 1985 NAC

*"Whatever goes around,  
comes around."*

*Pat Barry  
FS 4060*

When Marc Eagan took the microphone to accept his title of 1985 North American Champion on the deck of Riverside Yacht Club, many of those present in the audience must have felt like they had seen this all before. Indeed they had. Sailing at the same club, with the same crew, and on the same course seven years earlier, Marc and Bubby had also won the FSSA's biggest annual event in 1978. Though hundreds of races and thousands of sailing decisions have passed since that 1978 championship, Marc and Bubby keenly demonstrated that whatever goes around does indeed, at some point, come around.

Not that Marc or Bubby had been out of the championship circle during that time. Hardly. In the interim there have been numerous District, Regional, and Mid-Winter championships. The 'dynamic duo' sailed together in 1983 when Bubby was crowned the FSSA champion. In 1984 Marc earned one of the United States Yacht Racing Union's most coveted awards, the Mallory Cup. After winning back-to-back championships in 1977-78, Marc's championship crown has proved elusive until this year when he won the regatta convincingly with three firsts in the five-race championship series.

Trying to capture the flavor and events of week-long activities that involved hundreds of hours of preparation and planning as well as consumed thousands of hours more as the sailor's planned, prepared, traveled, partied, and — oh yes — raced is perhaps best left to the journalistic wizards at the national sailing publications. Regardless let's try and look at the major events of this year's annual meeting of the class leaders, sailing notables, and racing members during the Championship of 1986.

## Background

Host Riverside Yacht Club was well-prepared to handle an undertaking of this magnitude having done so on three prior occasions for the Flying Scot class and on other occasions for other major one-design fleets. The countless hours of preparation, which includes more things than anyone other than those who have run an event like this can possibly imagine, were well-directed by Chairman John Denne. Leading a large contingent of energetic, enthused, and experienced Fleet 7 members, John did a fine job in assuring a smooth, enjoyable regatta for all that traveled to this small town in Southeast Connecticut.

The hometown members showed their planning by executing efficiently that most difficult of tasks: measurement. Those present found the process both effective and friendly. Most found that if a boat and sails presented no 'problems' it could be measured, inspected, weighed and in the water in less than three hours. No mean feat considering the number of boats involved. While the sunny skies and warm temperatures of Saturday and early Sunday eventually gave way to a short cloudburst just in time for the opening reception on the beach, the festivities, camaraderie, and smooth weekend of boat measurement had most sailors in a good mood and eagerly awaiting the start of races on Monday morning.



*Regatta Chairman John Denne opens the skipper's meeting*



*Riverside Yacht Club*

## The Race

### The 'Pre-Race Maneuvering'

The early conversation among the 'serious' racers centered on three topics: Would there be a strong 'Southern' contingent present? (Yes.) Would Marc and Bubby be there in time to sail the whole Elimination Series? (No.) And would defending champ Greg Fisher be there and sail? (Yes and No!)

Somewhat to many people's surprise, the 'sailors of the South', only some of whom had traveled up North last year to Hamilton, arrived in force with only a few notables missing. But those present certainly represented well the depth of talent found in the Gulf area.

Marc and Bubby would be at the regatta, but would be late as they were serving as our representatives at Yachting magazine's One-of-a-Kind Regatta in California. Not being able to make it in time for the first two races of the Elimination series, the Eagans were deemed to have enough talent and credentials that they were granted a deserved dispensation from that series and went directly to the Championship division. Thus the Elimination series, a 'tune-up' to some, did not tell the whole story of who to look for as the eventual winners were not out on the course as yet.

Faced with the unglamorous side of running a major sail loft, defending champion Greg Fisher was stuck between the proverbial rock and a hard place. He had also won the Thistle Nationals in 1984 and would have liked to defend both but couldn't as they were both being run the same week! In a Solomon-like decision, Greg elected to visit both locales — 600 miles apart! — and, though he didn't sail, in many ways he may have had the best time of all! Everyone enjoyed Greg's company, friendly advice, and help for two days until he left with his Boston Whaler for the sunny shores of Lake Erie.



*Sailing out*

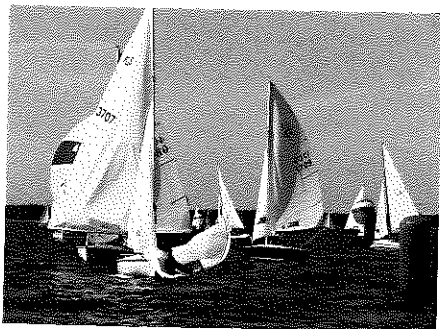
### The 'Warning Signal'

The 'tune-up' Elimination Series was run in fair skies and winds that ranged from light for race one to medium in race three. With all sailors sailing against all others in a predetermined divisional set-up, the racers had a pretty good idea of who were the boats to beat by the time this series was over. The only thing that most of them did not learn a lot about was the effect of the tide which did not seem as pronounced in these early races as it was for some of the later 'all the marbles' races.

At the end of the Elimination Series, the boat to beat was past NAC champ Danny Killeen, Jr. who had two firsts and a third. The standings of the Top 10 after the first series:

1. Danny Killcen, Jr.
2. Graham Hall
3. Corky Hadden
4. John Clark
5. Dwight LeBlanc
6. Chuck Barnes
7. Larry Taggart
8. Bob Schneider
9. Peter Beam
10. Kerry Klinger

It is interesting to note that half of the skippers represented here were from the South while the other half were 'Yanks' sailing on the Eastern coast from New York northward. Of these preliminary Top Ten, all but three made it into the final championship top ten standings. And missing, of course, were the eventual winners who sailed only in the last elimination race, which they won.



*The Race (photo Bernie Knight)*

### The 'Preparatory Signal'

As the flag dropped on the starters for the final five races, the top 42 boats in the 76-boat fleet found themselves in the Championship Division. The remaining 34 boats would churn up the waters in the Challenger Division. With a fresh start, hope ran eternal. Or at least until the tide turned!

The first two races of the 'real' series could easily be titled "As the tide turns." Without going into all the gory details, suffice it to say that while Marc and Bubby had nice leads in both races — and others were enjoying some fine positions as well — the tide rolled in and, unbeknownst to most of even the local experts, had a devastating effect on the finishes of those unfortunate to go the wrong way. What was most upsetting to those in the lead was that they did the right things at least by the 'textbook' but it mattered little. In race 1, Danny Killeen rounded the last mark in seventh. He continued to sail on a long part tack long after the leaders tacked away to — as the 'book' says you must — cover the rest of the fleet. Killeen, however, was right and won the race while sailing in better tidal conditions. Eagan finished second. And those as high as 2nd place around the last mark finished as low as 38th in a truly bewildering set of conditions.

But wait! There's more. Just as those early race one leaders were recovering from that shock to their plans, the tide struck the leaders again in the early stages of race two that afternoon. With the early leaders, again including the Eagan's, positioning themselves on the inside of a progressive lift, they saw the fleet to leeward being slowly buried alive. But as the wind continued to back, forcing the leaders to sail on a run into the mark, the current also came up. It pushed the leaders away from the mark in the dying breeze! Those to leeward were being pushed back on the lee bow by the tide so they simply sheeted in, improved their angle to the mark, increased their apparent wind, and left the early leaders in their bad air. Local sailor David Beaney won that race, perhaps benefitting from local knowledge?

### The 'Starting Signal'

With the early series finishes being contested and early positions now

being staked out, the all-important third and fourth races were run on Thursday. These races typically set the racers into areas of the final standings that are difficult to move out of, either up or down, with only one final race to sail. Thus their importance.

Describing the winners in these is simple: Marc Eagan; Marc Eagan. In two vastly different conditions, Eagan showed that his early-race leads on Wednesday were no fluke. In the very light and shifty-air race in the morning and the long-awaited and suddenly-increasing 'sea breeze' race of 15 knots in the afternoon, Eagan was not to be denied. Sailing a conservative race each time, he let good tactics and excellent speed set the pace. With these two races, he took control of the series.



*Regatta's End*

### The 'Finish Gun'

Oh, how sweet the sound! especially in the final race of this important series. And for the third consecutive time, Marc and Buddy heard it. For a change, they were not leading at the first mark. But they were just two lengths back behind Graham Hall who sailed not only with his crew of daughters Morgan and Whitney, but with the ever-faithful family pooch, Cujo, on board! In what Marc described as one of the most fun races he had ever had, the Eagans and Halls talked, joked and barked commands at each other for the next two legs. Bubby said he finally figured out that Cujo was the tactician on board Hall's boat and that when he barked once that meant "stay on the same tack" while two barks meant "change tacks — now!" When they rounded the downwind mark Cujo made a tactical error and had Hall stay on port while Bubby, hearing Cujo's solo bark, went to starboard where they caught a lift and went on to win the race with a significant lead.

*(continued page 14)*



The racing in the Challenger Division, too, had its excitement as the eventual winner was in question going into the last race. Eventually, though, the consistent Brian More — one of the youngest skippers sailing! — and his brother and sister Mike and Julie pulled out the victory with a final race second. Hard-charging Brian Davis won the last two races of the series but it was not enough to recover from two early-series low finishes.

### The 'Celebration'

Since not everyone comes to a N.A.C. with plans to win — albeit most come with hopes or fantasies to do so! — there must be some reason more. And, indeed, if you talk to most of the competitors, 'serious' or not, they will tell you because it is their one chance each year to renew friendships and build new ones. And this isn't simply a trite statement; it is true!

The social events really centered upon the 'official' and the 'unofficial'. And both were great!

The official, FSSA-RYC sponsored events were casual, friendly, food and talk-filled affairs. Due to the sponsorship and support by the Douglass Boat Company, Schurr Sails, Shore Sails, North Sails, and Sobstad Sails, the contestants were treated to a number of nice, planned events. The first, a reception on the opening Sunday, featured drinks and a great array of snacks brought by the generous Fleet 7 members. That event also featured the raffle of a new North jib which was won by a very surprised Pat Barry. Another post-race event was run later in the week; again with flowing libations and delicious food. A number of people chose to attend the Annual Dinner and were treated to some excellent cooking prepared more formally by the RYC staff. Delicious! Finally, there was a great all-you-could-eat submarine sandwich and drink lunch prior to the awards ceremony on Friday.

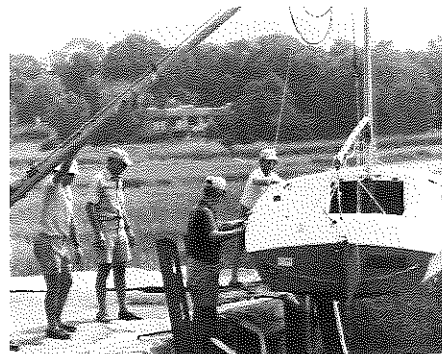
The unofficial party took place — where else? — but in the vicinity of the famous 'Bay Hilton' driven from Illinois by the ubiquitous Jerry Hartman. But it got better because his counterpart from the South, Con Lancaster, brought his travel home and parked with Jerry. There was a party and some incredible food being served every night 'uptown' at Con's

'Con-Doe' and 'downtown' at the 'Hilton'. To have missed these was to not have fully enjoyed the regatta!

Finally, many took in the beautiful sights of the area, especially on the afternoon off that was afforded on Tuesday. Traveling about the countryside, many found themselves in the picturesque seaport of Mystic, Connecticut.

### Folding the Flag

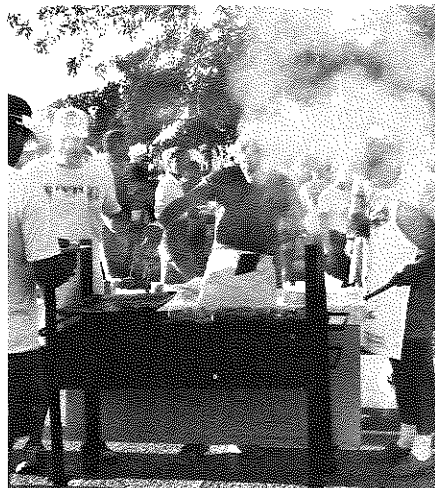
As I said, to try to describe the events of a happening this large would be nearly impossible. If this story captured even a little of the drama, the excitement, the fun, then you can consider what you missed to have been great! If you think the only members who come are the 'serious' ones, the ones out to win, you are simply wrong! People of all levels of ability and interest come to the N.A.C. You should have been there! Hope you will be next year in Gulfport!



Careful! (Photo: Ed Eubanks)



Beach Party (Photo: Pat Barry)



Smells Good (Photo: Pat Barry)

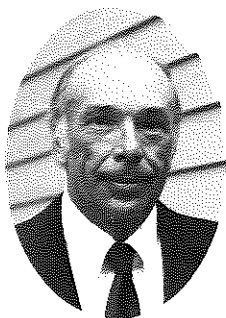


Relaxation (Photo: Pat Barry)



Un-official Party Central (Photo: Pat Barry)

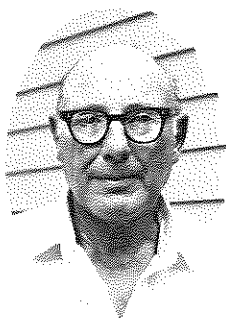
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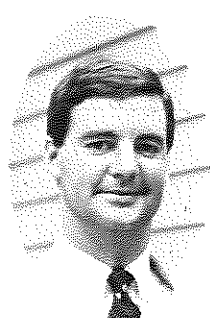
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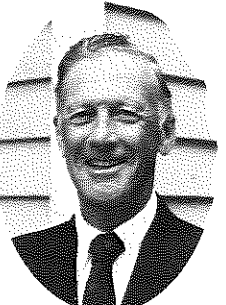
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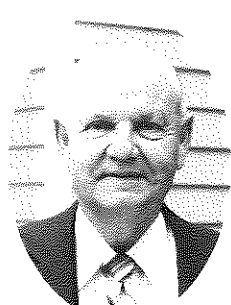
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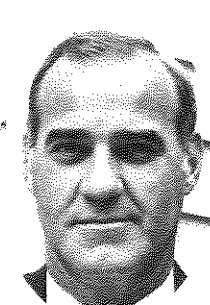
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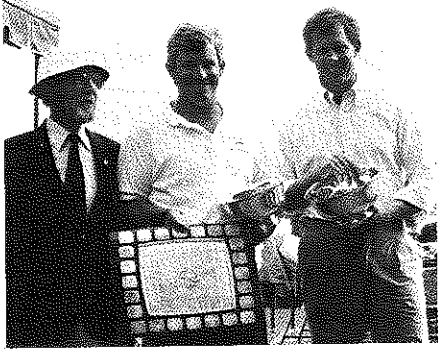
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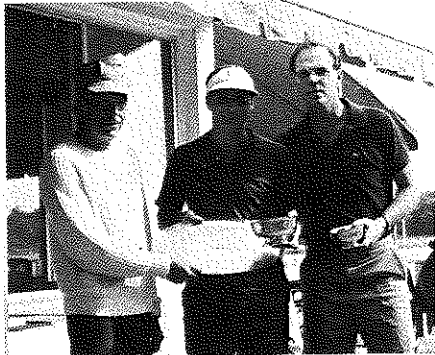
**Championship Division  
First**  
Marc Eagan/Bubby Eagan



**Championship Division  
Second**  
Chuck Barnes/Alex Cooke/Eric Beihl



**Championship Division  
Third**  
David Beaney/Ed Caroe



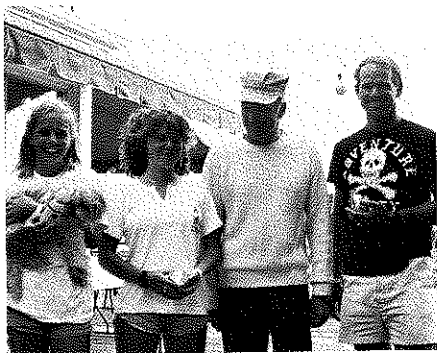
**Championship Division  
Fourth**  
Corky Hadden/Mac Hadden



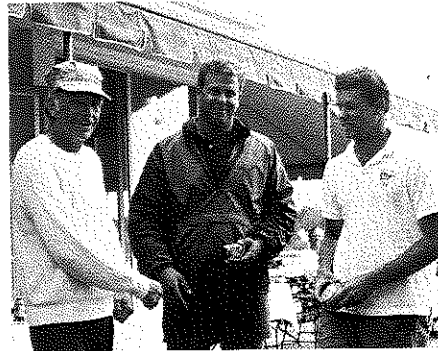
**Championship Division  
Fifth**  
Harry Carpenter/Paul Newton



**Championship Division  
Sixth**  
Danny Killeen, Jr./John Greening/Jill Taylor



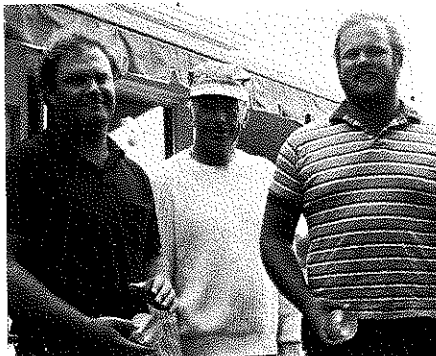
**Championship Division  
Seventh**  
Graham Hall/Morgan Hall/Whitney Hall/Cujo



**Championship Division  
Eighth**  
Dwight LeBlanc, III/Dean LeBlanc



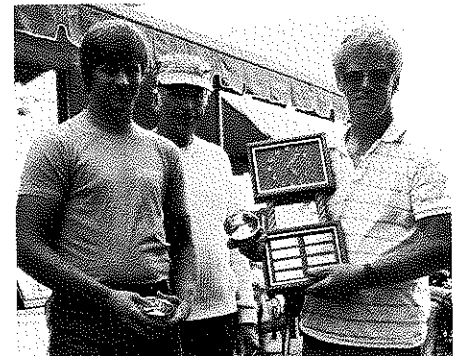
**Championship Division  
Ninth**  
Peter Beam/Reg Wilcox



**Championship Division  
Tenth**  
John Clark/David Corkery

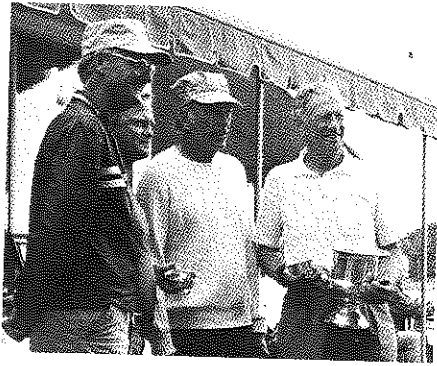


**Challenger Division  
First**  
Brian More/Julie More/Mike More



**Challenger Division  
Second**  
James Cavanaugh/Jay McNeff





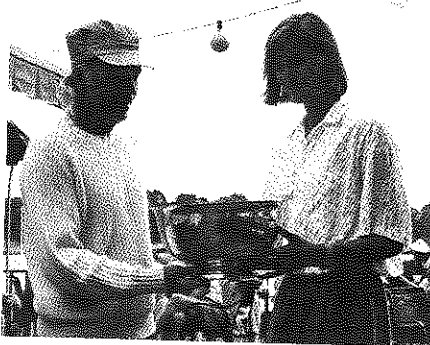
**Challenger Division  
Third**  
Hallman Walker/Bill Ross/Charles Gise



**Challenger Division  
Fourth**  
Dan Goldberg/Kathy Kennedy/Monica Berton



**Challenger Division  
Fifth**  
David Winston/Jane Winston/Elissa Ray



**"Nancy Roman" Winner**  
Julie More



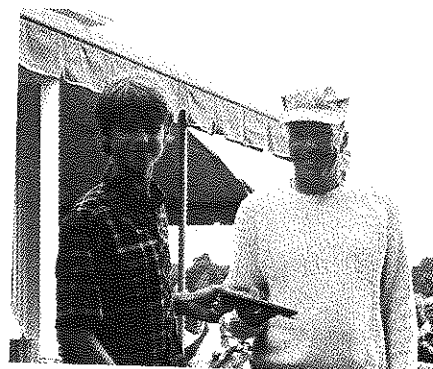
**"True Love" Winners**  
Jack and Martha Stewart



**"Mary Douglass" Winner**  
Morgan and Whitney Hall



**Oldest Skipper**  
Lew Howe



**Youngest Skipper**  
Mark Van Rijssen

## RACE WINNERS

Gordon K. Douglass Trophy <i>1st, Championship Division</i>	Marc Eagan	Maxine Elam Trophy <i>1st in 1st race, Championship Division</i>	Danny Killeen
Howard Boston Yacht Sail Trophy <i>2nd, Championship Division</i>	Chuck Barnes	Schaeffer Marine Trophy <i>1st in 2nd race, Championship Division</i>	David Beaney
George L. Foster Trophy <i>3rd, Championship Division</i>	David Beaney	John C. Jones, III Memorial Trophy <i>1st in 3rd race, Championship Division</i>	Marc Eagan
Ratsey and Laphorn Trophy <i>4th, Championship Division</i>	Gorky Hadden	Budy Pollak Trophy <i>1st in 4th race, Championship Division</i>	Marc Eagan
Max and Mary Doolittle Trophy <i>1st, Challenger Division</i>	Brian More	Fleet 7 Trophy <i>1st in very last race</i>	Marc Eagan
Sam Telschow Memorial Trophy <i>2nd, Challenger Division</i>	James Cavanaugh	Fred Crapo Trophy <i>1st in 1st race, Challenger Division</i>	Brian Warner
Terry Schroeder Trophy <i>3rd, Challenger Division</i>	Hal Walker		
Paul C. Schreck Trophy <i>Most 1st places</i>	Marc Eagan		

## ACHIEVEMENT AWARDS

Youngest Skipper	Mark Van Rijssen, 15
Oldest Skipper	Lew Howe, 73
Lineburgh Trophy <i>Farthest distance travelled</i>	Dwight LeBlanc, III New Orleans, LA
Ted and Florence Glass "True Love" Trophy <i>Best boat with husband/wife crew</i>	Jack and Martha Stewart
Fleet 20 Highest Woman Skipper <i>Highest finishing woman skipper</i>	Jane Black
Nancy K. Roman Trophy <i>Woman finishing highest in Challenger Division</i>	Julie More
Mary K. Douglass Trophy <i>Ladies who contributed most to their boat's success</i>	Morgan & Whitney Hall
Fleet 20 Master's Champion <i>Top finishing skipper aged 50 or more</i>	Fred Breckland
Detroit Yacht Club Cup <i>Best sailed club-owned Scot</i>	Chuck Barnes
Fleet 1 Trophy <i>Fleet with 3 highest placing boats</i>	Fleet 7, River-side YC
J. Edgar Eubanks Executive Secretary's Cup <i>Person having done the most for FS Class</i>	Robert Vance

# COMPLETE N.A.C. RESULTS

Championship Division Place	Name	Boat #	Fleet	Race					TOTAL
				1	2	3	4	5	
1.	Marc Eagan/Bubby Eagan New Orleans, LA	3599	98	2	11	1	1	1	15.25
2.	Chuck Barnes/Alex Cooke/Eric Beihl Pensacola, FL	GYA 18	87	9	5	5	3	2	24.00
3.	David Beaney/Ed Caroe Riverside, CT	4080	7	3	1	7	16	8	34.75
4.	Corky Hadden/Mac Hadden Pass Christian, MS	GYA 99	98	21	3	3	11	9	47.00
5.	Harry Carpenter/Paul Newton Oakland, MD	4019	6	22	6	6	4	11	49.00
6.	Danny Killeen, Jr./John Greening/Jill Traylor Pass Christian, MS	GYA 21	96	1	43	4	2	4	53.75
7.	Graham Hall/Morgan Hall/Whitney Hall/Cujo Gloversville, NY	3707	109	38	4	2	5	7	56.00
8.	Dwight LeBlanc, III/Dean LeBlanc New Orleans, LA	GYA 29	96	7	12	28	7	5	59.00
9.	Peter Beam/Reg Wilcox Old Greenwich, CT	4022	7	8	2	33	6	10	59.00
10.	John M Clark, Jr./David Corkery Arlington, MA	2821	124	24	7	12	10	6	59.00
11.	Larry Taggart/Peter Merrifield New Orleans, LA	2710	96	6	19	8	15	12	60.00
12.	Mike Smith/Brad Smith/Shawn Smith Drew Bisset Riverside, CT	1110	7	4	10	10	20	26	70.00
13.	Allen Lovejoy/Rob Bauers Old Greenwich, CT	213	7	12	13	15	24	16	80.00
14.	Fred Breekland/Bob Goodell Ridgefield, CT	2499	142	16	18	22	12	13	81.00
15.	Courtney Green/Tomas Wiltz Ocean Springs, MS	4123	—	11	29	19	9	15	83.00
16.	Larry N. Lewis/Dave Schiller High Point, NC	3933	126	19	9	30	14	14	85.00
17.	Danny Irvine/Don Irvine Jamestown, OH	3560	1	15	20	9	27	23	94.00
18.	Kerry Klinger/Dan Sabbah New Rochelle, NY	3409	46	34	26	27	8	3	98.00
19.	Jack F. Stewart/Martha Lee Stewart Alliance, OH	1342	65	18	9	17	29	33	106.00
20.	Mario Bonaparte/Mike Bonaparte Riverside, CT	1775	7	23	16	11	25	34	109.00
21.	Thomas P. Hohler/Chris Czaplanski Pittsburgh, PA	3883	80	29	21	26	13	20	109.00
22.	Jack Orr/James Orr Danbury, CT	3877	24	14	32	14	33	24	117.00
23.	Michael A. Duncan/Dorothy Duncan/Laura Duncan/Jeff Duncan Charlotte, NC	3638	48	13	23	13	34	40	123.00
24.	Peter Salmon-Cox/June Schneider/Joni Reis Pittsburgh, PA	3524	6	25	38	24	18	18	123.00
25.	Ralph Manee/Ethel Manee Toms River, NJ	4000	31	28	37	16	26	17	124.00
26.	Bob Hellendale/Dave Flaherty Riverside, CT	3214	7	5	30	32	32	30	129.00
27.	Jerry Hartman/John Domagala Mahomet, IL	3578	135	17	35	38	17	22	129.00
28.	Mark Brown/Karin Brown Rye Brook, NY	3549	142	20	14	31	28	37	130.00
29.	Jerry Dees/Juanita Dees/Devin Hull Fairhope, AL	4109	102	27	31	25	19	31	133.00
30.	Sandy Eustis/Scott Litwin Cincinnati, OH	3850	1	32	33	18	23	29	135.00
31.	Bob Schneider/Dory Schneider Bayville, NJ	3262	31	26	28	20	31	35	140.00
32.	Griff Williams/Bill Elkins/Alan Turner Marcellus, NY	3211	43	33	17	37	30	28	145.00
33.	Richard S. Kerdock/Steve Johnson Howell, NJ	3411	31	31	22	34	37	27	151.00
34.	Jack McCarthy/Peter McCarthy/Kate Deloy Cohasset, MA	3421	105	37	39	35	21	19	151.00
35.	William B. Faircloth/Tiger Faircloth Ridgefield, CT	3567	142	36	24	29	36	32	157.00
36.	Ira Cohen/Brian Schnee West Hempstead, NY	3679	46	36	24	29	36	32	157.00
37.	Michael Kiely/Anna Farrenkopf Jacksonville, FL	4126	5	10	40	39	38	36	163.00
38.	David Osler/John Evans Old Greenwich, CT	534	7	41	12	36	39	39	167.00
39.	Mark Van Rijssen/Rick Van Rijssen Old Greenwich, CT	3533	7	40	27	23	43	38	171.00
40.	Robert Rich/Adam Cooper/Al Bernstein/John Wienicke Dan Holly Rockville Centre, NY	3229	46	42	36	21	43	43	177.00
41.	Pat Barry/Dave Caldwell Livonia, MI	4060	20	30	25	43	43	43	184.00
42.	Con Lancaster/Randy Kirksey Pascagoula, MS	GYA 195	92	35	DNF	40	43	25	186.00



**Challenger Division**  
**Place**

Place	Name	Boat #	Fleet	Race					TOTAL
				1	2	3	4	5	
1.	Brian More/Julie More/Mike More Cincinnati, OH	3886	1	2	7	3	2	5	19.00
2.	James Cavanagh/Jay McNeff Sharon, MA	3806	76	11	2	2	8	2	25.00
3.	Hallam Walker/Bill Ross/Charles Gise Davidson, NC	171	48	6	3	12	4	7	32.00
4.	Dan Goldberg/Kathy Kennedy/Monica Berton Pittsburgh, PA	3637	80	22	4	9	5	3	43.00
5.	David Winston/Jane Winston/Elissa Ray Dexter, MI	3288	20	5	1	8	30	4	47.75
6.	Brian Warner/Suzanne Zavattaro Old Greenwich, CT	784	6	12	35	7	1	1	55.75
7.	Joe Gulick/Pat Gulick Ridgefield, CT	2768	7	1	6	1	17	35	59.50
8.	Dave P. Jacobson/Davey Jacobson Woodbury, CT	964	142	24	29	4	6	9	62.00
9.	John Rudy/Nancy Rudy/Robert Rudy Cincinnati, OH	1750	24	10	8	14	18	13	63.00
10.	Werner Roder/Carlene Roder Greenwich, CT	3558	1	13	18	17	7	12	67.00
11.	Ryan Malmgren/Jeff Johnson Urbana, IL	1614	7	8	15	10	21	19	73.00
12.	Lew Howe/Amy Gordon/Meg Brogan Greenwich, CT	3078	135	21	31	13	3	5	73.00
13.	Theodore Glass/Florence Glass Mt. Vernon, IL	2828	7	19	14	23	10	8	74.00
14.	Robert J. Post/Gail Post/Brad Post Locust Grove, VA	3617	83	7	16	19	22	11	75.00
15.	Donald P Carone/Leslie Carone/Vince Carone South Salem, NY	3201	155	31	9	5	12	21	78.00
16.	Jane Black/Maggie Beaney Old Greenwich, CT	2102	142	17	5	26	19	16	83.00
17.	Fred Weintz/Eric Weintz Riverside, CT	3747	7	14	10	11	23	27	85.00
18.	Donald C. Hott/Charlotte Hott Keyser, W VA	2222	7	4	27	22	27	10	90.00
19.	Christopher Rotunno/Jeanne Rotunno Oswego, NY	3029	6	15	24	21	15	17	92.00
20.	Earl Moorhouse/Dennis Burgoon Mansfield, MA	3991	—	28	26	6	13	24	97.00
21.	Dave Miller/Peter Miller Raleigh, NC	295	76	9	22	25	20	23	99.00
22.	William Tingle/Molly Tingle/William Tingle IV Lower Burrell, PA	4042	27	3	DSQ	16	11	35	100.00
23.	Peter Feick/Dave Chard Wilton, CT	3388	80	29	20	33	9	14	105.00
24.	Lew Everly/Brian Bergin/David Monteith Cos Cob, CT	3594	142	16	23	18	29	20	106.00
25.	John Burnside/Suzanne Cooper Arnold, MD	3710	7	23	17	24	24	22	110.00
26.	Keith Smith/Marianne Smith Riverside, CT	3723	97	27	13	15	31	25	111.00
27.	John Pridmore/Trevor Davey Mamaroneck, NY	2482	7	30	30	20	16	15	111.00
28.	Bruce Fogwell/Nancy Fogwell Greenwich, CT	2154	7	35	32	31	14	18	130.00
29.	Paul Hearn/Gervais Hearn Old Greenwich, CT	1709	7	18	29	32	25	28	132.00
30.	Hans Stargardter/Carlos Sanday Bloomfield, CT	3186	7	33	12	29	26	35	135.00
31.	Charlie Bukowski/Carol Bukowski Cos Cob, CT	1789	—	25	11	35	35	30	136.00
32.	Randy Rubinstein/Mike Rubinstein Milford, MA	1353	7	26	25	27	33	26	137.00
33.	Joseph Thorpe/Patty Thorpe Clark, NJ	1635	76	20	28	30	28	35	141.00
34.		4104	—	32	21	28	32	29	142.00

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## 1985 Annual Meeting Minutes

The following is a synopsis of the reports made at the Annual Meeting. Verbatim minutes for this and the meetings of the Executive Committee and Board of Governors are available from either your District Governor or the FSSA office.

The 1985 Annual Meeting of the Flying Scot Sailing Association was called to order by President Hal Walker at 2215 hours at the Riverside Yacht Club, Riverside, Connecticut on Wednesday, August 14, 1985.

Thirty-six fleets answered the roll call by executive Secretary Ed Eubanks. In addition, four fleets were represented by proxy. A quorum was present.

### Treasurer's Report

The Treasurer's Report was given by Treasurer Bob Hellendale who reported that to date our expenses exceeded our income by \$2,600.46 on a budget of about \$56,000. The treasurer noted that the Executive Committee and the Board of Governors are working very closely to ensure that the budget is balanced and the FSSA enjoys economic prosperity in years to come.

The proposed 1986 budget was announced as balanced, but very tight. Second Vice-President reported that there are 1,646 paid members at present (down from 1744 at this time last year) and that we need maximum effort from all members to increase our membership and remain the strongest class in the United States.

### Fleet of the Year

First Vice-President Jack Stewart reported that competition for Fleet of the Year was improved this year with ten fleets applying for the honor. Stewart reported that Fleet 31, Upper Barnegat Bay, earned the award. (See story in Scots n' Water.)

### Measurement

Measurer Larry Taggart expressed appreciation to all sailors for their compliance with the rules and regulations. He noted that there will be new specifications printed this year and that new numbering will be involved in the cross references on Chief Measurer's Rulings. These will be mailed to all paid members within a short time.

Taggart also noted that there had been problems encountered with **rudder blade length**; that some members are notching these (to make the rudder more vertical) instead of re-drilling the rudder head. Notching only may result in the rudder blade being shorter than the required 25" (see official plan). While a variance was granted to short blades this year, these blades must be re-drilled and be in compliance at the next North American Championship.

Complete Measurement Certificates will be able to be issued. Those boats that participated in this year's NAC will receive them in the near future.

The measurer also reported, as information, of a recent unfortunate incident in the Gulf district. A boat that was being held on its side to repair a halyard caused the person holding it to lose several fingers as the wire main halyard wrapped about them as the boat was rolled back to its normal position. Taggart urged all members to learn from this and be careful to avoid such a loss.

### Scots n' Water

Editor Pat Barry expressed appreciation for the participation by some members in writing material for the official class publication. He noted that he has had great luck in

obtaining pleasure sailing and cruising articles lately but is now having a difficult time obtaining racing articles. Such articles would be greatly appreciated. He has several ideas if members are interested in writing.

### Executive Secretary

Executive Secretary Ed Eubanks explained that the Board of Governors has adopted his proposal for a raffle of a new Flying Scot with the hope that sails and additional equipment could be obtained. The boat will be provided by Gordon Douglass Boat Company at a greatly reduced cost. The tickets will be sold for \$25 each. Eubanks urged all members to participate when specific information is provided soon.

Eubanks also noted that there will be new classes for membership based on the amount of donation given to the Association. This information will be sent with the 1986 dues statement.

The Secretary urged members to help fight our current budget problems by participating in these voluntary activities so that an across-the-board dues increase could be avoided. He noted that any contributions to the two programs would be tax deductible.

The Executive Secretary's Cup was awarded to Robert Vance in recognition of his long and excellent service to the Association. (See story in Scots n' Water.)

### Executive Committee

President Hal Walker reported the following actions by the Executive Committee:

1. The 1986 North American Championships will be held in Gulfport, Mississippi. Details are forthcoming.
2. Several fleets have expressed interest in hosting the 1987 N.A.C. but no firm bids have been made as yet. All fleets that are interested are urged to submit a bid as soon as possible.
3. Fleet 6, Deep Creek Lake, has been moved from the Capitol District to the Ohio District, at the fleet's request.
4. Fleet 1, Lake Cowan, OH, has donated trophies to be awarded in creating a new perpetual trophy for the fleet with the best finishes at the NAC. This is designed to promote fleet competition and participation at the N.A.C.
5. Fleet 20, Portage Lake, MI, has donated two permanent awards. The first is for a Master's Championship to recognize the highest finishing skipper, 50 or over, that participants in the N.A.C. The second is for the Top Woman Skipper that participates in the N.A.C.
6. The President will appoint an Audit Committee which will save the Association several hundred dollars a year by having a committee audit the Association books as opposed to hiring a CPA annually.
7. The President will appoint a committee to create job descriptions for Fleet Captains and District Governors. It is hoped that these will help those officers in the future.

### Election of Officers

Don Hott reported for the Nominating Committee which also included Allen Douglas and Cynthia Ray. The nominations were as follows: Jack Stewart, President; Paul Moore, 1st Vice-President; Bob Hellendale, 2nd Vice-President; Tom Ehman, Jr., Secretary; Larry Taggart, Treasurer; Harry Carpenter, Measurer; Pat Barry, Editor; Paul Nickerson, Elected Member of the Nominating Committee.

There being no further nominations, the motion was made that the nominations be closed and the nominees presented be elected by acclamation. This motion was seconded and passed unanimously.

### Constitutional Amendment

Don Hott explained the proposed amendment to the Constitution By-Laws presented by Fleet 6, Deep Creek Lake. This amendment would change the second paragraph Article XIII, paragraph "2", sub-section "d" to read as follows:

"Neither the Governing Board nor the International Race Committee shall have power to reverse decisions of the panel of Judges. The International Race Committee and panel of Judges shall become dissolved after all protests and other businesses of the Regatta have been disposed of. Dissolution of the panel of Judges shall serve as a limitation against introduction of any further evidence. Decisions of the panel of Judges on protests arising during any elimination series race may be made not subject to appeal to the U.S.Y.R.U., by compliance with I.Y.R.U. Rule 1.7."

The motion was duly seconded, discussed, and passed.

### Fleet Suspension and Revocation

The following fleets were upon motion duly made, seconded, and passed unanimously suspended for not having at least three active Flying Scots as members:

Fleet	District	City/State
26	Ohio	Toledo, Ohio
81	Capitol	Wrightsville, PA
145	NY Lakes	Seneca Falls, NY
154	Gulf	Lake Ponchartrain, LA

The following fleets, which were suspended in 1984, have had their charters revoked upon motion duly made, seconded and passed unanimously:

Fleet	District	City/State
35	NY Lakes	Chataqua, NY
36	New England	Dorval, Quebec
53	NY Lakes	Whitney Point, NY
141	Prairie	Northern, CO
146	Capitol	Podickery, MD

### Announcements

1. Jack Stewart reported on changes made in the Race Instructions made by the International Race Committee. They are now in accordance with the USYRU.
2. Paul Moore noted that Dr. Ed Phillipi was recently honored by having the harbor at Lake Carlyle named in his honor. Dr. Phillipi, who died several years ago, was a very active judge in Illinois and was a jurist at our 1979 NAC.
3. The Association has received a great deal of publicity regarding the resolution to prohibit the running of any FSSA-sanctioned event at a site with overhead wires.

All previous officers, especially President Hallman Walker who has served the Association for many years in varied capacities, and Measurer Larry Taggart, who has served in that position for six years, were thanked and accorded a round of applause for their efforts. Retiring President Walker was presented with a Past President's blazer patch and a handsome Chelsea clock mounted on a walnut plaque. In turn, new President Jack Stewart was presented with the FSSA President's gavel and the appropriate blazer patch.

There being no further business, the meeting was adjourned.

**FLYING SCOT SAILING  
ASSOCIATION INTERNATIONAL NC.  
REVENUE AND EXPENSES**

REVENUE	1985 Annual Budget	1985 Actual	1986 Budget
Dues	\$45,000.00	\$44,908.58*	\$45,000.00
Roster & Handbook	50.00	-0-	-0-
Interest	1,200.00	658.84	500.00
Transfer Fees	100.00	220.00	100.00
Boat Numbers	1,500.00	1,350.00	1,500.00
Royalty Labels	1,800.00	2,525.00	3,300.00
Other	600.00	300.00	300.00
Handbook & Roster Adver.	500.00	-0-	500.00
S n' W Advertising	5,400.00	4,674.91	5,000.00
Merchandise for Resale	700.00	645.67	600.00
Officers' Blazer Crests	-0-	195.00	200.00
<b>Total Revenue</b>	<b>\$56,850.00</b>	<b>\$55,478.00</b>	<b>\$57,000.00</b>
<b>EXPENSES</b>			
Management Fee	\$20,000.00	\$20,000.00	\$20,000.00
Telephone	600.00	989.13	800.00
Postage	4,000.00	4,684.23	4,800.00
Office	2,500.00	2,273.54	2,000.00
Travel	2,000.00	1,293.82	2,000.00
Subscriptions & Dues	100.00	321.98	300.00
Miscellaneous	1,000.00	433.50	1,000.00
Paper & Copies	1,200.00	2,150.26	1,800.00
Board Meetings	1,000.00	754.25	800.00
President's Travel	200.00	200.00	200.00
Print & Mail S n' W	14,000.00	15,038.56	13,760.00
Roster & Handbook	2,500.00	6,308.66	3,500.00
Editor's Fee & Expense	2,500.00	2,500.00	2,500.00
License & Tax	15.00	15.00	15.00
Merchandise for Resale	1,200.00	-0-	-0-
Advertising	2,000.00	763.20	2,000.00
NAC Advance	200.00	-0-	200.00
Liability Insurance	300.00	300.00	300.00
Officers' Blazer Crests	-0-	959.00	-0-
Audit & Accounting	700.00	630.00	-0-
Bank Charges	25.00	20.75	25.00
Governor's Mailing	500.00	77.14	500.00
Trophy Expenses	-0-	779.79	-0-
FS Plan Revision	-0-	-0-	500.00
<b>Total Expenses</b>	<b>\$56,540.00</b>	<b>\$60,492.81</b>	<b>\$57,000.00</b>
<b>Net income or (loss)</b>	<b>\$ 310.00</b>	<b>(\$5,014.81)</b>	

\* Includes \$1,810.00 of 1985-86 dues collected in 1984-85  
Memo: Accounts payable - State Printing (May & July S n' W) \$4,758.38

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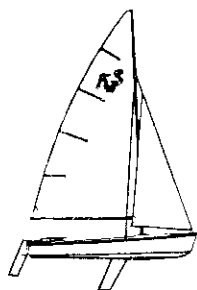
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# The Starting Line

## MID-WINTER CHAMPIONSHIP

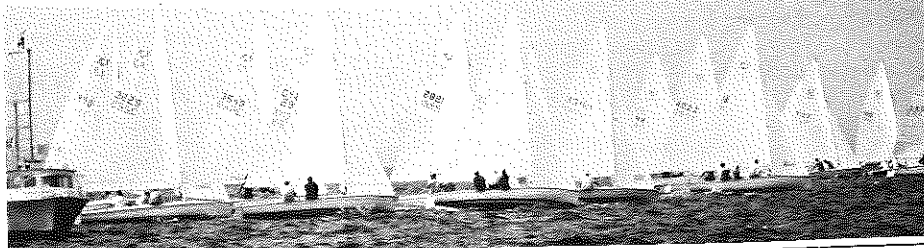
**April 1-5** — 1986 Mid-Winter Championship. St. Andrews Bay YC, Panama City, FL. 6 races, 1 throw-out. Registration April 1, 2. Race 1, April 2. Contact Betty Smith, P.O. Box 406, Panama City, FL 32402. Entry form and further information in January and March issues.

## NORTH AMERICAN CHAMPIONSHIP

**July 28-August 1** — Tentative dates of 1986 N.A.C. Gulfport YC, Gulfport, Mississippi (Just a short way from Bay-Waveland YC, site of the 1983 NAC). Further information in future issues. Contact Allen Douglas, P.O. Box 752, Panama City, FL 32401. (904) 785-7500

## CANADIAN NATIONAL CHAMPIONSHIP

**August, 1986** — A Canadian National Championship will tentatively be held for the first time in 1986. The regatta will be open to ALL FSSA members. Tentatively scheduled to be held at Stony Lake, Ontario, home of Fleet 148, in August, 1986 (the dates will be set, hopefully, so as to not conflict with the NAC). More information coming! Contact Kenzie Dickson, 24 Owen Blvd., Willowdale, Ontario, Canada, M2P 1E9.



## FLORIDA DISTRICT

For information on regattas listed below contact either District Governor Denis Burgoon or Clinton Smith (305) 699-0584.

**November 9-10** — Sandy Douglas Regatta. The Rudder Club, Jacksonville, Florida.

**Nov 30-Dec 1** — Davis Island Regatta.

**Dec 14** — Coral Reef Regatta

**Dec TBA** — Citrus Bowl Regatta. Gator Bowl Regatta.

## GULF DISTRICT

**Dec 28-29** — Sugar Bowl Regatta. Southern YC. This regatta is sponsored by the organizers of the Sugar Bowl Football Classic. Southern YC, New Orleans, will host the event. Contact Peter Gambel, 105 N. Roadway Dr., New Orleans, LA 70124 or SYC at (504) 288-4221.

## USYRU EVENTS

**Nov 15-17** — Collegiate North American Sloop Championship. Tulane Univ., New Orleans, LA.

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# Fleet 7 Wins North-South Battle

Sandy Eustis FS 3850

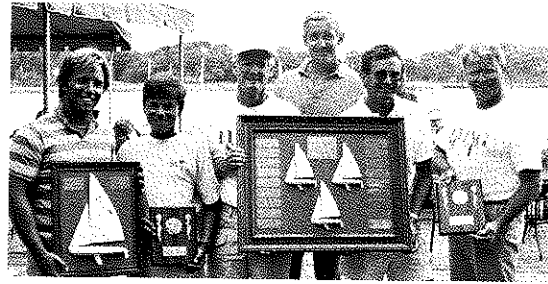
Where does the FSSA's strongest fleet come from? The 1985 North American Championships marked the first annual competition for the Fleet One Trophy. Donated by Flying Scot Fleet One to recognize competitive excellence on a fleet basis, the trophy is awarded to that fleet whose best three boats have the lowest sum of final standing positions in the NAC's. For scoring purposes, the Challenger division winner receives one point more than the number of boats in the Championship division (with each successive Challenger position scored one point higher), so it is theoretically possible for a fleet to win the trophy with fewer than three boats in the Championship division.

Although 9 Flying Scot fleets entered at least 3 boats in the 1985 NAC's, the real competition was strictly a two team affair between the host fleet Yankees from Riverside, Connecticut (Fleet 7) and the visiting Rebels from New Orleans' Southern Yacht Club (Fleet 96). In the end, the locals won the battle by a single point, scoring finishes of 3rd (David Beany), 9th (Peter Beam), and 12th (Mike Smith for 24 points, versus finishes of 6th (Danny Killeen), 8th (Dwight LeBlanc), and 11th (Larry Taggart) for 25 points for the visitors.

Fleet 6 from Deep Creek Lake, Oakland, Maryland, led by Harry Carpenter's 5th place finish, scored 74 points to end up third in the competition, followed in order by Fleet 142 from nearby Norwalk, Connecticut, Fleet 31 from New Jersey's Barnegat Bay, Fleet One from Cowan Lake near Cincinnati, Ohio, Fleet 46 from Hempstead Bay on Long Island, Fleet 80 from Pittsburgh's Lake Arthur, and Fleet 76 from Lake Massapoag in Sharon, Mass.

Given the size and overall strength of the NAC field, Riverside's winning total of 24 points will be hard to beat in coming years, as will the intensity and closeness of the competition. Here's hoping that Fleet 7 will be able to make the long trip to Gulfport, Mississippi in '86 to defend their hard earned bragging rights as the FSSA's toughest fleet in '85.

In an effort to recognize the accomplishments of all our racing sail-

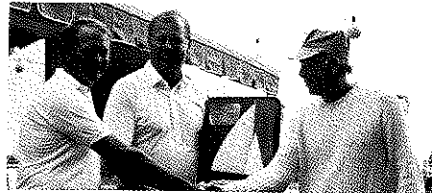


Fleet 7 wins first Fleet 1 Trophy

## Fleets 1 and 20 Donate New Perpetual Awards

ors and to stimulate increased attendance and competition, Fleets 1 and 20 have donated new perpetual trophies to the FSSA. First awarded this year, the awards are to be given annually at the North American Championship.

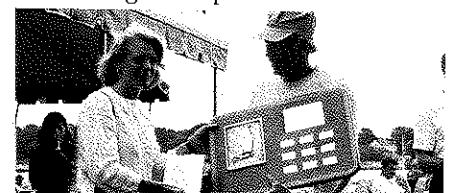
Fleet 1, Lake Cowan, Cincinnati has experienced a stunning and exciting 're-birth' during the last several years. With attendance at races down to as few as three boats just five years ago, a hard-core group of 'fleet builders' went to work to rejuvenate their fleet. That they succeeded is easily seen in many ways, but most visibly, perhaps, in the 20-30 boats that show up on the starting line for summer racing. Additionally, the fleet has been successful in generating national interest through the hosting of the "25th Anniversary Regatta" and their increasingly popular fall 'Pig Roast' regatta. With so much enthusiasm, it was natural that the fleet would soon do something to encourage fleet activity throughout the entire association. Starting with a 'Fleet 1 Trophy' representative of the top travelling Ohio District boats, the fleet has now donated another, national 'Fleet 1 Trophy' to the FSSA. The purpose is to stimulate fleet activity at the N.A.C. by rewarding fleet attendance and quality at our championship regatta. The beautiful permanent and keeper awards were won in their inaugural year by one of our long-standing strong fleets, Fleet 7 of N.A.C. host Riverside, Connecticut. (See accompanying story.)



Fred Breekland — First Master's Champion

Fleet 20, also an early pioneer in Scot sailing, has donated two permanent awards this year. Like Lake Cowan, the fleet's home waters are a very small (650 acre) lake. Also like the members of Fleet 1, Fleet 20 has been long-involved in Association activities. Host to several District Championships and invitational regattas, the fleet has hosted the N.A.C. twice, most recently in 1984. The members' determination and drive is shown not only by hosting the regatta, but also in the fact that both times it was hosted in distant venues necessitated by the lake's small size. The fleet has donated a new award for the top 'Master's' sailor at the N.A.C. with a 'master' being defined as any sailor aged 50 or over at the start of the regatta. With the 'young kids' seemingly winning all the silver, the fleet felt it appropriate to encourage and reward the large segment of the FSSA that is no longer flat-bellied and able to droop hike for more than thirty seconds at a time. The fleet has also donated an award for 'Top Female Skipper' that will be presented to the highest finishing woman skipper in the regatta. Like most sailing events, the N.A.C. has long been dominated in numbers by male skippers. The fleet hopes that this award will encourage more women to sail in this major regatta.

The Association commends both of these fine fleets for their interest in Flying Scot sailing, both locally and nationally, and thanks them for their contribution of time and effort and the necessary financial support to make these awards reality. Years from now sailors will be receiving gratefully these three fine additions to our long list of permanent awards.



Jane Black — Top Women Skipper



# THE FLEET'S IN

Due to our space limitations, we will be running regatta results based on the date of regatta. Please be patient! Your event will be printed.

(I have not, however, received reports on the majority of regattas listed in *The Starting Line!* Has yours been sent? If not, when?)

## Fleet 150 Anniversary Regatta

The Fourth Anniversary Regatta of Fleet 150 was held April 20-21 on Lake Dora, in Mt. Dora, Florida. The eleven boat field was highlighted by the presence of Sandy Douglass, who made his third appearance in our regatta's short history.

The weekend started Friday evening with a fleet party at a local sing-along pub. Live entertainment was provided by the youngest and the oldest Flying Scot sailors present.

The contestants enjoyed beautiful sailing for Saturday's three races as the wind built to 15 mph by the end of the day. Sunday was for the heavy-weights as the winds gusted to 20 mph.

The weekend concluded with a trophy presentation that was highlighted by door prizes and some words of encouragement by Sandy. Terry Neidel FS 3068

1. Geoff Spencer/Jeff Hicks
2. John Seike/Joe Oberman
3. Terry Neidel/Windy Neidel
4. Clint Smith/Michelle Smith
5. Mike Kiely/Sandy Brayman

## News from the Great Northwest

Seven Scots from Puget Sound's Fleet 100 were among the 49 boats participating in the Annual Cannon Cup Regatta, May 18-19, on American Lake, near Tacoma, Washington. Five races were sailed in light to moderate and definitely fluky air which makes the series a combination of skill and luck. "Typical lake sailing" said the race crews with Midwest and Eastern experience.

The 'old guard' in the fleet was both pleased and somewhat chagrined that newcomers Ken Wood, Bob Hays, and Joe Robel sailed to decisive wins in the individual races. Overall honors went to Patti and Charles Buffington in FS 711.

This event followed Fleet 100's Spring Tune-Up on American Lake,

May 4-5. Eight Scots charged around the course amid leaping trout, asking "which way should we go around the island?" or exclaiming "look at Mt. Rainer!" Fortunately, only the last of these tune-ups counted toward the Fleet championship. This was a record turnout for our fleet which is, happily, growing. We'd like to invite other sailors to consider bringing their Scots out to the Great Northwest. Patti Buffington FS 711

1. Charles Buffington	1 2 4 3 1	10.5
Patty Buffington		
2. Ken Wood	3 1 2 5 2	12.75
Jeff & Scott Wood		
Marianne Wood		
3. Joe Robel	5 3 3 1 3	14.75
Brad Robel		
Bill Young		
4. Robert Hays	4 5 1 2 5	16.75
Patty McPhee		
Paul Johnson		
5. Elsie Claypool	2 7 5 6 6	26
Bill Claypool		
6. Al Rees	7 4 7 4 4	26
Michael Rees		
Alison MacKenzie		
7. Jim Carol	6 6 6 7 7	32
Harold Page		
Mike Fitzpatrick		

## Southern Regional Championship

Dedicated in memory of Commodore Juby Wynne, Southern YC's Annual One-Design Regatta attracted 135 boats, sailing in seventeen classes on Memorial Day weekend, 1985. Commodore Wynne, a staunch supporter of one-design racing, originated this regatta eighteen years ago during his tenure as S.Y.C. Race Committee Chairman.

The inter-class competition for the Commissioner General's Trophy was particularly keen this year. This award is presented annually to the winner of the class having the greatest number of participants in the regatta. The permanent trophy itself is a solid crystal replica of a sailboat and stands over two feet tall. The duplicate keeper trophy is also crystal and stands a foot tall.

For the second year in a row, this award was captured by the Scot class with twenty entries. Sanctioned by the FSSA as the Southern Regional Championship, Marc Eagan, with brother Bubby as crew, was presented the 'Fastest Scot in the South Trophy' as well.

The Scot contingent attracted some high level competition as always. In addition to former NAC champs Marc Eagan and Bubby Eagan, former NAC champion Danny Killeen, Jr. and Mid-Winter Champion Chuck Barnes sailed the event. Sunfish World Champion Andy Pimental also sailed a Scot thereby lending an 'international' flavor to the event.

The winds were predominantly light to medium during the five race event and the sailors on the three different race courses enjoyed not only the challenging conditions but also the fair weather. Of course the social aspects of any regatta were provided with a Saturday night wine/beer and cheese party.

Everyone seemed to be pleased with the true Southern hospitality of the regatta! *Southern Bureau Report*

1. Marc Eagan	New Orleans, LA
2. Chuck Barnes	Pensacola, FL
3. Larry Taggart	New Orleans, LA
4. Benz Faget	New Orleans, LA
5. Andy Pimental	New Orleans, LA

## Carolinas District Championship

The Carolinas District Championship was held on June 8, 9 at Smith Mountain Lake, Virginia. Fleet 71 of the Virginia Sailing Association hosted the event.

Five races were sailed over two days in moderate winds ranging from 6-10 mph. Sixteen boats participated, but the real contest turned out to be between last year's District Champion, Paul Newton, and this year's eventual winner, Larry Lewis. They sailed the final race of the series with only 3/4 of a point separating them, but Lewis pulled out a first to cement his close victory. Bruce Ogden FS 821

1. Larry Lewis	5 1 1 2 1	9.75
2. Paul Newton	1 2 2 3 3	10.75
3. Dick Schultz	3 8 6 6 2	25.00
4. Bob Murdock	2 5 5 9 9	30.00
5. Mike Duncan	8 4 3 11 5	31.00

## Norfolk Navy Regatta

Close racing in the Scot Class during the five race series on June 22, 23 highlighted the 21st edition of the Norfolk Navy Sailing Association's annual regatta. John Clickener FS 3930

1. Andy Gillis	Fleet 137	1 4 1 2	2 9.5 points
2. John Clickener	Fleet 137	2 4 4 1	1 12.5
3. Warren Minners	Fleet 97	6 2 2 3	3 16
4. Richard Dickhoff	Fleet 137	5 3 5 4	4 21
5. Armand Angulo	Fleet 139	3 1 3 DNS	DNS 22.75

(continued page 25)

# FLEET'S IN

## Duxbury Tune-Up

The racing season officially opened on Duxbury Bay on Saturday, June 22nd when Fleet 124 had their annual Tune-Up Regatta. The event was hosted by Duxbury YC and attracted a number of out of town sailors as well as the local group.

Saturday's sparkling weather with a sea breeze of 8-12 knots attracted 21 boats to the starting line.

Sunday was no day for the faint of heart but was more typical of this annual June event. 15 boats returned to sail in a blustery 18-22 knot wind which whipped up a choppy sea. The Race Committee sent them down to Kingston Bay by way of Standish Shore, that provided a screaming reach under Clark's Island to the beach, followed by a sleigh ride to Duxbury Bridge, and concluded with a long beat home to test the hiking stamina of the crew.

John Clark and crew Taylor Smith completed the 6.2 nautical mile triangle in 1 hour, 10 minutes giving them an average speed of 5.3 knots and everyone else an idea of how fast they sailed the course as many others never saw the finish line due to capsize and dismastings. *New England Bureau Report*

- |                                       |            |
|---------------------------------------|------------|
| 1. John Clark/Taylor Smith            | 3.5 points |
| 2. Ned Lawson/Nancy Lawson/Ben Lawson | 5.75       |
| 3. Gary Powell/Heidi Powell           | 8.00       |

## Greater New York Championship

The Greater New York District Championship attracted a competitive field of 25 Flying Scots. Fleet 46 hosted the event that was sailed in Middle Bay off Long Island. The two day series consisted of four races with no throw-outs and featured a full Olympic course both days.

Saturday had ideal conditions with 10 to 12 mph winds. Crew Leweck, a 'little known' sailor employed by Shore Sails, teamed up with local sailor Ira Cohen to lead the fleet around the course in the first race. Leweck's excellent start and ability to 'change gears' in the changing conditions presented a veritable on-the-water 'clinic.' David Beaney of Fleet 7, Riverside, Conn. and Dan Sabbah of the local fleet, 46, locked into a 2nd and 3rd and held their positions throughout.

The afternoon race was an exact copy of the first with Leweck again winning, followed by Beaney and Sabbah.

A brisk wind started building for Sunday morning's races and all those sailing went back for seconds at breakfast. By race time the wind had built to 15-20 knots. Fortunately, for the rest of the fleet, all the leaders were sailing with just 1 crew. Leweck, sailing with a total weight of 330 pounds in the heavy wind, showed superior starting skills and avoided a pile-up at the leeward end. He quickly tacked over to port and covered the entire fleet on the way to his third bullet.

The final race was a gear-busting, capsized affair. Leweck showed the fleet he was human in that race when, right at the gybe mark, he slipped on the deck and disappeared from sight! This gave the boats behind a ray of hope that he could be beaten but after a near knockdown, he re-appeared from the bottom of the boat and sailed on to complete his series sweep. *Ira Cohen FS 3679*

1. Craig Leweck/Ira Cohen	1	1	1	1	3 points
2. David Beaney/Meg Beaney	2	2	2	3	9
3. Dan Sabbah/K. Klinger	3	3	8	2	16
4. Jack Orr/J. Orr	4	5	4	7	20
5. Fred Breckland/B. Goodell	15	4	3	5	27



N.Y. District Champions (Photo: Ira Cohen)

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# Regatta Spotlight

## Ohio District Championships

Perfect weather, cordial hospitality, and great fellowship combined with erratic, shifty breezes in this year's Ohio District Championship. Hosted by Clear Lake Yacht Club in Fremont, Ind., 22 boats from Ohio, Pennsylvania, Indiana, and Michigan competed for the right to wear the District Champion's crown. In the end, last year's NAC runner-up, Craig Leweck, showed the way to the winner's circle with consistent sailing in the very trying conditions.

While the wind velocity offered something for nearly everyone by varying from 0-12 mph, the wildly erratic wind direction changes offered something nobody wanted! While winning races was usually done by committing early and shooting a corner of the course, the key to the series was being able to sail consistently and being able to recover from way behind, as everyone, including eventual winner Leweck, had to do repeatedly throughout the four-race

series. Simply, those who got big leads early, or kept their patience and came from behind were rewarded with decent finishes. And in this regatta, that was all for which anyone could hope.

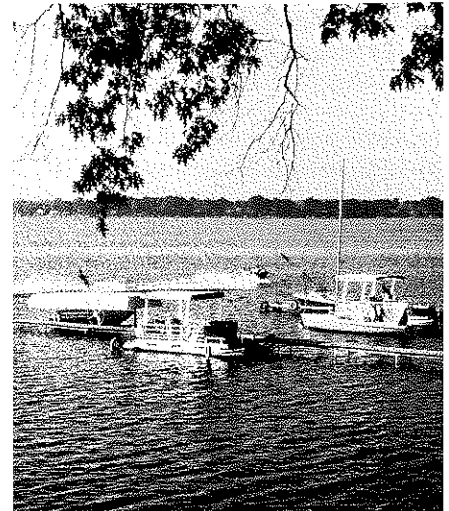
The social activities were centered around a great steak dinner Saturday night, the highlight of which was the surprise visit of "Ecstasy, the performing pig" to honor a club member's 40th birthday. After seeing this pig perform — playing basketball, bells, and horns — all agreed that the popular "strip-o-grams" have nothing on a talented pig! Appreciated also was the host club's provision of a beer/pop boat between races that found you with liquid refreshment between hot races.

Rotating the championship venue yearly, the Ohio District fleets continue to show that they can put on fine regattas. Ohio sailors should plan to attend next year's championship at Berlin YC in late June.

In District business, Chuck Hoffman of Cowan Lake, Cinn., was "elected" new District Governor. He follows in the footsteps of Paul Nickerson who, in everyone's opinion, was one of the most dynamic, help-

ful, successful governor's in anyone's memory. Everyone in the Ohio District, and many in the FSSA, owe him a great big thanks. *Pat Barry, FS 4060.*

1. C. Leweck	Hoover YC	3	1	1	3	7.5
2. J. Stewart	Atwood YC	10	2	4	1	16.75
3. S. Eustis	Cowan Lake	5	9	2	4	18
4. R. Baugher	Berlin YC	2	3	15	2	22
5. T. Hohler	Lake Arthur	4	6	3	9	22
6. J. Leipper	Berlin YC	1	5	17	5	27.75
7. J. Horein	Clear Lake	13	7	7	8	35
9. P. Nickerson	Cleveland YC	12	13	5	7	37
10. P. Barry	Huron-Portage	8	4	8	DNF	41



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**FS 3306** — Douglass 1977, Blue Hull, white deck, Shore Sails used 3 months (main & Jib) Bowers Spinnaker, Tilt trailer, Evnrude 3 hp outboard motor 2 yrs. old. Race equip. all harken gear, boom tent, \$5900. Ron Soleta, 401 Highcroft Road, Waxzata, MN. 55391, (612) 476-1855.

**FS 1917** — Douglass, hull & deck, 4 hp motor, Sail cover, cockpit cover. Boat in excell. condi., 2 sets Schreck sails, spinnaker, Tee-Nee trailer, \$4,500. William Stenner, 4 Liberty Circle, Windjammer Village, Little River, SC 29566 (803) 249-4600

**FS 3552** — Douglass, 1981, Red, w/white deck, immaculate, jib & main w/reef pts., like new spinnaker, Tee-Nee trailer w/ spare, custom full cover, dry sailed only. \$5500 or \$5800 w/3hp British Seagull. Call: (614) 451-3582, Jerry Brinton, 2250 Wickliffe Rd., Columbus, OH 43221.

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4106	Gulf		George M. Taylor III	1600 Bank for Saving Bldg	Birmingham	AL	35203
3113	Gulf		M. P. Ames	Box 457	Selma	AL	36701
Assoc.	Gulf	96	Jerry Blouin	2475 Canal St. #301	New Orleans	LA	70119
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4075	Gulf	Pontchartrain Y.C.	PO Box 633	Mandeville	LA	70448
Sust.	Gulf	Homer Moore	3570 Arizona Dr.	Pensacola	FL	32504
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3464	Midwestern	95 John L. Laird	330 Merrimac Ln.	Plymouth	MN	55447
3241	New England	James W. Wallace	Rt. 49 Shaker Hgts	Pittsfield	MA	01201
2788	New England	Albert Lesage	16 Belair Dr. RFD 3	Colchester	VT	05446
3777	Ohio	Sandra S. Fishel	257 Woodridge Dr.	Tallmadge	OH	44278
365	Pacific	100 Robert Hays	13511 98th Ave NE	Kirkland	WA	98033
1291	Florida	Stephen H. Crabill	964 Brentwood Dr.	Apopka	FL	32703

## FSSA District Governors

### CAPITOL DISTRICT

Dennis Morris  
7412 Elgar St  
Springfield, VA 22151  
703-256-4276

### CAROLINAS DISTRICT

Robert H. Murdock Jr.  
1404 Oakland Ave  
Durham, NC 27705  
(919) 286-0093

### FLORIDA DISTRICT

Denis M. Burgoon  
1670 Atlantic Blvd.  
Jacksonville, FL 32207  
904-398-1670

### GULF DISTRICT

Jerry Dees  
412 Frederick  
Fairhope, AL 36532  
205-928-0872

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Lawrence McCarthy  
67 Great Hill Road  
Ridgefield, CT 06877  
203-438-5008

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Doug Christensen  
9215 McGregor Road  
Pinckney, MI 48169  
313-426-3510

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Bernie Knight  
15999 Quiet Oak Road  
St. Louis, MO 63017  
(314) 532-9410

### N.E. DISTRICT

Mike Kiely  
17 Hillside Avenue  
Dedham, MA 02026  
(617) 326-1844

### N.Y. LAKES DISTRICT

Graham Hall  
87 2nd Ave.  
Gloversville, NY 12078  
(518) 725-8534

### OHIO DISTRICT

Chuck Hoffman  
4483 Bridlewood Lane  
Batavia, OH 45103  
(513) 752-4024

### PACIFIC DISTRICT

Tim C. McCarthy  
Box 414  
Diamond Spring, CA 95619

### PRAIRIE DISTRICT

Keith W. Fager  
8727 EBY  
Overland Park, KA 66212  
(913) 341-6358

### TEXAS DISTRICT

Richard Wade  
8723 Bacardi  
Dallas, Texas 75238  
(214) 349-7512

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*My correct name and address follows:*

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City \_\_\_\_\_

State, Zip \_\_\_\_\_

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