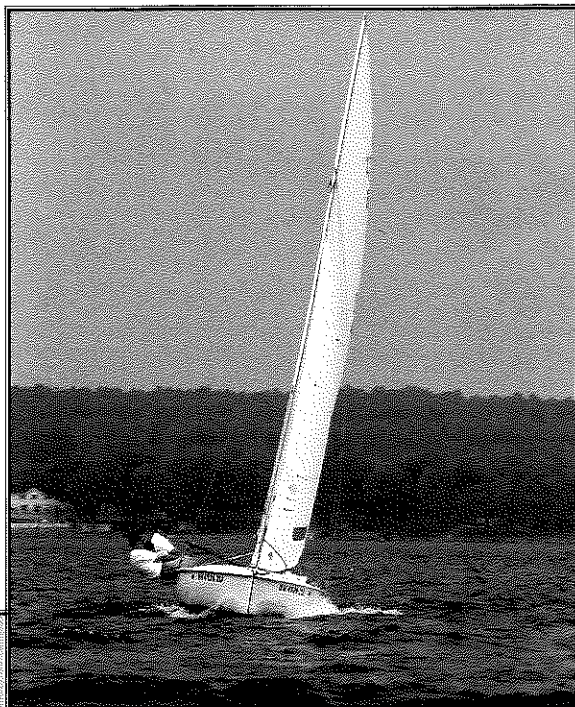


# Scots n' Water

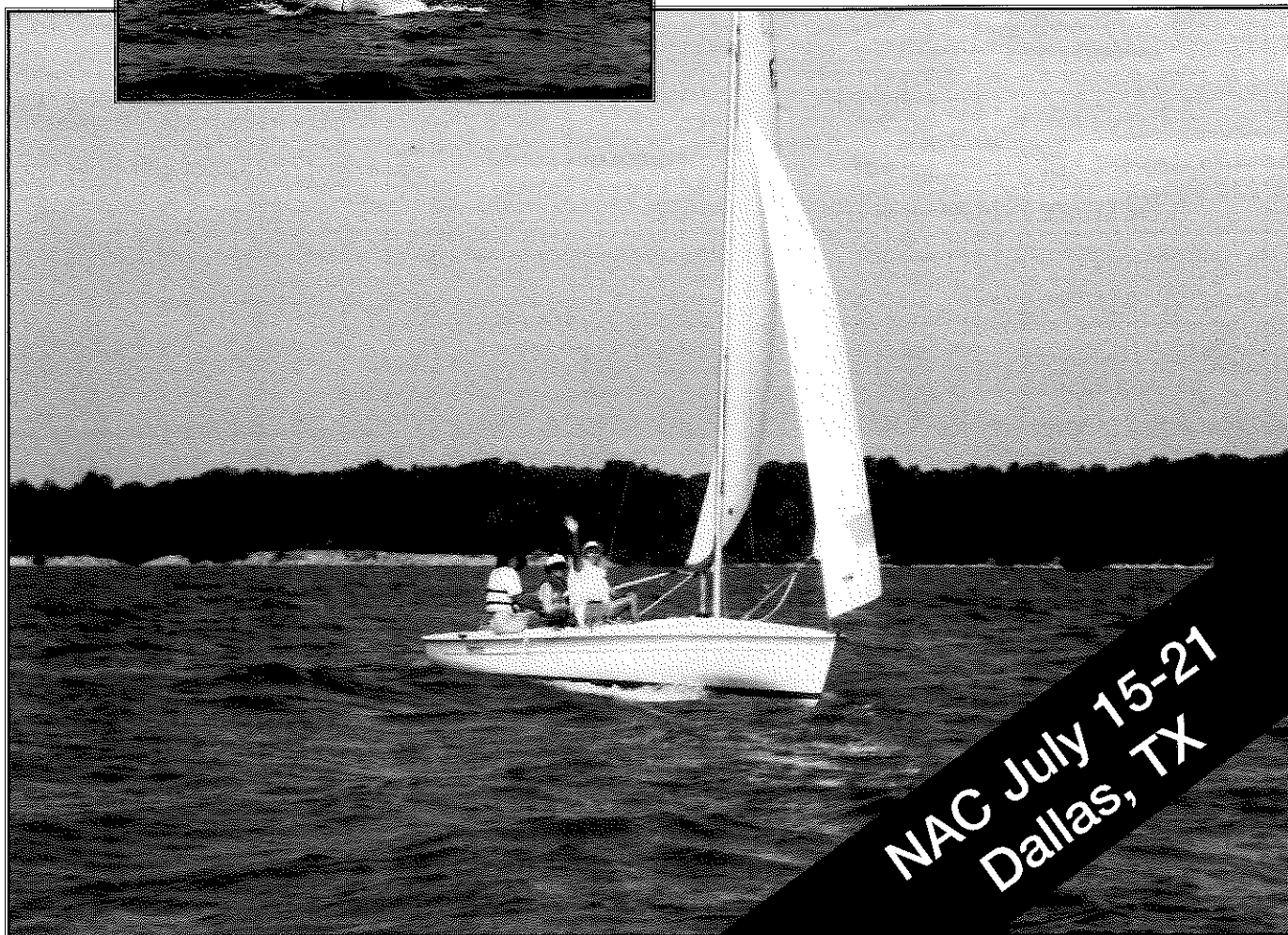
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VOLUME XXXVIII NUMBER 2 MAY/JUNE 1995



## Canadian Championship

## Pensocola Women's Nationals



**NAC July 15-21  
Dallas, TX**

# The Alternative

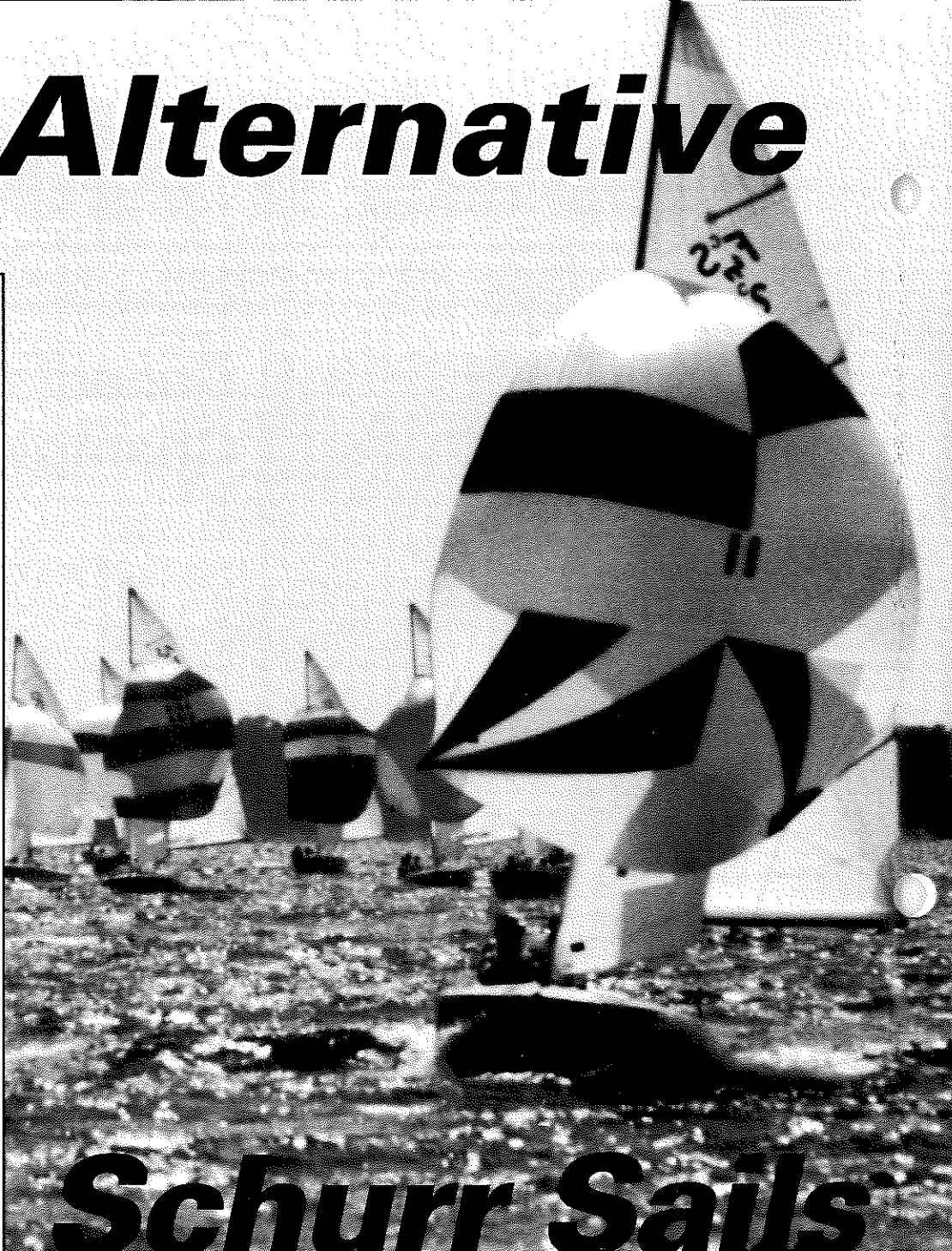
## TECHNICAL REPORT

**Date:** July 19-23, 1993  
**Place:** Pensacola, Florida  
**Subject:** Flying Scot  
 North American  
 Championships  
**Boat:** Built by  
 Gordon Douglass  
 Boat Company  
**Sails:** Schurr Sails  
**Results:** Rod Steffel with  
 Bubby Eagan  
 crewing dominated  
 this years  
**North American  
 Championships,**  
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 and winning the  
 regatta by over  
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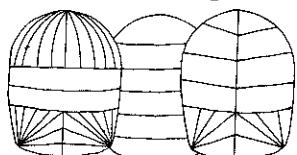
# Schurr Sails

Name		Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White	
<input type="checkbox"/> Main & Jib	\$896	<input type="checkbox"/> Spinnaker Triradial/Biradial	\$450
<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut	\$350
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle	\$35
<input type="checkbox"/> Mainsail Reef	\$35	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets	\$12.50
<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials	\$80
		<input type="checkbox"/> Telltale Window each	\$10
		<input type="checkbox"/> Vision Window each	\$15
		<input type="checkbox"/> Mainsheet Retainer	\$8.50
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## Scots n' Water

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Ann Seidman and Crew - Pensocola Women's Nationals

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# At The Helm: About Cruising in Your Scot

by Dave Jacobsen, FS 4937 President

Today is February 4, 1995 and Connecticut is in the midst of a blizzard. I can't think of a better time to write about cruising in your Flying Scot.

Many of us have taken cruises in Scots, whether it be for a day or an extended weekend. However, some of my fondest memories are week long cruising with fellow Scot sailors from all over the country. The first FSSA Cruise was held in August 1986 (See Scots N' Water Jan/Feb, 1987 issue) Organized by Graham Hall currently the Prairie District Governor. It was a tremendous success. Even my son Dave, then 16 years old enjoyed it. Much credit goes to Graham, scoping out the areas, making arrangements for hotels, checking campsites etc.

In 1987 Graham Hall organized the Flying Scot Lake Champlain Cruise (see Scots N' Water March/April 1988 issue) which was another success.

In 1988 Paul and Chris Nickerson, Cathy and I cruised Lake Ontario and the 1,000 Islands again. Camping on the islands and touring Canada and U.S. villages were more great memories.

1989 brought no takers for cruising, so Cathy and I decided to sail up the Hudson River in New York state starting at Peekskill and ending just short of Lake Champlain. It was 5 days of pure joy.

1990 was the year for the Flying Scot cruise across the Chesapeake (See S N' W Sept/Oct 1990) This was another resounding success to the organization efforts of Bob Neff, our current FSSA Measurer.

Folks, you can do it. Take the time to organize one, advertise it in Scots N' Water and have FUN. Besides your fleet will get credit towards the "Fleet of the Year Award" but that is not the only advantage. Perhaps Graham or Bob would be happy to provide you with more details on planning and perhaps even help you make your cruise a success as theirs were.

Life is short, the most important things to me are good friends and good memories. Please get to working on thoughts



At the helm.

now and let us know if there are possibilities in your area. I feel that there is interest within our group... Besides, I'm itching to go on another great cruise.

**YOU ARE INVITED TO THE XXVII ANNUAL JUBY WYNNE  
MEMORIAL ONE DESIGN REGATTA – MEMORIAL DAY WEEKEND**  
ALSO, THE FLYING SCOT SOUTHERN REGIONALS WILL BE HELD ON THIS WEEKEND

**Saturday, May 27, 1995**

8:00-11:00 a.m. Registration  
11:00 a.m. Skippers Meeting  
12:30 p.m. Start of 1st Race  
After the Races Seafood Boil & Entertainment  
by the Tip Tops

**Sunday, May 28, 1995**

10:00 a.m. Start of Races Back to Back  
2:30 p.m. Trophy Presentation

5 Races Scheduled  
**NO THROWOUT RACE**

**REVISED  
SCHEDULE**

**ADVANCE REGISTRATION:**

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**After May 19th:**

All classes \$40.00 (\$35.00 if USSA Member)

Registration Fee includes one (1) ticket for Saturday Night Dinner and Open Bar

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Class \_\_\_\_\_  
Boat# \_\_\_\_\_  
Skipper \_\_\_\_\_  
Sail# \_\_\_\_\_  
Boat Name \_\_\_\_\_  
Phone# \_\_\_\_\_  
Yacht Club \_\_\_\_\_  
Crew \_\_\_\_\_



# LETTERS TO THE EDITOR

Dear Sunshine:

I am writing in response to the letter from Harold Bauer, Ron Fiedler, and Dick Lilley in the November/ December '93 issue of Scots n' Water. Their letter raised the problem of getting people back into a Flying Scot after a capsize.

Mrs. Bauer, Fiedler, and Lilley are right to be concerned. It is very difficult for someone to climb into a Flying Scot unguided. A Scot is one of the largest dinghies one can capsize, and it has a high freeboard. However, a Flying Scot is no more dangerous than most other boats. No boat is easy to climb back into without help, especially when the crew is weakened by cold water or is in less than prime physical condition.

There are several steps skippers can take to ensure their own safety and the safety of their crew in the event of a capsize.

1. Make sure your boat is equipped with a safety line across the stern. Class rules require this. Although climbing into a Scot using the safety line is difficult, it is easier than climbing into a Scot without using a safety line.

2. Wear your PFD whenever the wind is strong enough to cause a capsize, or whenever the water or air temperature is cold. A PFD is important not just to keep you afloat, but also to help you conserve your strength. Additionally, when someone in the water is wearing a PFD, that person can be pulled into a Scot much more easily, because a person who is already in the boat can grab the shoulder straps of the PFD, and because the buoyant power of the PFD makes the person lighter.

3. Review proper capsize procedure with your crew. The ideal capsize recovery procedure is as follows:

A. The skipper must make sure everyone is uninjured and not tangled in the rigging or trapped under the sails. Shout "Are you OK?" to the crew. Once they answer "yes," proceed to right the boat.

B. The skipper should immediately swim around the stern to the centerboard, grab it, and hang on to it to keep the boat from turtling.

Some skippers swim under the boat to save time. This is difficult with a PFD on. If you do try this, be sure not to tangle yourself in any lines.

C. The crew should stay on the side where the mast is, treading water between the boom and the deck. As the skipper hangs on the centerboard to prevent turtling, the crew uncleats the vang and all

the sheets in order to prevent a re-capsize. The crew must not try to climb into the boat, which will cause the Scot to turtle.

D. The skipper checks to make sure the crew is ready for the boat to be righted. The crew should grab the base of the shroud and a line from the cockpit, but remain floating in the water, with the water supporting all the crew's weight, so as not to exert downward pressure on the boat.

E. The skipper now exerts enough pressure on the centerboard to right the boat. This can be done by climbing all the way up on the centerboard, but usually it is enough to simply begin to climb up, and the boat will begin to right.

F. This is the key part: as the Scot begins to right, the crew should not attempt to climb in until the Scot is well on its way up. Then, when the boat is almost all the way up, the crew should pull on the line and the shroud so that the crew's shoulders and chest are in the boat. Once the Scot is upright, the crew can easily wiggle the rest of his body into the boat.

G. The skipper is still in the water next to the boat. The crew should immediately grab the skipper by the shoulder straps of his PFD and pull the skipper into the boat. If any other crew remain in the water, use the same shoulder strap grab to pull them into the boat.

**Bob W. Arlington**

Dear Ms. Hartman:

Having just joined the Flying Scot Association and received only two issues of Scots n' Water, I may be proposing an idea that has already been overworked. If so, please let me know how much copies of articles from recent back issues cost, so I can read them.

My idea: As much as all of us hate and preliminarily ignore the thought of no wind or launch sites in which it is difficult to sail, auxiliary power other than paddles is occasionally needed. I'd appreciate an article, especially an article composed of experienced suggestions from readers, about auxiliary power, ie: outboard motors on Flying Scots. I would especially like to

know about experiences that others have had with electric motors. I hate the sound of gasoline outboard motors, especially when I'm aggravated by loss of wind and having to motor back to port. What models, ratings, prop pitch, batteries, etc., are useful?

If an article on this topic is not appropriate for Scots n' Water, could you compose and enter a "Wanted" classified in Scots n' Water "Caveat Emptor," requesting that anyone with good experience using an electric motor, please call or write to me about it so that I could learn from their experience?

**Roger H. Dilmore**  
**Flying Scot 4188**

Editor's Note:

Please respond to Mr. Dilmore directly at 1346 Dunham Hill Road • Binghamton, NY 13905. Phone: (607) 729-5467 or I would love to have an article from you that I could print - Several others have requested the same info.

## FROM THE EDITOR

Not much room in this issue to say much thanks to the GREAT efforts of Peter Seidman, NY Lakes Governor and Mike Cullen Ohio District Governor. They worked hard and got their people to contribute to Scots N' Water. Hope you enjoy the articles and pictures. Check the schedule and get ready when your District is being highlighted. Let me hear from you.

I would particularly like to hear from those of you that have motors or other power on your Scots. The interest is high and I have no experience in this area.

SUMMER IS ALMOST HERE...  
WRITE NOW BEFORE SAILING SEASON STARTS AND THERE ISN'T TIME...A BIG THANKS TO YOU ALL WHO WROTE AND TO THOSE WHO ARE PLANNING TO.

## DEADLINES

**District Governors, Fleet Captains, Boat Owners, Friends...**

*Don't forget! Deadline is when I have to send your copy to the printer - so mail early!!*

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
June 15, 1995	Sept./Oct.	MICHIGAN/ONTARIO & GREATER NY
Aug. 15, 1995	Nov./Dec.	TEXAS

# Confessions of an Ardent America's Cup Fan

by Chuck Bencik, FS 3997

San Diego, CA — This is normally a cool, laid-back town, where the sailing season never ends (it just turns messy in January when the Bay gets foul with the burden of the winter rain). But the town begins to blister under the glare of the world spotlight as May and the finals of the America's Cup races approach.

The luxurious floating palaces of the well-heeled descend like peacocks in awesome display at the major marina sites. Excited "Cup fans scramble for tickets to the commercial spectator boats. Narrow vantage points on the Point Loma cliffs fill with the curious outsiders. The Coast Guard has its "all-hands" full, herding private sailer and motor-cruiser fleets into manageable gaggles of bobbing confusion. Media blimps plow, and helicopters batter the heavens, like nasty noisome gnats, scouring the waves for a meal. And an aircraft carrier, stuffed with high-tech intelligence-gathering gear blunders thru a fog into the proceedings: the Titanic's captain wants ice for his tea again!

Fleet 176 is ideally situated to kibitz on the goings on. It's an easy trick for a Flying Scot to poke in behind Shelter Island, or into Quivera Basin, or off Coronado where the Conner and Kiwi syndicates are camped. Around the end of October last year, some of us spent a day on San Diego Bay, watching the various early-arrived Cup contenders leave and return from offshore, towed by frigate-sized tenders to and from the racecourses.

These days the folks from "out east" drop in for a spell, to be where the A-Cup action is. I saw the '92 "Cup season, and I can tell you that there's no thrill like being out there in a boat while the "Cubens and Stars and Stripes" play tag around you in the pre-start ballet. Still, the best place to watch it all is in your own living room, courtesy of the sports channel, or in one of the many sports bars in town (as long as baseball stays out of the picture).

I got invited to ride a spectator boat in '92, courtesy of Graham Hall (FS 460) and Bill Koch. I saw some wonderful starts, roundings and finishes on the water. About 50 other boats were there as those sleek sailing skyscrapers rushed past. What sailing power! It was exhilarating! Working furiously, the contenders headed off, down the course and out of sight. Each time unable to follow, we headed for the bar and the snack buffet, hoping for news over the radio net while the skipper followed the

fleet to the next pin. If you were lucky, your spectator boat would be patched into the same cable coverage the folks on shore could see.

Things are much the same for the 1995 Cup matches, except that there'll be fewer boats involved, an all-women team is con-

Last year during the Louis Vuitton series, I sailed my Scot a few times in the channel between the offshore course and the syndicate compounds in San Diego Bay. It was a thrill, sailing among roistering craft of every kind, with horns honking, cheers rising for the victorious and the



San Diego 'Scots of Fleet 176 making landing after a day spent watching America's Cup boats: Peter Atkins (FS 3479), Steve Coss (FS 989) and Chuck Bencik (FS 3997). Lance Guwva (FS 4367) is standing by on float.

tending to defend, and cable TV coverage is slated only for the latter part of the process. The Commercial Basin is where tuna boats tied up and offloaded decades ago, before cheap foreign fish drove them out of business. It has been renamed America's Cup Basin. Early '95 weather, driven by record El Nino conditions in the Pacific, varies from calming to riotously intense seas, and winds strong enough to knock a Cup-class boat off her chocks. Cup boats come out of the water, their keels still hidden, as of the time of this writing; the "ladies" will lift their skirts at the wild end of the dance. This time the America's Cup museum exhibits are on the downtown embarcadero, aboard the San Diego Maritime Museum's ferryboat Berkeley, easy to spot next to the unluckiest Cupper of all: the red hulled, hammer-and-sickle emblazoned Vek Russiyi (Age of Russia). A curiosity mounted in a cradle, the Russian entry for the '92 campaign never saw action, and was abandoned by the turmoil-ridden ex-soviets.

channel roiling with a fierce chop. Flying my "Flying Scot" colors on my main, I was hailed by a Coast Guard patrol craft and told to break for shore, lest I befoul the path of an approaching Cup-class tender. There was a moment of embarrassment, but I wouldn't have missed it for the world.

This year I had a brief tour through the America Cubed compound with the Maritime Museum docents. We saw the women's exercise equipment and the sail loft, but hardly anything of their craft, unfortunately. But I did capture something which I think should be shared with the rest of you. Where the women assembled for skull sessions, there was a large chalkboard. In plain view of all beholders, it had on it the following:

"Helm: Steer boat to targets. Communicate with trimmers re: feel of helm. Give tactical input to tactician. Call "trip" on jibes. On "need to know" basis from tactician. Pre-start: In charge of boat. Makes all tactical decisions."

(Continued on page 8)

## Confessions of an Ardent Fan

Continued from page 7

**"Tactician:** In charge of, and responsible for, all race course decisions. Tells Helm what to do. Collects tactical input from rest of crew. Gauge & report performance vs. other boat. Coach & encourage helm & crew. Responsibilities: Target speed; call tacks, jibes, etc.; laylines; sail calls - w/trimmer; maneuvers - w/crew boss; call hoist, time to drop, drop. Pre-start: strategy-favored side, time to ends. Runners during set, jibe, drop."

**"Navigator:** In charge of all wind & weather data collection. Communicate w/tactician. Responsibilities: course geometry; laylines; times on each tack; computer stuff; laser gun; kelp; scope and

stick (call time?). Pre-start: laylines, wind data. Runners during set, jibe, drop."

**"Trimmmers: Jib:** Trim to target speed. Communicate to helm re: trim, feel, speed. Call for runner tension. Call distance to windward mark. Make sail calls - to tactician. On Windward side — call puffs and waves for afterguard. **Main:** Trim to target speed. Communicate with helm re: trim, feel, speed. Offer tactical, strategic, speed input to tactician."

Got all that with my little camera. (Must not have been any kind of secret). Don't claim to understand all of it, but it sure could get you to thinkin.'

## FLYING SCOT CANADIAN CHAMPIONSHIP 1994

by Robin Collins, FS 4999

Once again, the 1994 Flying Scot Canadian Championship attracted a highly competitive fleet of Scot sailors, this year drawing from fleets in Connecticut, New York, Pennsylvania, Ohio, Louisiana, Massachusetts, and of course the Canadian fleets. Among the participants in this fifth Canadian Championship, sailed (again at Stony Lake, Ontario) August 20 and 21, were the FSSA president (David, a great supporter of Scot sailing in Canada, has been at all of the Canadian

regattas); two former North American Champions, including the boat's builder; and two District Governors. A number of FS94 participants had also sailed the 1994 FS North Americans (with varying degrees of success) just a week earlier.

Bubby Eagan and Corky Hadden flew up from New Orleans to sail one of Robin Collins' boats (#4249 with Bubby's sails #3599). Finishing eighth and third in Saturday's races, Bubby and Corky actually went to bed early that night and won the two back-to-back Sunday races, and the regatta (by a quarter of a point) over the Carpenter family - Harry, Carrie, and Jimmy - Karen was busy at Flying Scot Inc. tending to the business. Only four points separated the next four places. Joe and Patti Gulick sailing a consistent regatta finished third, followed by Mike Cullen and Jonathon Vehar in fourth, with John Meredith and Tony Kaminski (fresh from a third in the 1994 North Americans) rounding out the top five.

The win, for Bubby, marked the third time in as many tries (out of the five that the regatta has been sailed), that he and the brothers Hadden (Mac and Corky) have now won the Flying Scot Canadian Championship.



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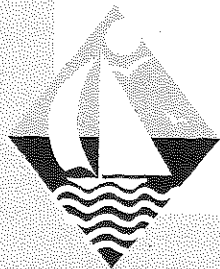
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## Traveling Around the Ohio District

by Dan Goldberg, FS 4761

Good Regattas, Good socializing, and great people-That's Ohio District racing in a nutshell. One of the nice things about the Ohio District is the circuit of regattas that we travel to each year. Most fleets are within four hours of each other and traveling to other lakes is a nice change of pace from our normal fleet racing at Lake Arthur, our home lake. Each fleet in the Ohio District sails in a location unlike any other, so each visit presents a special challenge. I've learned a lot from my travels, and have had some memorable moments as well.

I'll never forget my first venture to Cowan Lake, near Cincinnati. It was the 25th Anniversary Regatta, and at the last minute, one of my two regular crew members couldn't make it. I had never sailed just two-up, but I figured no big deal because Cowan is a tiny little lake and it never blows there, especially in late June. Well, of course, it blew a steady 20 to 25 the first day, with four races, we barely survived. The second day, sailing in the Challenger fleet, the wind calmed down to 10 to 15 and we won the race...But it was a virtual match race with the second place boat, Sandy Eustis and crew. However, the interesting part (as described by Sandy Eustis in a previous Scots N' Water article) was his crew...It seems that Sandy E. was attempting to sail Sandy Douglas and Eric Amman (the boat builder and the boat manufacturer before Harry Carpenter) out to the committee boat, they had left them ashore. They couldn't make it to the committee boat before the start so they sailed the whole race with four in the boat! The weight factor didn't help them but the roughly 300 years of experience, cunning and guile sure intimidated me. We managed to nail the start and stay ahead of them the whole race. It was a truly memorable race for me...

Cowan was also the site of my "Race from Hell" which I described in a previous issue. Since I have been reminded enough about that one, I won't repeat the gory details.

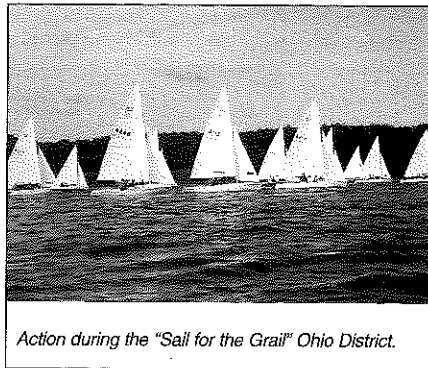
Most recently, we sailed the annual Pig Roast Regatta at Cowan last year. I was breaking in a new third crew, who had only sailed two months and had never raced before. Naturally, it blew but she survived

and actually had a good time. My regular crew, Joni Reis, came through big time and we took a fourth. The Pig Roast itself is always a lot of fun, seeing our old friends like Sandy Eustis and Scotty Litimin, Caroline Freeman, The Rudys and the Shoemakers. They really know how to put on a regatta.

We also travel regularly to Berlin Lake in eastern Ohio, a short hop from Pittsburgh. Unlike Cowan, there's always wind at Berlin and the Challenge is to get through the motorboat chop to beat the Baughers



Brian and Pam Pace with Harry Carpenter chill out after a great day racing in the Ohio District.



Action during the "Sail for the Grail" Ohio District.

and Leippers, which we still haven't been able to do. This club also knows what makes a great regatta and we always enjoy the hospitality.

Another regular stop for us the Buckeye Regatta at Hoover Reservoir in Columbus. This is the home of Greg Fisher and family (no, not just Charlotte and the kids...Brother and Dad Fisher sail extremely well) Brian and Pam Pace, the Hurlings, the Van Der Hoersts and the list of excellent competition just goes on and on...Great racing.

The highlight for us is always our visit with Mike and Marsha Cullen and their kids. Mike is an ex Lake Arthur sailor, our current District Governor, a previous Buckeye Regatta winner and was Regatta

Chairman for the 1994 NACs. Nice to see a local boy make good!!!!

Hoover is a long but narrow reservoir, and when the wind blows across the width of the area, the windward legs are short and tricky. One year we rounded the leeward mark dead last. Another year we were very late to the start but finished the race fifth. You just never know...

A memorable year at the Buckeye coincided with my crew's, Joni's 40th birthday, so we had a little party on top of the great party they have every year at the Buckeye. Jerry Hartman brought his famous hand-made by Chris Nickerson apron, Sunshine had the cake and Kamazies, John McAdoo III and Mark Eberhardt from our fleet outdid them however, with an automatically correct inflatable male party doll! Joni of course fell in love with him...It was a great regatta...was that the year of the famous standard 8 figure race course???

Atwood Lake is host to the Harvest Moon Regatta, and is the home lake of Jack and Martha Lee Stewart and Dave Solomon. We've only been there once and it was quite an experience. The lake is in the shape of a "Z" and has the strangest wind we have ever seen.

Closer to home is Deep Creek Lake, where it all began. I have a special memory of Deep Creek Invitational because it is where we won our first regatta. What a great feeling...We also enjoy socializing with Dan and Barbara Griffin, John Meredith and Tony, Dan and Carol Muss and of course Harry and Karen Carpenter our great friends and great boat builder. Last year Don invited me to come give a talk to their fleet (still can't figure out why) and skipper his boat while he crewed. We had a great time and even won a race, thanks largely to his advice on tactics and strategy. It made up for us sailing to a wrong mark in an earlier race...

Of course, there is the Sail for the Grail (ex-Whiskey Sour Regatta) at Lake Arthur, hosted by our fleet. Facilities aren't the greatest, but we must be doing something right, as evidenced by the 33 boat turnout for the Ohio Districts we hosted in 1993.

Of all the great places to sail within our district, perhaps my favorite is at Cave Run Lake in Kentucky. Their regatta occurs every October is a six hour drive for us, but the sailing is always great, highlighted by the "Down-the-Lake" Race on Sunday

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## Ohio District Report

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morning. This is normally a 5 to 6 mile sail around the crescent shape lake and back. We've been lucky enough to win two of these and it's a great way to finish up the year. Ex-District Governor, Bob Summerfeld and his crew always do a bang up job putting this great regatta on.

As you can see, the racing opportunities in the Ohio District are many, but it's really the great friendships we've made through the years that I really cherish. I can't imagine a nicer group of people! One good example was at 1990 NAC when I casually mentioned at a group of Ohio District's sailors that I was engaged to be married that October. They all insisted that they be invited, so my then fiance and I humored them and did so. Of course, we never expected them to actually come all that distance. Much to our surprise and delight, they all came!!! I think this illustrates the wonderful people in the district where the socializing is as much fun as the racing...sometimes we don't even need the racing...

## Great Cruising Adventures in a Scot

*by Mike Palm, FS 1242*

I never raced a sailboat until the middle of July '94. I am now committed to race but I am as committed to cruising as ever. I understand the fun of racing, even from the back half.

Last year Paul Newton wrote a fine article describing his feelings during a race. It was not one of those dull dry recitations of the sailing order, remembered from the past. Another good story was the description of the Nationals in Texas when that big wind hit. I do not have the credentials to write about racing, in a way that would interest racers. But I would like to read stories by experienced racers who would like to seduce the non racer to the racing fold and the Scot world.

I'm not Hemingway and I don't drink Scotch, but I'll tell you, up front, it is my intention to seduce racers to the cruising world. Not to replace racing but to add to the dimensions of the sailing world.

For example, visualize ten Scots, with 2.83 persons per boat, cruising slowly up the Eastern coast of the Chesapeake Bay. Some may wish to camp at night, some may wish to motel. There are accommodations for both. Bacon and eggs at break of day, a leisurely three hour sail and then ducking into one of the thousands of nooks and crannies for a tasty lunch of Maryland crab cakes. More sailing in the afternoon

until the sun is over the yard arm. Then breaking out the Glen Fiddich before a harbor jacket and chino dinner at one of the local dining places. Anyone interested? If I get 10 (cash in escrow) commitments, I'll make the arrangements. I know I can take five weekdays of pleasure cruising. Been there, done it!

It is hard to sort through the cruising adventures to find the best. The spirit of adventure was most acute if the waters had not been sailed before. All had a special charm. Some had moments of terror but unlike flying it was never boring. I only wish that the cruises outside of US had been done in a Scot. I could not find any overseas.

### **The Bay Behind Hilton Head**

Sailing is my second most favorite activity, golf is third. All three seem to be more fun at Hilton Head. At the south end of Hilton Head Island is a marina with a ramp. The last time I was there, they rented Flying Scots. The way out of the harbor, to the bay, is a meandering tidal channel. It was fun exiting and entering without a motor. It was harder to get in and out of the guarded cloister of homes owned by financially advantaged folks with elevated self images. I have had easier times clearing customs in Pakistan and Egypt. But that's another story.

Once clear of the harbor the water is blue, the wind is always great, and the tidal currents negligible. It is a large body of water in which you will not feel confined. It is sheltered from the ocean swells by Hilton Head Island. The first time I burst out into the bay, on our port side a gigantic shrimp boat was cruising the mouth of the main inlet between the ocean and bay. The boat had its nets fully extended. It moved slow and looked majestic, in a blue collar sort of way. To starboard, in the distance, was the light house, seen annually on TV during one of the major golf tournaments. At the base of the light house, is a circular harbor with provisions for transient boats. There is a motel, several restaurants and neat shops. It is a charming place to take a break.

During the cruise in the morning we had seen porpoises cruising slowly up the bay feeding. They showed no interest in boats. After a morning of sailing and lunch in the round harbor we started back towards the ocean. Three porpoises came along side and cruised in front of our bow, probably feeding on small fish spooked by our approaching hull. They were interested in the fish. We were interested in the porpoises.

I noticed a medium sized cruise ship anchored inside the inlet on our port bow.

The wind was abeam, port side, about 8 knots steady. There was no apparent current. We could see the ocean was quiet, so we decided to follow the small toothed whales a little way out. The ship was bow to and the porpoises passed on the port side of the ship. We followed. As the ship was anchored and an officer was at the bow watching us, I felt there was no risk of collision. We were about 25 yards off their port bow when we hit the wind shadow of the ship. Our boat came to a stop, the current showed itself and we gentled up against the ship. Three white hatted heads popped over the rail. I expected to hear general quarters, as I paddled back out of the wind shadow and passed on the starboard, windward side of the ship.

### **Grand Lake Saint Mary, Ohio**

North of Dayton, Ohio, on I75, is the town of Wapakoneta, home of Neil Armstrong, America's popular astronaut. The space museum is worth seeing. Another of the nice things about this exit is Grand Lake Saint Mary on the left and Indian Lake on the right.

Grand Lake Saint Mary was a reservoir built to support the Erie Canal. In its day it was one of the prime highways between Lake Erie and the Ohio river. The lake is shallow but more so on the south side of the lake. A Scot centerboard will clear bottom on most of the top half of the lake, but an occasional shock will keep you on your toes, literally.

The first time we sailed there was after a strong weather front had cleared the air and left a stiff but steady breeze. This was the first time we got the Scot to plane. It stayed up for eight miles. Loved it! It was tiring but exhilarating. Running out of energy and wanting to bask in our private glory, we headed back to the harbor. Without intention, we sailed into public glory, fleeting though it was.

The entrance to our dock required sailing into the wind, in a channel 20 yards wide, for about 300 yards, then 90 degrees to starboard for about 100 yards in a channel 10 yards wide between dock ends. It required a sharp turn to windward to go into the slip.

I don't carry a motor, except in tidal waters, so I kinda hung around the first channel entrance waiting for a line of cabin cruisers to enter. After a bit, one of the skippers waved us in. He moved slowly behind us and kept traffic off our tail. The docks were crowded with folks partying on the after decks. It was cocktail hour. As we made progress tacking up the main channel, people began to notice and comment.

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## Ohio District Report

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As we turned to starboard the boat accelerated. People stopped talking. One man leapt over his stern rail and ran down the dock to help us land. I eased to starboard as much as possible then turned into the dock "hot" (both sails up). It was dead into the wind, the boat stalled within an inch or two of the dock. The main reached out, my partner shook his hand and said, "Thanks." The crowd broke into cheers and applause. It doesn't get better than that.

The exit the next morning was even more spectacular, but no one was around. The private pleasure is just as rewarding. There is a framed chart of Grand Lake Saint Mary in my living room. Until now, few know why.

### **Monroe Lake, Bloomington, Indiana**

This is great sailing, five days a week. Stay at the Four Seasons Resort, which includes a great golf course. The best feature is to be able to open the bedroom sliding door, eat breakfast on your own patio, then walk twenty yards to your dock. Avoid weekends as the unlimited power boats make sailing all but impossible. Let the resort know ahead of time the size of your boat. You will get a better dock if you let them know it is a motorless sailboat.

They have a great restaurant and a well stocked bar. Several nights a week there is live entertainment on the patio where dinner is also served. The music is country and blue grass. Good stuff. Casual is the uniform of the day and night.

The lake is irregular, with lots of nooks and crannies. The water is clean. The surrounding area is a State Park with lots of outdoor activities. Brown County, famous for the color in fall, is close. In nearby Bloomington, Indiana University has a cage for that basketball coach who holds the world indoor record for folding chair tosses.

This is a lake for lazy, unstructured, aimless sailing of a third kind. Not racing, not cruising, just noodling. This is the kind where you can sail in a nook, let the sheets go and drift into the arms of Morpheus (unless her husband is in town.) This is where you and your partner can be initiated into the "Sea Level Club." This is a place for suntans and symphonies. This is a place for quiet conversation and no conversation.

The only adventure we had here, happened in the middle of the last night. As one of our party had an appointment the next morning, we had ramped the boat out on the previous evening and packed for

quick departure. By morning we discovered that someone had stolen the trailer wheel and put the axle on a concrete block. In the gravel, marks from a trailer being pulled with a flat clearly showed. Some early morning poor trash fisherman had solved his problem at my expense. I reported the theft to the hotel, then had to wait for a local boat supply store to open. While waiting, my son and I walked around the lot until we found our tire. The dilemma was, if we took the tire, it would be my luck to have the patrol catch me in the act. I could not prove it was mine. We were already late, so discretion won over valor again. This time the price was only forty dollars and a slow burn.

### **Great Egg Harbor Bay, Somers Point, NJ (1988-1990)**

I had fulfilled a life dream by returning to the place where I had the most fun as a kid. My family lived in Bethlehem, PA and summered in Beach Haven, New Jersey. My mother and we two boys stayed much of the summer, while my father came down on Fridays and returned to work on Mondays. Beach Haven is about 12 miles north of Atlantic City, as the Tuna swims, but on the next barrier island.

After retirement, I took a position in Southern New Jersey. We bought a condo in Somers Point, NJ, on the Great Egg Harbor Bay, just behind Ocean City, 12 miles south of Atlantic City, on the next barrier island. When I say "on the bay" it is no exaggeration. In my younger days I could have jumped from the upper deck into the deep harbor.

The place is great for sailboats. There was an active Friday evening racing society and an active Ocean City Yacht Club with many small single design class boats,...but not one Flying Scot...except mine. The guy next to me had a 35' sailboat but had learned on a Scot. He would go on occasional nostalgia trips with me.

There are tides in and out of the bay. At times, the rush of water out of the bay is strong enough to see a hump in the middle of the channel. It was prudent to have an outboard, but it wasn't often used. It was never used after a storm dumped it in the salt water during the night.

The most memorable sailing adventure was a moonlight sail on the bay. The conditions were perfect. Clear sky, light zephyr, full moon in a period when the moon was at its closest approach to the earth. My son had given me battery operated navigation lights for the boat. The boat was legal. Just as the moon rose, we cast off. It rose over the inlet, so the island did not obscure the view. Just after clearing the horizon, it was huge, yellow, bright and put us in awe. It

looked twice as big as the biggest harvest moon we had ever seen.

Wouldn't you know, just after I reached the channel to go out to the bay, a party boat, which had never come up that channel before, took a short cut (in violation of the buoys) and tried to make a new channel through the Scot. Close but no cigar. The rest of the cruise was uneventful, beautiful, and a once in a lifetime memory. I only wish twenty other Scots were there. Maybe next time.

The great Egg Harbor Bay was named by the Indians long before the white settlers arrived. The name is logical and still appropriate. At certain times of the year it smells like rotten eggs. The local vegetation, in the vast wetlands surrounding the bay, dies and rots. Combined with the minerals in the salt water marshes there is, occasionally, that distinct faint sulfuric odor.

The local Indians, were friendly and hospitable to the first white family. After the fourth white family settled there, all the Indians packed up and left, telling their neighbors that it was getting too crowded. This insular view persists in Somers Point today. The locals are not fond of the Philadelphians who come down to the shore on the weekends during the summer. The Philadelphians are called "shoebees," because they bring their lunch in shoe boxes.

I had been observing activity in the bay and was impressed that the drawbridge, was raised anytime a boat approached and gave three short blasts on the horn. I got an aerosol horn before I launched the Scot. After my dock was ready, rather than pay \$160 for the travelling hoist in our marina, I launched at the only public ramp available. It was on the other side of the bridge, relative to the condo. I purposely chose a weekday to minimize the boat traffic, as I was not familiar with the area's wind and tide patterns.

I sailed smartly up to the drawbridge, and gave three blasts on the horn. I could see the tender in his little shack. After a respectable interval, I gave three more blasts. Still no response. Not wanting to offend a man with raw power, I waited again and repeated the signal. He came out of the shack, with some impatience, and forcefully pointed to a small sign mounted on a pillar. It said that the bridge opens only on the half hour during weekdays. Properly chastised, I noodled around until he opened the bridge at the appointed time. I could see the road traffic pile up behind the barriers. There was no other boat waiting. As soon as half the bridge

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was open enough for me to pass, I quickly sailed through. As I cleared the bridge, I heard four long blasts on the bridge tenders horn.

I assumed he was saluting me for clearing so promptly. I was pleased that what started so bad ended so good with a newfound friend. It was not until much later I found out that four blasts meant, "You do that again and I'll sink you with 5" gun! (or) "I'll have the Coast Guard lift your license." Something like that. I missed an important part of bridge training. You do not go through until both sides are up, locked and the green lights are displayed.

Most of the sailing in Great Egg Harbor, for two full seasons, was great and uneventful. The place was overrun with interesting and friendly sailors, some with world class credentials. One young couple competed at the national level on J27's. She had a great personality, reminding me of Katie Curic. She sailed our Scot and liked it. She died at the age of 29 of a stroke. A shocking loss for many of us.

The marina manager was one of the Aussies that competed in the America's Cup Preliminaries. The young condo man-

ager is a fully qualified Captain, who has raced and delivered sailboats around the world. We still correspond. He has sailing connections all over, including the Chesapeake. Our next door neighbor, a young woman, circumnavigated the world in a sailboat, but not singlehanded. There were many more. From my deck, one day, I estimated the value of the boats in the immediate hurricane proof harbor. Half sailboats, half deep sea fishing rigs. It came to a billion. A Senator said, "A billion here and a billion there, pretty soon you have some serious money." I'll take the Scot.

I never got into serious trouble on the bay, but there was one time I faced three choices, all undesirable. Single handing on a weekday, in wind that was strong but far short of small craft warnings, I was reaching from my condo clear across the bay to the yacht club in Ocean City and back again. Instead of dropping in the evening, the wind started to build, but without gusting. I did one last reach out toward the yacht club which is just starboard of the inlet to the Atlantic. There is a causeway with a drawbridge that goes from Ocean City north to Margate on the next Barrier Island. It was a weekday and I did not have a watch on.

The problem was, when I tried to turn into the wind and reach back to the condo, "That Damn Thing" would not turn. I was dumbfounded. I did not have the strength to tack. This had never happened before! I tried several times, but could not turn. Running out of water and fast approaching a high stonewall it seemed that ramming it, at the speed the boat was travelling was not one of the choices. One choice was to gibe, not a pleasant thought, since I was concerned that the salt water had corroded the shrouds and stay. Second was to beach the boat, under power, just shy of the inlet and leaving a long walk home. The third was to go through the drawbridge. What would I solve by being in the ocean? If the bridge was not opened, it would have cleaned off the rigging on the way out of the inlet.

Gibe, I did. Hold, it did. Here to tell about it. Loved it. Sail on!

### **Lake Monroe, Florida, between Daytona and Orlando**

The second best thing about this area is the golf courses. It is one of the few places in Florida with hills. The golf course is not dull and boring. The best thing is the sailing. We spent a week in a condo overlooking the lake, using it as home base. We took in Disney World, Cyprus Gardens, played golf and sailed.

Earlier, I had received a gift set of Ping golf clubs. The reputation of the club far outpaced availability, at that time. During one round of golf, the starter paired us with a nice couple. Our handicaps were about the same and we had good conversation. Several times I noticed the man was eyeing my Ping driver. Finally, he could not resist. He asked to see it. He looked longingly as he questioned me about its performance. Finally he asked, as I knew he would, if he could try it. I said, "It will cost you \$150." He looked as if I slapped him. He asked, "What do you mean?" I said, "If you try it, you'll buy one. It will cost you \$150." He laughed and said, "No, I'll be alright." His wife looked apprehensive. He hit a drive, which he said was the longest in his life. He looked at his wife and she said, "It's OK, you can have one."

We launched the Scot at a marina ramp, across the lake from the condo. I don't know the origin of the lake, but I do know it is part of the inland waterway. I suspect it is a natural lake connected to other lakes and rivers with manmade canals. I don't know if the wildlife is indigenous. Being part of the inland waterway, it has direct access to the ocean and other inland waters. During the first day, we had a good three or four hour

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cruise in good wind. We were not straining, but we were both up on the windward rail. While in this position and displacing a lot of water on the lee side, a strange water creature "porpoised" in the lee bow wave. It stayed there with no apparent effort. I could see no fins, no tail action, and more alarming, no blow hole. It was about the same diameter as a porpoise but was not the color of any I have ever seen. It was a mottled brown color. To this day, I have no idea what it was. Nessie?

That is not what scared us. The day after five days of exploring Lake Monroe, we were having breakfast prior to heading north to the snow belt. We were a little spooked about hauling the boat in the snow through the Smokies. But, the thing that brought us terror, was the lead story and picture in the local newspaper. They had captured a fourteen foot alligator that had been noodling in the lake for the past week. It was a local secret. It was not the smooth backed creature we had seen!

### **North Myrtle Beach, South Carolina**

Just north of the north side of North Myrtle Beach is a "river". On the east side of the river is a boat ramp and a marina. Having had some experience with tides and not having the outboard motor with me, I wanted a lot of information about local conditions. A very nice southern woman told me the "river" was natural, but was a part of the inland waterway.

She was a locker-full of local lore. She said, since it was late fall, many pleasure boats were being brought south for the winter. She also said there were commercial barges on a regular basis. After a good briefing, I asked about tides and the effect on currents in the "river."

At this point, we had our only communication failure. She had not seen my boat. She said, "No problem, you will not have any difficulty, even at maximum flow. Surprised, but informed, we launched. She was correct on all counts, based on the information she had.

Yesterdays front passage left a brilliant fall sky, temperate conditions and a good steady west wind perpendicular to the water way. We planned to sail north to the ocean inlet then return. Not having to worry about tidal currents, we de-powered the main and reached at a effortless pace so we could absorb and enjoy the beautiful surroundings. Soon a parade of cabin cruisers and large sailboats passed heading south. We were thoroughly engrossed

in the scene and got some of the best Polaroid shots ever.

Soon, my partner noticed a commercial barge in the distance, approaching our stern. There was plenty of clearance, but I brought in the main to accelerate and eased to starboard to hug the shore, just in case. As it was a dredged channel it was deep enough. He barged by with no difficulty. I eased the main again. A few miles later, not having reached the inlet and judging the time by the sun, I decided we had to head for home. Smartly, I left a time margin in case the wind speed dropped. Besides, I could harden the main to increase speed. I wanted to be off the water before dark.

We did a 180. The wind was stronger, if anything, so the boat was moving at a good pace. After checking things out and neatening up the lines, I became aware of some piles on port side. They were no hazard, but we were not gaining on them. I pulled in the main in to optimum. The boat reached maximum hull speed for the conditions. It was moving through the water so fast, it was hissing. But, we were not gaining on the pole. As long as the wind held, I would not be swept backward out to sea.

Having no other choice, I headed for the west shore where I could see some people fishing, hoping to burn a ride back to the marina. We dropped the sails and were paddling the remaining distance to shore, when a fishing boat with twin 150hp outboards, eased up to our port beam. One of the young men, asked if we needed help. We said yes, with considerable relief, and explained where we launched. I offered to beach the boat if they would take my partner back to the marina so she could bring the car and trailer. They said they would tow us and the boat home. While we were preparing the tow rig, the boat owner said he had never stopped for anyone before, but that morning his boat had run out of gas and had been rescued by another good hearted boater.

When we finally got to the marina, it was sunset and getting cold. We offered to buy dinner. They declined. We offered to fill the gas tanks. He declined. He said being rescued, changed his attitude. He said, "You can pay me back by passing it on to the next person in trouble."

In more than one way, that was an all around learning experience. The young woman learned we had no motor, I learned the tides and times. The young man learned how good it feels to help and be helped. We had no more difficulty the rest of the week. We used the tides to come and go with ease. It was just a matter of planning.

### **Brookville, Indiana (on weekdays only)**

I have mixed feelings about this lake. It is a heaven for the mentally disadvantaged on weekends. It is a haven for sailboaters when the boats "driven" by alcohol are home watching football games. I am not biased against power boats or people who drink processed grain or hops. I am biased about drunk drivers be they the ground or water variety.

One day, enjoying a nice sail on a beautiful day, my partner and I were threading our way carefully through the heavy boating traffic. There were bass boats, runabouts, floatboats, Tennessee playpens, cutty-cabin I/Os and larger two Chevy truck inboard engine cabin cruisers. I don't know whether big engine Chevy powered vehicles attract the sports Neanderthals or vice versa, but they always seem to go hand-in-hand (or hand-in-crotch, spitting as it were).

Two motionless cabin cruisers were off our port bow, about fifty yards away. Both had muffler cut-outs (don't you know it). We could tell the engines were running at idle. I kept my eyes on them because the bows were pointing in our general direction. The two couples were talking and laughing to each other from the separate boats. All four were facing aft. Watchful but not alarmed, I figured they would give some advance notice of impending movement by turning around to face forward. I gave this DNA damaged duo of duos more deference than deserved. Both couples raised their drink filled glasses to each other in a farewell salute. To my astonishment both men (don't you know it) reached behind and pushed the throttles full ahead without looking forward.

One peeled off across our bow, the other was coming on a line that would catch us amidship. My partner and I were almost frozen. I screamed, she screamed and together we jumped up ready to bail out. At the last possible moment, he turned to face the bow and saw us. Without touching the throttle, he yanked the wheel sharply to his starboard and just missed us. I was looking up at the underside of his flared bow as it passed over my head.

I am very positive about the lake. It is big, it has many points of interest, it is well staffed by the state and it has many good ramps. It even has a free launching hoist. The best thing is, it is available before Lake Cowan is filled and after it is drained. I recommend it, but I urge you to pick your time carefully. Put an air powered horn, of the QE2 size, on board!

*(Continued on page 14)*



**Cowan Lake, Clarksville, Ohio,  
Home of FSSA Fleet 1**

Cowan lake is a flood control lake. The water is drained in early November and filled in early April. Rarely, if there is not enough rain or snow in the interval, there is no lake. When it is full it is beautiful. It has areas of clear water, areas of cattails and areas of lily pads. It is surrounded by a State Park. As you would expect, there is a great variety of wild life, especially birds and waterfowl. There is a large population of buzzards and several pair of Great Horned Owls. There is, at least, one confirmed sighting of a trumpeter swan in 1994.

The fish are plentiful. The lake is stocked by the state of Ohio. Pictures of freshly caught bass and musky are on display in the concession stand at the southern end of the lake, near one of the three areas where launching ramps are located. There are two open sand beaches, plenty of picnic and camp areas. There is open docking at several places, based on a lottery held annually by the state. The great thing about this lake is the restriction on outboards motors. No more than 10 horsepower allowed. This is enough for fishing and sailing support boats. The state rents sunfish, canoes, flatboats, floatboats, and outboard motors.

In the beginning, the state reached an agreement with Cowan Lake Sailing Association, assigning a number of docks to be distributed among club members. This is no free ride. Each member pays the state an initial capital improvement assessment as well as the annual rental fee for the dock and/or rack. The club makes its support boats available to any patron of the lake, club member or not. The club has a club house and separate shelter house on land just beyond state property. Two universities have boat barns on club property and there is ample outdoor area for members to store trailers and boats. There is a large area for tents, a superb playground, lots of picnic tables and plenty of free standing charcoal grills.

The Spillway Lounge is a very good family style restaurant near the lake. Despite being within sight of the dam spillway, many members of the club are unaware of its existence. I won't give away the secret because it is tough enough to get a seat.

Happy Cruising!

What makes this "home base" lake special is the club membership.

## More Maintaining and Improving the Older Boat

by Bob Summerfeldt, FS 264

It starts with just a little. As time marches on it grows and grows. It's one of those insidious things that the worse it gets, the more it can get worse, and then it gets worse faster and faster. The treatments for it are all ugly, drastic and/or expensive, sometimes the cure being far worse than allowing the condition to continue. It seems like an endless cycle with an end that no one can imagine...

No, I'm not talking about tooth decay, substance abuse, or really interesting forms of obsessive behavior. I'm talking about MAST SLOP! Almost always found in older boats and sometimes in heavily-campaigned newer ones, it is that deceptively innocent amount of play between the mast deck step fitting and the butt of the mast that, (aggravated by movement due to loose rig setups and heavy vang pressure) slowly but surely, leads to rotation of the mast about its longitudinal axis. This rotation is to leeward, just the opposite of what might be beneficial (a Hobie Cat mast can be rotated to windward, getting the bulk of the mast extrusion out of the critical airflow and therefore improving the efficiency of the mainsail). After a while, the mast's leeward rotation gets to be five, maybe ten degrees, in really bad cases like mine, it was getting to be really a lot, maybe fifteen or twenty degrees. It was so bad that I was having to tape dimes or pennies to the sides of the step fitting before erecting the mast. While cutting way down on the rotation, this served to increase the pressure and further stretch the metal in the base of the mast.

No jeopardy of the mast falling down or anything, but the rotation clearly has two obvious disadvantages; 1) the rotation tends to put more of the mast shape into the main sails critical lee-side air flow, making a bad aerodynamic situation even worse, and 2) the further the rotation goes, it starts to put the mast in attitudes where its side-bending characteristics are coming into play rather than the normal fore-and-aft bending characteristics. While a slightly bendier spar might be a good thing in some circumstances (provided your sailmaker was forewarned and you knew how to best deal with the change) the problem is that it makes your rig act significantly different from that of your competitor - not a good thing in a one-design setting.

What to do about all of this?? There are several solutions out there: heavy metal

boots for the mast butt, straps, clamps, simply banging the mast base back into shape hoping it doesn't strain-harden too much and probably some others that have varying degrees of effectiveness. I initially thought of placing the deck step fitting on a wood block, say 3/4" high and simply "circumcising" the base of the mast to reduce its overall length by the same amount. Easy, quick, simple...and not acceptable to the Class Measurer. Try again.

Then an idea came to me. What is needed is something that takes up the space between the nesting shapes of mast butt recess and the step fitting, creating more bearing area to resist to forces trying to turn the mast. Some kind of form-fitting substance that would fill the space up to the stock mast plug completely, yet not interfere with normal mast movements and stepping procedures. THE SOLUTION WAS SUDDENLY SELF-EVIDENT!

First I hooked the boat on the trailer up to the van and made normal preparations to step the mast. Next, I took the leftovers from a System Three Epoxy Resin sample kit and mixed up a quantity of epoxy, thickened with microfibers and some of the other thickening agents to obtain approximately the consistency of peanut butter; enough of this stuff to be about a medium handful (aren't these precise measurements helpful!). Then, I covered the mast step fitting with a layer of aluminum foil, crammed down over the fitting as tightly as I could get it and extended it well out onto the deck, followed by a layer of kitchen plastic wrap also carried well out onto the deck (in case it's not obvious, the object here is to avoid epoxying your mast to the deck in the vertical position!). It is also very important to protect the hinge pin from getting epoxy all over it. When all was ready, I filled the base of the mast with the gooey epoxy putty and proceeded to step the mast normally, cranking it up to its full-forward (zero-slack and minimum movement) position and left it there overnight and undisturbed. As hoped, the putty squeezed out in lots of different places, indicating that all the voids had been completely filled. A prompt clean-up is very important, especially around the hinge pin fitting.

The following day, I took the mast down and removed the foil and plastic wrap. It is clear that the normal operating clearances for the mast butt are provided by the thickness of the aluminum foil as it took the shape of the step fitting. The weight of the mast is still bearing on the step fitting by metal-to-metal contact. Occasionally in heavier going, we'll get some heavy creaking noises as plastic tries to rub on alu-

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## Ohio District Report

Continued from page 14

minum under heavy pressure. This treatment is now about a year and a half old and seems to be working perfectly.

Having solved one sloppy fit problem, it was time to move on to another (such is life when you have aging equipment).

The shimming of centerboards is a much-discussed topic and certainly the results of a careful shimming job are well worth the effort. After some recent experiences with this subject I offer the following for those who might be considering it.

Not too long ago I had the experience of swapping centerboards with a newer boat. Boy was I surprised! The newer board, besides being thicker than my vintage 1961 model, also had some eccentricities to it which would require it to be shimmed in a completely different way than I would for my board. On the occasion of re-installing my board, I was thus inspired to do some careful checking.

To do this right, sooner or later you're going to have to get the board out of the boat. On my old Customflex, the top of the trunk is open under the cap, so I can remove the cap and the board with the boat on the trailer, a handy feature. On Douglass boats, the trunk top is continuous fiberglass and structurally important, so the only thing to do is pull the board straight up out of the trunk when you're in the water (be sure you have help, it's HEAVY!).

In any event, once you have it out, measure it, and very carefully. I clamped two carpenter's squares together with the 24" long blades parallel and set the distance between them equal to the boat's trunk width. This gives you a portable "slot" to test the opening your board will pass thru. It is also an excellent means of checking the shape of the upper rectangular section of the board. I built a plywood mock-up of the upper part of my board and used it to fully investigate how the board fits in the trunk.

First, you need to check the trunk slot where the board will exit the boat. Remove existing shims and make sure the trunk interior is fair and of a consistent width, at least for the first 24" from the forward end. With duct tape, temporarily secure your shims (usually sail battens) in the trunk to get an idea of what thicknesses you can work with on the board.

Next, using your portable slot adjusted to the appropriate parallel opening, measure your board and compare the available opening dimension from the trunk opening to the actual thickness of the board. Remember, particularly for Douglass and later boats, the entire board must pass thru

the aperture you create when you shim the trunk; therefore check the board thickness all the way down. As you slide the slot over the board, remember to keep the plane of the slot perpendicular to the plane of the board for accurate measurements.

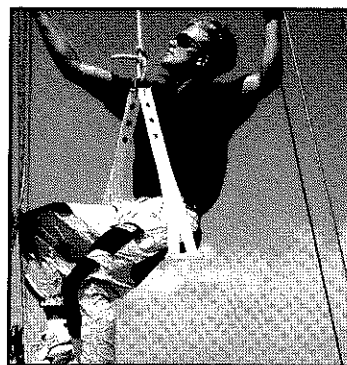
Then, visualizing how the board pivots on the forward knuckle as it descends from the trunk, swing your portable slot over the head of the board, sweeping the area that will likely contact the trunk shims in normal operation.

By this time you will have gotten a feel for what might be the practical limit for shimming your trunk slot, plus any special conditions and an allowance for operating clearances, say 1/16" to 1/8". For example, I determined that for the "visiting" centerboard to fit properly in my boat, I would need to shim the trunk to a parallel width of 17 7/16" for the first 19" of trunk length, plus add about a 3/16" spot shim in the front left (port) corner of the trunk. This last item was because of a slight hump in the port side of the board top and it was needed to get the board aligned with the centerline of the boat. By comparison, when my original board returned, while it was of a different thickness, I found the upper rectangular section to be very true and with only slight filling and sanding, it has flat, parallel sides. The alignment of the head axis with the shaped sections below was also very good. It is really very helpful when the hydrodynamic parts of the board are actually going straight ahead; you can point just as well on both tacks!

So, now you know the dimensions of the hole the centerboard needs to operate in; all you have to do is make it happen. Fastening sail battens in the trunk can be done with polyester or epoxy resins or various types of glue. I have used rubber based contact cement called Walther's Goo, sold usually in hobby shops (it's also good for fixing shoes). Installing the shims, or several layers of shims, right at the trunk opening is very obvious, but there's a little more to this. From my plywood mock-up, I learned that the aft-edge taper on the board doesn't disappear until it is about two inches up into the trunk (this allows the gasket to close smoothly behind the board). Therefore the last time the board in the full-down position is in contact with the shims is at about the 1/2 chord point, about 12" aft of the front of the trunk. This is fine for lateral loads and taking up slop space, but from this point and going aft, the shims are doing nothing to lend directional support to the board. Therefore I have installed a second set of shims just above the regular set, low in the front and inclined upward

(Continued on page 18)

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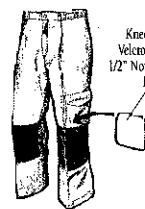
Color: Khaki, Red, Royal,

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**Ohio District Report**  
*Continued from page 15*

toward the rear of the trunk. At their aft ends they are about 3" up into the trunk. These provide full contact with the rectangular upper section of the board for nearly its full length, and thus do not allow it to twist off. I can tell you that a good and careful shimming job has its rewards. My old boat has finally shed its long-standing problem with being unable to point with newer boats. Now it goes very well indeed.

While you're doing all this, you may as well do something with the finish on the board itself as well as a new centerboard gasket, but those are topics for another time.

"Engine Room, Mr. Scot. Please give me your report!"

"Aye, Captain Kirk, Mr. Scot here. It's pretty bad down here, but I think I can hold it together well enough to give you a little impulse power for a while."

For those of you with Enquiring minds, or maybe you were too embarrassed to ever try this, or maybe you just don't care, a Flying Scot (rig up, sails down, two adults on board, flat water, no current, no wind) can be propelled at about a one-person easy-paddle speed with the thrust developed by a conventional leaf blower (150 CFM @ 200 MPH) used for rudimentary jet propulsion, albeit at some expense to

your eardrums, dignity and standing in your community.

## **Fleet 37 Hoover Yacht Club Columbus, Ohio - the Sociables**

*by Bruce Courts, FS 3148*

Since the mid-sixties, Flying Scot Fleet 37 has been part of the Hoover Yacht Club (HYC), a sailing club dedicated to one design sailing. HYC is located in central Ohio along the banks of Hoover Reservoir, a major water source for the City of Columbus. The City of Columbus maintains horsepower limits on this water and most of the club grounds are owned by the sailing club. This provides an excellent atmosphere for Scot sailing and racing. Most of the readers of Scots n' Water are familiar with HYC's collection of nationally known Scot sailors. These sailors along with many other Fleet 37 members hosted the 1994 Flying Scot Nationals at North Cape Yacht Club in Monroe, Michigan. We are proud of having produced this event. There is however another aspect of our fleet that might be of interest and was partially responsible for our success at North Cape. We love to party!!!

Yes, we enjoy the tradition of a very strong fleet social calendar year round. Like every group of sailors, there is a tad of competitive spirit among our members but



*Christmas Card by Dick Staat*

love of our Scots, our common experiences in them (e.g. hanging onto the sides of them), and our shared wonder of the sport of sailing makes each of our events an opportunity to share a special bond. (The massive quantities of exotic foods and drink don't hurt either.) When I first became involved with the fleet and its

*(Continued on page 19)*

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## Ohio District Report

Continued from page 18

operation, I was wary of social overkill by such a rigorous party schedule but I soon looked forward to coming events with sailful anticipation.

**JANUARY/FEBRUARY** - Our first event of the year is our Winter Potluck usually held in late January or early February. The Potluck is by definition a fine selection of gourmet dishes created by our fleet's chefs. The winter blues are very soon buried under a tidal wave of caloric intake. Unlike those of you who live in the warmer climates, we must dedicate the months of November through March to planning our next season and this is the event that sets the program for the next year. Our new officers are established, social programs and racing schedules are discussed, and dues are collected by our eighty-something treasurer Bill Colonel (past FS 12). Bill has maintained the fleet treasury for longer than anyone can remember.

**MARCH** - Party two is the March Madness Island Party. Hosts create an indoor beach effect using bags of sand, shells and potted plants vaguely resembling palm trees. Somehow the party is always scheduled on the coldest Saturday night of the year. Under their down coats and fur hats, the guests arrive wearing shorts, muumuus, big floppy hats, and sunglasses. Hawaiian leis are handed out at the door. Guests share winter vacation stories and pretend to be enjoying a tropical getaway, dreaming of warmer days to come.

**APRIL** - The sailing season officially begins. Since the Buckeye Regatta is only a month away, we present and review racing rules at our annual Dogs n Suds get-together at Jack and Mara Huling's home. Food includes the traditional hot dogs and beer, as well as hors d'oeuvres and



Island party, Staat photo.



Fleet 37 gathering at the club.



Island party FS 37 artist Dick Staat on right.

desserts prepared by fleet members. We are always surprised by how much we have forgotten (or did we ever know?) about the fine points of racing rules over the winter months. Jack Huling (FS 4490) is our long-suffering Scot racing representative who reviews the rules in an effort to

preserve the original fiberglass of our class. (But, alas, fate always seems to find a way to thwart his efforts).

**MAY** - The Buckeye Regatta, which will also include the expanded format of the Ohio District Championships this year, is held each year the weekend before Memorial Day weekend. This is the earliest regatta of the Ohio District and a wonderful way to kickoff the season! This unique

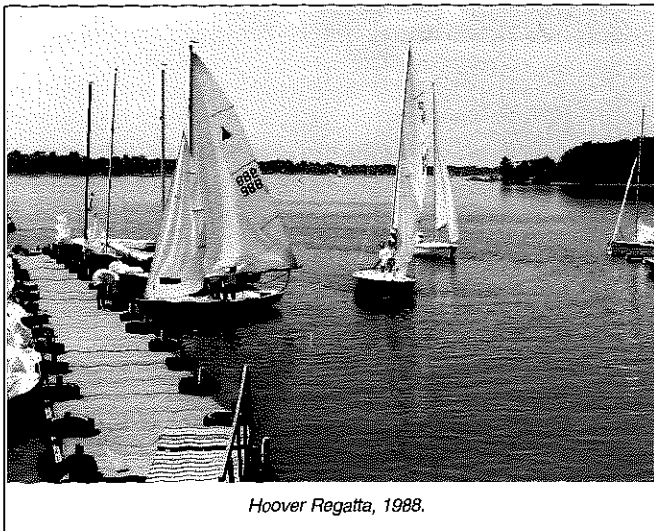
event features fabulous food, Bill Colonel's world-famous Walk on Water punch (Careful - you only think you can walk on water after imbibing), and fierce competition among some of the best sailors in the area. When we are graced with sunny skies, racers, crew, and guests are treated to memorable sunsets across the reservoir. Note: for the first time in many years, this year we will be able to offer camping on club grounds during the regatta weekend. So mark your calendars!

**JUNE/JULY** - In June or July, we have our annual fleet steak roast. Armed with aprons and barbecue forks, our macho fleet braves the fiery pit to grill steaks to order. Salad, baked potatoes, and the usual condiments are also provided, in addition to various exotic desserts, like my wife's homemade rum-raisin ice cream. Lazy evening sailing follows the meal, until twilight gives way to darkness and the wind dies. For this event, the fleet members try to invite past members as a Flying Scot reunion of sorts. It was at one of these steak roasts that I met Kreck Stewart, one of the founding members of the FSSA, and began to realize what a fine tradition our class has.

**JULY/AUGUST** - Late summer brings us to our annual sail-in at Tony and Judy Diblasi's (FS 3750). Tony's home on the reservoir, within easy sailing distance of the club, makes this event popular in almost any summertime conditions. Sailors start from the club and sail to Tony's dock in mid-afternoon. This is an easy half-hour sail. Volleyball, croquet, and Laser sailing are the main activities. Duck and geese watching are also a popular activity, since the grounds around Tony's home provide an excellent habitat.

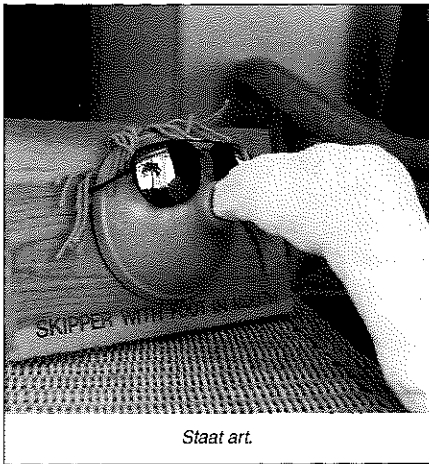
After Tony's party, we usually take a small respite in the fall as we have several Hoover Yacht Club events including the club championship, our docks out gathering, and the club annual award banquet. (Some of us also use this time to cut back on calories, in anticipation of future fleet events.)

**DECEMBER** - The last and best is yet to come - the Christmas Party. The season seems to bring out our best each year. At this event, we give out our annual racing awards, including the blunderbucket or 180-degree award, a dubious honor given to the fleet member who has the most embarrassing sailing blunder of the year. There are always several contenders for this award, but usually one of us stands out as the clear winner.

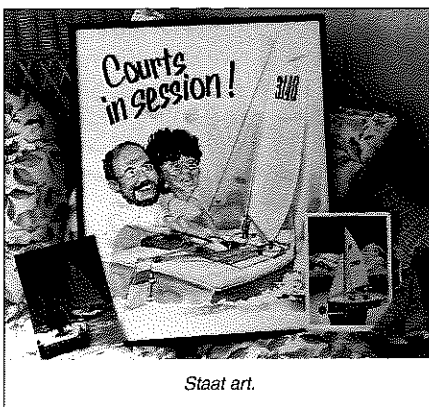


Hoover Regatta, 1988.

(Continued on page 20)



Staat art.



Staat art.

Next, the annual gift exchange is conducted. Guests bring one gift each and they are placed in the center of the room. Moving clockwise, each participant either takes one from the center or "steals" one from someone who has already selected a gift. The stealing can go on for a while, and it is not uncommon for the same gift to have changed hands five or six times! When someone finally selects the last gift from the center of the room, the game is over. We then open our gifts to see what the sailing Santa has brought.

A favorite component of our exchange is the artist wit of Dick Staat (FS 2980). He constructs FS motif creations that are highly prized. Recipients of these gifts bring them back the next year, so they keep recirculating among fleet members. Past Christmas creations have been: Green and red crew sandals with suction cups for the skipper who cannot keep track of his/her crew during the race, the Flying Scot power paddle for those windless days, the small but serviceable FS floating drink dock, and this year, a sculpture entitled "Skipper with Foot in Mouth". This list is far from complete but I think you get the idea! Dick also creates Flying Scot Christmas cards and sometimes draws

caricatures of the ruling fleet captain and crew in their boat.

I hope this brief review of our social events has been of interest to you and may give you some ideas for your own fleet. It certainly is enjoyable being a part of this fleet and now that you are more familiar with us perhaps you'll take the plunge and come see us at the Buckeye Regatta-1995 Ohio District Championships on May 20th - May 21st. And finally I promise you I won't give up my day job to become a writer. Good luck but most of all good sailing.

## Fleet 37 Hosted 1994 NAC's

by Bruce Court

The 1994 Nationals were hosted by Fleet 37 at North Cape Yacht Club, in the Ohio District. This regatta turned out extremely well due to the location, great sailing area and club participation. There were many people that made this event happen giving of their time and efforts. A big thank you to all. The 1994 NAC Regatta Committee were delighted that the following organizations provided generous support for the event. When you see one of their representatives, be sure to say "Thanks" and when doing business, please remember these friends of the Flying Scot Class. Their contributions made an enormous difference to all of those who participated in the regatta.

Cross Country Inn, Monroe  
Monroe County Board of Tourism  
Flying Scot Inc.  
North Sails-One Design Central  
Harken Inc.  
Schurr Sails  
Horizon Outlet Center  
Sports Plus, Chillicothe, Ohio  
Layline Inc.  
Ullman Sails Southwest  
Midwest Aquatics Group  
West Marine  
Thanks to everyone.

## Fleet 6 Women's Racing

Fleet 6, with 60 Scots, is based on Deep Creek Lake in Western Maryland. The lake is near the eastern continental divide in the Appalachians and is included in the Ohio District. There is a sixty-year sailboat racing tradition on Deep Creek Lake and it is the home lake of Flying Scot Inc. About forty-five Scots register, in two fleets, for the sixty race summer racing program.

Five years ago some variety races were planned to break up the somewhat intense racing series. Among these was a women only Sunday afternoon "fun" race. But the

women took it very seriously indeed. Nor were they amused at the men's side betting on the outcome.

There was enough enthusiasm that the next year a three race series was run on consecutive Sundays. This format turned out less than ideal because of the three week commitment and the local scoring rule of counting 60% of series races; that is only two of the three races.

The women wanted a real regatta, on one weekend, with real trophies, awarded at...etc. The men to be kept busy with a concurrent Laser regatta, and no coaching from spectator boats, please. This was done in 1993. Eight boats participated in closely fought affair. There was general agreement that it was the best yet.

Of course it would be repeated! The following is excerpted from the weekly sailboat racing report in the local paper, August 18, 1994.

## Women's Regatta Held at Deep Creek Lake

The Deep Creek Yacht Racing Association held a Women's Regatta this past weekend. This is the fourth year that the Association has scheduled an event for women sailors. To expand the format and the number of potential entries, classes were open for women only in Flying Scots and Lasers and a "handicap" class for women helmsmen with a man allowed as crew. A men's Laser regatta was held simultaneously.

Saturday was gray and overcast with blustery west winds. The race was twice around a dog-leg course. Five women-skipped Flying Scots were entered in each class. A dozen Laser were entered—all men.

In the all-women class, the Carpenter ladies led from the start in the first race and were not closely challenged. In the handicap group, four different boats had the lead at some point in the race. Karen Betz, still in the novice racing group, gamely pursued.

In the second race, Jan Mahan and Geri Meehan got clear at the start and led from "wire to wire", while the Carpenter's were late to the line. Sharon and Monica Wible crossed the finish line second, but were disqualified for an unauthorized crew change. The MacMillan boat approached the finish line in third place, missed completing a tack and, always thwarted by the shifting winds, was unable to getting the boat going forward again until after the remaining two boats had passed them.

On Sunday, the rains came, windy and cold. There were inquiries as to whether the race would be counted if less than

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**Ohio District Report**  
*Continued from page 20*

three boats started in a class. But in a regatta, the number of boats entered rather than the number in a given race determines scoring (one boat is a first place; any boat not starting or not finishing would be scored sixth). Three boats in each women's class and six Lasers braved the storm. In the women-only class, the Mahan-Meehan duo got ahead and increased their lead on every leg. In the handicap group, Elster and Brooke scrapped toe-to-toe all six legs of the course, but Barbara Elster's boat was over the finish line first.

**Results - Womens Regatta**

**Flying Scots - All Women:**

- 1 Jane Mahan and Geri Meehan
- 2 Sally Carpenter, Marilyn Carpenter and Carrie Carpenter
- 3 Vicki Willey and Mary Kay Farnum

**1994 Sail For the Grail Regatta Fleet #70 Lake Arthur Moraine State Park, Pennsylvania**

*by Kathy Kennedy, Captain, Fleet #80*

In conditions ranging from no wind in a downpour to 20 m.p.h. winds under clear, sunny skies, Fleet 80's annual SAIL FOR THE GRAIL REGATTA at Lake Arthur, formerly the Whiskey Sour Regatta, was held September 17 & 18, 1994. Jack Carpenter and his crew/wife Sally consistently sailed well in all 5 races and took home the 1st place trophy. Jack and Sally had two bullets in the series including one on Saturday afternoon's last race where the rain got heavier and the wind lighter until it was dead calm. A total of 17 boats participated in this 2-day event. Another Deep Creek sailing wife/hus-

**Flying Scots - Handicap**

- 1 Anne Brooke and Charles Graham
- 2 Barbara Elster, Barbara Peters and Ed Peters
- 3 Kristen Frank and John Frank

The women's racing program has made the transition from diversion to tradition. The only change planned for 1995 is that it will be an INVITATIONAL. Yes, all of you women skippers and teams with Flying Scots in North America are invited to Deep Creek Lake mid-August, 1995, for the annual women's regatta. And Deep Creek Lake is the only place to be in August. Complete details and dates in next Scots n' Water.

band team, Don & Barbara Griffin finished a close second with Fleet 80's Dan Goldberg with crew Joni Reis and Craig Maretzski taking a third. To show how competitive the racing was 4th, 5th and 6th place resulted in a three-way tie. In the end, Tom Hohler and crew Ed Casey finished 4th, Mike Cullen and Jonathon Vibrant 5th, and Jim Starr and Rich Reynolds 6th.

On Saturday evening, a delicious chicken dinner was served at a local favorite eatery, Brown's Restaurant preceded by Jim Starr's famous whiskey sours and appetizers provided by Fleet 80 members. A superb continental breakfast of hot coffee and tea, juice, bagels, donuts, and fresh fruit was provided both mornings complete with cloth tablecloth by Bill Cronenberg.

We hope that you will all take note that this is an early invitation for all to join us the third week in September in western Pennsylvania for the Sail for the Grail at Lake Arthur.

**Flying Scot Fleet #80**

*by Kathy Kennedy, Captain Fleet #80*

Fleet 80 members sail on Lake Arthur in Moraine State Park approximately 50 miles north of Pittsburgh, Pennsylvania. We have a large fleet with an average of 15-20 boats racing during our season which runs from May through the end of September. At least half of our fleet do not race regularly but prefer to cruise. But for those who do race we offer a competitive fleet. The Flying Scot fleet is now the largest racing fleet in the Moraine Sailing Club. We usually sail two races on Saturdays and have an annual regatta, The Sail for the Grail on Lake Arthur, the third weekend of September. During the summer months the fleet hosts one picnic a month for fleet members and their crews at Lake Arthur. In addition, we have a late winter, early spring "Icebreaker" social to get the sailing juices flowing for the coming season.

Jim Starr, one of our members, sponsors a youth program through the Boy Scouts. This program introduces young people to sailing and racing. The group is formally part of the Moraine Sailing Club but other Scot fleet members donate their time to helping Jim. In addition to fostering the sport of sailing, a number of the youth have been introduced to crewing.

If you are ever in the area please feel free to look up one of our members, or drop by Lake Arthur, and you'll be sure to see Scots on the water. Come by for a sail.

**Discussion of "Disclaimers & Waivers"**

*by Michael Gold, FS 4785 Fleet 19*

I would like to see a discussion of what I call "disclaimers and waivers" for regattas in *Scots n' Water*. What I mean by "disclaimers" are the statements in fleet or club sailing instructions that say the individual participants are responsible for whether to race or wear a life jacket (pfd), and that the sponsoring club or fleet doesn't accept responsibility for death or injury to participants, or to loss or damage to boats and equipment. What I mean by "waivers" are the statements on regatta registration forms that participants are requested or required to sign, and which say that to participants agree to waive claims against the organizers and managers of the races, arising out of their decisions on whether to



(L to R): Greg Madzelonka and Kathy Kennedy, Mike Cullen and Jonathan Visrant, Don and Barbara Griffin Sail for the Grail 9/17/94, Sunday, Lake Arthur, Moraine State Park.

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## Ohio District Report

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continue or abandon races. Sometimes these statements are called "indemnification clauses," when they contain language addressing indemnification. I had to face decisions about such statements last year, when I was chair of the group responsible for organizing the 1994 FS Ohio District Regatta.

In our own little world of the FSSA, I found a myriad of variations on these themes, some brief, and some going on seemingly for pages. I am not a lawyer, so I asked several for their advice on the subject. Each one had a different opinion about what was appropriate, adequate, or sufficient. I opted for brevity. The race instructions for the districts included language I copied from the FS Midwinter sailing instructions:

It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a life jacket when conditions warrant, and to otherwise provide for his or her own personal safety...Neither Berlin Yacht Club, nor Flying Scot Fleet 19, nor any of their members, nor any sponsoring organization, accepts responsibility for loss of life or injury to participants or others, or for loss or damage to any yacht entered in this regatta.

For the waiver on the registration form, I used:

Waiver: I agree to waive any claims, against Berlin Yacht Club, Flying Scot Fleet 19 US Sailing, their members, other sponsoring organizations, and the race managers, arising out of race management or decisions on whether to continue or abandon racing....Signatures of Skipper and Crew, and date, required.

I was kind of surprised, but all skippers and most crew signed these without complaint.

I think it would be helpful to know what other fleets and clubs have done, and to hear comments on why certain words should or shouldn't be used. I know practices vary widely. The registration form for the Midwinters has, so far, not included any waiver or indemnification statements. Neither did the forms for the 1994 NAC or the 1994 Wife-Husband Regatta. The registration forms for the Douglass-Orr Regatta in New Haven, and the Canadian Championship at Stony Lake contained long detailed statements to sign. Do we need such forms at all? And, if so, what should they contain?

*Ed - Who has thoughts or ideas on this? Let us hear from you!!*

## An Open Letter To My Wife and Crew on Valentine's Day

by Jack Leipper, FS 4505, Salem, Ohio

Dear Rosalie:

As I start writing this letter to you, you are receiving therapy for a pinched nerve in your back. If it were sailing season, we would not be racing together as we have for the past 25 years. First of all, please get better so we can continue to campaign our boat together.

Remember when we launched our first boat, Y Flyer #12? We thought our "friends" were going to jump aboard, but instead they pushed us off and said, "you'll do just fine." As I recall, the big thing we learned that day was to ease the sheets when the boat heeled too much.

Each time we went sailing we returned to shore with a little more knowledge and confidence. Soon we sort of fell in behind the boats racing at Berlin Yacht Club and became hooked on the sport that would change our lives to a large degree.

A big change for you was when we purchased the Flying Scot and you had a new and very large sail to master. You learned quickly, as usual, and before we knew it we were off to new Regattas to meet some nice people that we now call friends.

You have been a super crew. Some of the reasons you have been so good are:

1. When things are not going our way during a race, you have the ability to say something uplifting like "the race isn't over yet--we'll do better on the windward leg."
2. You have concentrated on the front of the boat and for the most part have allowed me to be the "skipper." (I have joked that the reason I spend so much time sailing is because that's the only time you do what I ask.)
3. You have a competitive spirit that is good for our team when racing.
4. You have responded to coaching and made changes when Greg shared with us how to trim his sails.

I could go on and on but because this is an open letter, I don't want to give away any of our secrets. Ha Ha.

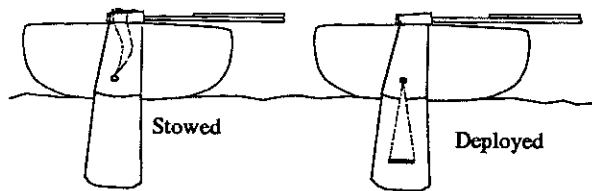
Let's get this pinched nerve behind us so that we can be "two-up" again this summer. If all goes well, we will end our season aboard the boat with the "glow-in-the-dark sails" on Clinton Lake next September.

Please continue to be my Valentine and Crew.



### Always-Ready boarding step

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Patent pending

# NEW YORK LAKES DISTRICT REPORT



## Evolution of a Regatta: Some Ideas on How to Run a Good Event

by Peter and Ann Seidman



Peter and Ann Seidman, NY Lake District Governor

If you have thought about putting on a regatta, but have not due to worries about what to do and how the event would turn out, let me repeat Graham Hall's advice to us: "No problem! You just formed a new fleet; why don't you put on a regatta this year and the Districts next year."

While this might seem like the best, and certainly not the most helpful, advice, with that start we have put on 9 regattas over the last 8 years and have learned a bit about regattas that we would like to share. We have also travelled to many regattas, and have picked up lots of do's and don'ts.

The overall goal should be for all participants, including you, to have fun. Now while different people will have different definitions of what is fun, we think there is much common ground. The best way to achieve this overall goal is to put on an event you would like to go to.

Sailors go to regattas to race, and so at least some sailing should be scheduled, but the social aspects of the event are perhaps more important. This is not to say that racing is unimportant: poorly run races are not fun! A good race committee is important. However, do not try to run races when the conditions do not allow. Racing is supposed to be fun while being a test of skill. Surviving 20 plus knot winds may prove something — but we are not going to say what in this family magazine. Similarly, floating and baking in the middle of a lake in hopes that the wind might appear is not

much fun. Let people stay on shore, organize an activity if you think they need some organization, but do not torture them out on the water.

Even if the conditions are good, too much of a good thing is not good. We used to hold to the theory that "if there is wind, sail as much as possible." When there was wind on Saturday and little wind forecast for Sunday, we would get in 4 races on Saturday and then try to run the final race Sunday. We have found (and been told!) that 4 races in one day are too tiring for most people. We now run no more than 3 races on Saturday and, if we can not run 2 races on Sunday, we know that 5 is not a sacred number.

Hospitality does not have to be elaborate, but should represent good value. Consider the regatta as a party for your friends, not as a means to finance a new clubhouse. We have added features to our hospitality over the years as we saw new things at regattas. When the Baughers put on the Wife-Husband Championship we learned a lot. We added a light supper on Friday to the welcome party, so that arriving sailors can set up their boats and not have to worry about finding a place to eat. We include Saturday and Sunday breakfasts in the regatta fee, and offer inexpensive lunches.

To keep costs down, we try to cook Saturday dinner ourselves rather than paying a caterer. We have worked out an arrangement with the Saratoga Thistle fleet. The Flying Scot fleet helps with the Thistle regatta and they help with ours, by providing race committee and working on Saturday cocktail party and dinner. Fleet hosted cocktail parties help get non-racing members involved by preparing their favorite hors d'oeuvres.

Speaking of beverages, beer is expected and wine and soda are always appreciated. Try to be generous; it does not cost that much more.

Providing housing for visiting sailors makes a regatta both more affordable and more fun. Sailors do not need more than a spare bed or place to lay out a sleeping bag. We have found that staying up all night talking with the people who put us up at a regatta may not improve (or hurt!) our

sailing but has allowed us to meet many new friends.

Providing child care can make regatta participation possible for some. You may need sufficient lead time to line up babysitters; ask for prior notice on the regatta announcement.

In terms of trophies, recognition is more important than a lavish gift. There are a number of moderate cost options available; try innovative ideas or local crafts. The important point is to remember that crews should receive equal recognition as skippers. We plan on trophies for skipper and one crew. In the event a three person boat wins trophies, we mail the third trophy later.

In summary, go to regattas, see what you like and try to do it. Everything will not be perfect at first; try to improve next year. Delegate tasks if you can, but be clear what is to be done. Finally, remember to: PLAN AHEAD and attend to details. Most importantly - DON'T PANIC!

## 8th Annual Saratoga Lake Invitational Flying Scot Regatta

Flying Scot Fleet 161 hosted the 8th Saratoga Lake Invitational Flying Scot Regatta on August 27 and 28. The New York Lakes, Greater New York, and New England Districts were represented by 27 Scots from 11 fleets, including 5 of the 7 Lakes District fleets.

The racing was typical of the challenges of lake sailing. Only the top 3 boats avoided a double-digit finish, with no finish higher than 5th. Kris and Diane Smith, in their first visit to Saratoga, raised questions about why they claim not to prefer lake, by taking control of the regatta from the start. Forest Rogers and Melanie Dunham won the last race to move into second ahead of Joe and Patti Gulick, but the Smiths made sure to stay close and win the regatta.

The Famed Better Luck Next Year Mermaid Fender was awarded to Steve Iannacone for being last of the boats finishing all races.

As always, in addition to good racing, the hospitality and social activities are of paramount importance. We started with a light supper and wine and cheese party Friday evening. Then came breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night. Thanks to the Saratoga Lake Thistle Fleet for providing

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**New York Lakes Report**  
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the race committee and for putting on the steak and chicken dinner, and to the Scot and Thistle fleets for all the hors d'oeuvres.

The 1995 Saratoga Lake Invitational Flying Scot Regatta will be the NERD. Please join us on August 26 and 27.

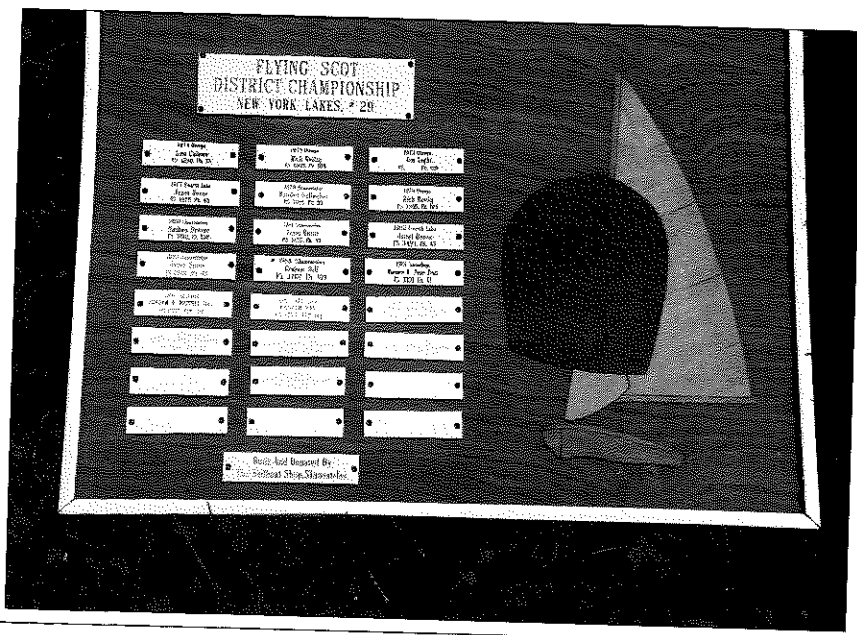
**Fleet 43 to Host NY Lakes District Races**

Fleet #43 located at the Skaneateles Sailing Club on beautiful Skaneateles (N.Y.) Lake is happy to announce that they will host the N.Y. Lakes District Races this summer on July 22-23, 1995. We are located in the heart of the Finger Lakes area of New York State, 25 miles south west of Syracuse. The winds are generally moderate, the temperature is in the 70's, and the humidity is low. The water is clear and clean and wonderful for swimming.

**The New York Lakes District Flying Scot Championship Trophy**

The winner of the annual New York Lakes District Flying Scot Championship regatta, in addition to keeper trophies, gets custody of the District Championship Trophy until the following year. The District Championship Trophy, which consists of a wooden plaque with an inlaid Flying Scot, was built and donated by Dick Besse of the Sailboat Shop in Skaneateles, New York. The District Champions listed on the trophy include:

- 1974 Lou Calame
- 1975 Rich Rettig
- 1976 Jim Light



**Saratoga Lake 1994 Invitational Results**

	<b>Skipper</b>	<b>Crew</b>
1	Kris Smith	Diane Smith
2	Forest Rogers	Melanie Dunham
3	Joe Gulick	Patti Gulick
4	Gary Werden	Tara Werden, Mark Masterson
5	John Pridmore	Dave Jacobsen

All Scot sailors are invited to join us for two days of exciting sailing and on shore socializing. As motel accommodations in the area may be limited, club members will host visiting sailors in their homes. We anticipate 3-4 races on Saturday and 1 or 2 on Sunday morning. A welcoming party will be held on Friday evening, picnic lunches will be provided for Sat. and a barbecue will cap the Saturday activities. A farewell lunch and award ceremony will conclude the regatta at noon on Sunday. Our club is

- 1977 Janet Besse
- 1978 Wendell Gallagher
- 1979 Rich Rettig
- 1980 Nathan Dreyer
- 1981 Janet Besse
- 1982 Janet Besse
- 1983 Janet Besse
- 1984 Graham Hall
- 1985 Marjorie and Peter Pratt
- 1986 Graham and Whitney Hall
- 1987 Graham Hall
- 1988 Griff and Carol Williams
- 1989 Griff and Carol Williams
- 1990 Griff and Carol Williams
- 1991 Griff and Carol Williams
- 1992 Dave Tonkin
- 1993 Griff and Carol Williams
- 1994 Griff and Carol Williams

casual and comfortable, well suited for this exciting event.

Further details and housing information may be secured from Bill and Betsy Elkins at 315-446-8362.

**1994 Candlewood Lake Invitational**

The 1994 Candlewood Lake Invitational was hosted on September 24 and 25th 1994 by Fleet 24. There were fourteen boats racing representing three districts, New York Lakes, New England and the Greater New York. Also attending was Peter Seidman, the New York Lakes District Governor, and FSSA President, Dave Jacobsen. Five races were scheduled for the weekend.

Friday Night Happy Hour proved to be a happy with dart contests and delicious spare ribs on the grill. Saturday morning, winds were coming from the North at less than 8 knots. With an Olympic course setup, the winds proved to be a challenge to finish within the two hour limit. The Race Committee decided to break for lunch after the first race. Sailors were treated to a six foot grinder to cure the hunger pains and



Candlewood Lake Invitational hosted by Fleet #24, Candlewood Yacht Club, New Fairfield, CT. Front row (L to R): Frank Riefenhauser, 5th (crew) Fleet #24, Matt Chauvin, 1st (crew), Jim Cavanaugh, 1st (skipper), Fleet #75, Melanie Dunham, 4th (skipper), Fleet #142; 2nd row (L to R): Larry McCarthy, 2nd (crew), Fleet #24, Trevor Davey, 4th (crew) Fleet #177, Louisa Rudeen, 3rd (crew); Back row (L to R): Mark Riefenhauser, 5th (skipper) Fleet #24 Captain, Mike McCarthy, 2nd (skipper) Fleet #24, Dave Jacobsen, 3rd (skipper) Fleet #177, President FSSA.

refresh their brains. Racing in light air on Candlewood lake can be mind boggling. Races 2 and 3 continued after lunch with light winds ranging from 5 to 10 knots. Both races were shortened to calm the nerves of both skipper and crew.

After a fun day of mind boggling racing, sailors, family and friends sat down to a catered dinner. Lots of "Big Man" talk prevailed for most of the evening. Most of us were looking forward to Sunday's races. The two previous Sundays, winds on

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# Thoughts on Life Vests & Safety

by John Pridemore

I indicated to Sunshine Hartman in the St. Andrews Bay Y.C. at the Mid-Winters of 1992 that I would produce an article on safety on the water. Our discussion had centered around my beginnings in sailing in England in 1981. I had learned to sail in boats called "National 12's." Marlin Rockets, Albacores and a planning keel boat known as a "Flying 15." My first experience was on a river not more than 30 yards wide complete with motor boats and fishermen. This was demanding sailing, especially with a fishing line round the center board and bait being hurled at skipper and crew as tempers frayed.

Sailing was expanding rapidly in England during the early 1980's as many medium-sized reservoirs were being built by the water companies. Hence, we moved from our narrow river to this wide expanse of water covering 250 acres, still tiny by comparison to the lakes we sail on in the States. My only United Kingdom championship was held at 9:00 AM, took us ten miles out to sea, raced two races and returned us to our docks caked in salt at 6:30 PM somewhat tired, thirsty and ready to do real damage to the Race Committee.

My experience with the Flying Scot and Trevor started in 1984 when we joined "Fleet Seven," sailing our first NAC's in 1985 at Riverside; our first Mid-Winters in 1987 and making many friends across the country, from Sharon, Mass. to Saratoga, from Barnegat Bay to Stoney Lake, Canada, from

Lake Carlyle to Lake Norman, Pensacola and Panama City.

There are many differences between sailing in England and in the United States — the most obvious one being weather. Even summer sailing in England is more like frost-biting. Our weather at the Mid-Winters is bliss; even the water is warm.

However, I remember saying to Sunshine that, in my opinion, the major difference was in attitude to safety. Before we could launch a boat at our tiny reservoir on a Sunday morning, the Race Officer for the day had to be certain that two crash boats, normally Boston Whaler types, were on the water. In addition, it was mandatory that a life vest be worn while racing.

So why now do I find myself writing this article?

Last Sunday, February 26th, Dave Jacobsen and I were at New Haven Y.C. listening to Tom McLaughlin of North Sails, giving a thoroughly interesting talk on the latest situations in the America's Cup campaign and showing lots of photographs from Key West week. There were many photographs of the "Melges 24" who had over 60 entries racing in Key West Regatta.

On seeing all these photographs, we noted that nearly every helm and crew were wearing life jackets. Upon asking Tom why, he replied, as I somewhat expected, that many racing sailors were now wearing life jackets because of the tragic death of Larry Klein at the end of 1994. As most of us will

have now read, Larry's boat had a breakage, throwing him and crew members into the water; no crew on board could quickly execute "man overboard procedures." He was wearing sea boots but not a life-preserver and drowned within twelve minutes; 42 years old, a superb sailor and, I suspect, pretty agile and fit and a former crew of a Flying Scot National Champion.

Because of my start to sailing, I always use a buoyancy aid when racing. It is a Musto buoyancy jacket, not U.S. Coast Guard approved (we always have them on board). I was more than grateful for my vest when I went overboard at the 1993 Mid-Winters.

Fortunately, I had Trevor Davey and Mike Bonaparte to rescue me very quickly and, because of their experience and because of my vest, I never felt in any danger. I did have a major problem because of age and size in getting back into 4619 Blue Eyes. It took a long while, and so we now carry a collapsible ladder as yet not tested.

There will be sailing accidents, both in competition and while cruising. Most races are accompanied by crash boats and some sailors wear life vests, yet we do still lose lives. When those lives are those of our better sailors, perhaps we should consider strengthening our Association rules regarding minimum safety standards.

## New York Lakes Report

*Continued from page 24*

Candlewood have been recorded over 15 knots. Let history continue (please) Sailors arrived on Sunday, ready to draw their spinners and plane away...but the wind decided to play elsewhere. By noon, the Race Committee decided to abandon the races due to extreme light air.

Trophies were awarded to skippers and crew for 1st through 5th place.

Fleet 24 would like to thank those who attended this year's event and invites everyone to join us in 1996 at our Biannual Candlewood Lake Invitationall!

**- Mark Riefenhauser, FS 2516  
Fleet Captain**

*Note Also: This event was well publicized in the News Times a local paper, by making the front page of the Sunday Edition. It reached readers in over half of Connecticut and parts of New York. Fleet 24 would also like to remind fellow Flying Scot owners and sailors about the 1995*

*Special Olympics to be held July 1-10 1995 in New Haven, Connecticut. Please show your support for this very special event.*

*1st - Jim Cavanagh and Matt Chauvin, Fleet 76; 2nd - Mike and Larry McCarthy, Fleet 24; 3rd - David Jacobsen and Louisa Rudeen, Fleet 177; 4th - Melanie Dunham and Trevor Davey, Fleet 142/177; 5th - Mark Riefenhauser, and Frank Riefenhauser, Fleet 24.*

## Rotunno's Winners of Cooperstown's Glimmerglass Regatta

After years of dedicated participation in the annual Glimmerglass Regatta, and experiencing every possible weather condition imaginable, Chris and Jeanne Rotunno capitalized this year by winning the Scott division of the annual Glimmerglass Regatta. Held September 17 & 18 on picturesque Otsego Lake in Cooperstown, NY, the regatta proved again

to be a fantastic sailing and social event (right, Peter?).

Winds varied over the weekend, gusting up to over 20 knots. A little something for everyone. And, of course, what would the Glimmerglass be without — you guessed it — a smiggen of rain!!

Following a cocktail party Saturday night, with great hors d'oeuvres prepared by OSC club members, we were treated to Henry & Diane Geerken's famous pig roast. It was Henry & Diane's last official tribute to the Club. As long-time Club members, retirement will be taking them to further adventures elsewhere. Thanks and happy retirement to the Geerksens.

### GLIMMERGLASS WINNERS

	Boat
1. Chris Rotunno, Jeanne Rotunno	3991 1
2. Gary Werden, Ben Pierce	2363 3
3. Peter Seidman, Ann Seidman	4254 4

## REGATTA REPORT



### Warm Sun and Long(est) Days and Good Breezes (a.k.a. A bird's eye view from the back)

by Bruce Pumphrey

#### Fleet 41's Summer Solstice Regatta, Mayo, Maryland, June 25 & 26, 1994

While Fleet 41's Summer Solstice Regatta takes advantage of the longest days of the year, it also fortunately falls before the transition from steady spring breezes on the Chesapeake and the doldrums of summer. This regatta being my first in a Flying Scot, I was eager to get to the boat, that was until I stepped out of my front door and heard the wind howling through the trees. My sense of uneasiness grew when it dawned on me that I had only one light crew on board who had never sailed a centerboard boat and up till 1994 had never sailed at all. Well I figured I had to at least show up and maybe I could rummage up some ballast at the dock. At this point I wasn't worried about skill.

Arriving at Selby Bay Sailing Center (SBCC) Saturday morning, there was lots of activity preparing boats, including people stepping masts from Virginia, Connecticut, and North Carolina. I was greeted by many warm faces including the owners of SBCC, Bob and Mary Ellen Neff. Knowing that Bob was the National measurer for Scots, I expected to see him armed with a tape measure and checklist. To my surprise, it was more like a bagel and a cup of coffee. While I scanned the horizon for available ballast, I thought that I better work on bulking up myself in case my search for warm bodies failed. The bagels and juice helped in that category.

Shortly thereafter, my most experienced crew Chad Littleton arrived and we got to work rigging the boat. As I had recently learned, and Chad soon realized, rigging a Scot was nearly as simple as tying one's shoes. Little did we know that keeping the boat flat in a good breeze was another story. After the skippers' meeting we donned our life jackets and headed out in a warm and good 15-18 knot southwesterly breeze. On the way out we tried a few spinnaker sets and take downs but since Chad had little idea of what to do, he took the helm and I flew the chute. It wasn't pretty but then again, I didn't expect it to be. We got out to the course early and had plenty of time to get use to the breeze and the shifts and man were there some shifts (more on that later). More accurately, we had plenty of time to wear ourselves out trying to keep the boat flat before

the race even started. You see nobody in the fleet had yet imparted their wisdom about vang sheeting and depowering the top of the main. This became even more problematic with 10 year old sails. All the outhaul in the world couldn't have flattened those babies out.

Well we finally got to the races. As you probably can guess, we started in the Challenger fleet with 7 other boats while 8 boats started first in the Championship fleet. We successfully completed 3 races on Saturday in 15-18 knot winds with some nice(?) strong puffs interspersed to keep things interesting. I'd give more details, but most of what I remember was quickly releasing the main and/or leaning over or jumping to the high side. The jumping part usually occurred during what we began to refer to as "auto tacks". You know, where the wind suddenly shifts 90+ degrees and you realize you're now on the low side and as you dive to the high side the wind suddenly shifts back. What fun! On a more positive note, there was only one capsize on Saturday, and it wasn't me. The most exciting part of the day was before race 2 when, prior to the start, I realized that I was passing a boat on the same reaching angle like they were standing still. Oh what a wonderful feeling to get a Scot up on plane for the first time. Too bad it wasn't when things really counted.

The only other unusual thing to happen on Saturday was to watch the boat in front of me suddenly slow down and then realize that their skipper had fallen overboard. His wife retrieved him OK so I figured I would take advantage of every break I could. He beat me anyway. Well I didn't finish last of all of the races. In comparison, Chris Swensen, our fleet captain finished in the Championship fleet with three bullets. No wonder he asked me to write this article!

Once we finished racing on Saturday, I found out what this regatta thing is all about. Over a cold beer and great ribs and chicken, I tried all the espionage I could to pry out all the secrets about how to sail this boat. Free beer didn't hurt. If the CIA had it this easy, there would be world peace. I tried to stuff every bit into my head (information not ribs) before everybody retired and hoped that I could remember it when I woke up. As sore as I was feeling, I only hoped I'd wake up at all.

The next morning brought sore muscles, slightly lighter breezes, and a crew change. Due to a previous engagement with a 36 footer with lead in her bottom, Chad had to bow out on Sunday so my wife Angie humored me and came along. With my wife's substantially greater skill (remember 10 times zero is still zero, just kidding Angie and Chad) and the knowledge I had gained the

previous night, I was armed and dangerous on Sunday, literally.

The first of two races started well as I port tacked the fleet and found a nice hole through the line. At the first windward mark Angie took the helm and I flew the chute. She steered us deftly around the course to a third place finish. Needless to say, from then on out Angie was usually at the helm. That is until the start of the Sunday's second race. I tried the old port tacking trick at the start but this time nobody bought it. On collision course with several starboard tacking boats, I pulled violently on the helm trying to turn the boat and before I could say to myself "release the main stupid" (to kill the weather helm) I lost my footing and slipped into the bottom of the boat. Its not easy to see much less steer from that vantage point. Not a pretty site. Somehow, but don't ask me how, we got the main released and avoided serious structural damage. Can't say the same for my ego. We rounded the first windward mark last. Who could have guessed? Angie took the helm. Who could have guessed? We rounded the first leeward mark last but were making up ground (and we really need to make up ground). Going to weather with the wind gods with us and Angie at the helm, we got fresh breeze and a lift that nobody in front seemed to be getting. When we rounded the second windward mark in third place we couldn't believe it. We had some confusion at the leeward gate (a phenomena I had never seen in several years of PHRF sailing), but managed to round and head for home. On a tacking duel with another boat on the opposite side of the line, we lost some ground and finished the race fourth. But most importantly, we finished with smiles on our faces. Most sports where husbands and wives compete on the same teams are a recipe for disaster, but not Scott sailing. Because of the format, the conditions, the wonderful hosts and the competitors and Angie at the helm, Fleet 41's Summer Solstice Regatta was a fabulous introduction to my first year as a Scot sailor and owner. I urge any and all Scot sailors to come to the land where your boats were born and enjoy the warm sun, longest days of the year and great sailing in the 1995 Summer Solstice Regatta. This year's event is scheduled for June 24 & 25 1995. For information contact this year's Summer Solstice Regatta see the *Starting Line*.

By the way, here's how the results of the regatta shook out:

#### Challenger Division (7 Boats)

- 1st - Bob Rathbone (4418) - 6.25 pts
- 2nd - David Osler (0534) - 11.75 pts
- 3rd - Robert White (4521) - 23 pts

#### Championship Division (8 Boats)

- 1st - Chris Swensen (4639) - 7.25 pts
- 2nd - Frank Gibson (4722) - 13.5 pts
- 3rd - Peter Salmon-Cox (3524) - 18 pts

## 1995 NORTH AMERICAN CHAMPIONSHIP Rush Creek Yacht Club • Lake Ray • Hubbard, Texas

### Overview of Social Events and All Out Good Times

#### Saturday, July 15:

Bar open, pool open, lunch for the week ticket available for purchase.

#### Sunday, July 16

Bar open, pool open, lunch for the week ticket available for purchase. Welcome Party featuring a Tex-Mex Fajita dinner and the strolling Rio Star Mariachi Band. This will be an early evening event at RCYC (Rush Creek Yacht Club) so getting up the next morning for qualifying races won't be a problem...we hope

#### Monday, July 17

Bar open, pool open; Keg-O-Beer Speed Seminar and Spaghetti Dinner at RCYC. Find out the tricks of the lake and pick up

some tuning hints while trading sailing stories; Board of Governors Meeting/Dinner at CLYC (Chandler's Landing Yacht Club)

#### Tuesday, July 18

Bar open, pool open; Happy Hour at CSC (Corinthian Sailing Club) and Night Out in Dallas; Start out at the Corinthian Sailing Club on Whiterock Lake in the heart of Dallas. We'll be providing heavy hors d'oeuvres and refreshments to get the evening started. Several hosts will be there to help guide you to the best places for a night out in Dallas, depending on your individual tastes.

#### Thursday, July 20

Bar open, pool open; National Meeting and Dinner at Culpepper's Restaurant and Club, located on the shores of Lake Ray

Hubbard. Start off with the FSSA National Business meeting immediately followed by a cocktail half hour and then the most fantastic national dinner you've ever had. Immediately following will be live music and dancing in the club portion of Culpepper's. Culpepper's is a beautiful Texas restaurant with a Live Oak and Mesquite Shaded outdoor patio. Many feel Culpepper's is the best food and atmosphere around. Proper attire please - sharp pressed jeans and polished western boots suggested.

#### Friday, July 21

Bar open, pool open; Awards presentations and Lunch at RCYC

*\*\*Outline of events subject to change. All meals will be from \$5 - \$10.50.*

## 1995 North American Championship Registration Form

Rush Creek Yacht Club, Lake Ray Hubbard, Rockwall, TX

Skipper \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Sail # \_\_\_\_\_ Hull# \_\_\_\_\_ Fleet # \_\_\_\_\_

Member of USSA? Y/N USSA Member # \_\_\_\_\_

Crew Name \_\_\_\_\_ Crew Name \_\_\_\_\_

Do You Need Child Care? Y/N

Registration Fee: \$100 if received before July 1, 1995 (\$10 discount for USSA Members)  
\$120 if received after July 1, 1995

3 race qualifier series 7/17-18, 5 race championship series 7/19-21, 2 divisions.

Women's and Junior Championships: 3 races each 7/16; registration \$20

Mail registration to: Joni Seffrick • 5721 Martel Apt. D • Dallas, TX 75026

Please make checks payable to: Flying Scot Fleet 23

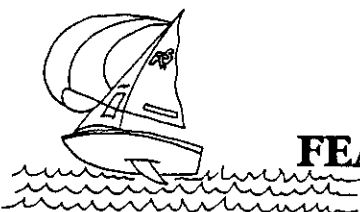
For more information contact: Bob New, regatta chairman (214) 317-3307; Bob Harrington (214) 276-1954; or email Mike Mittman [mmittman@spd.dscc.com](mailto:mmittman@spd.dscc.com)

Meal plans will be available at registration.

Camping is available at the club. Special hotel rates will be available; ask for Flying Scot NAC rates:

Inn of Rockwall (214) 771-992; Motel 6: (214) 226-7140; Days Inn (214) 279-6561; La Quinta Inn (214) 271-7581

FSSA DUES MUST BE PAID  
PRIOR TO JULY 1, 1995



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# STARTING LINE

## CAROLINAS DISTRICT

Fleet 48 at Lake Norman is ready to host one of the most prestigious races of the year for the Carolinas District, "The Great 48" May 6-7, 1995. This race would be a great way to practice for the 1995 Wife-Husband Championship which will also be held at LNYC on May 26, 27, 28. On Saturday, May 6 we will have a district meeting and a strategy meeting for the Governors Cup on June 17-18. The traveling Scoters can make plans for the Sara Inshore Championship in Charleston, S.C. on July 15-16.

District Governor, Bill Ross, (704) 664-9511; Alternate, Starling Gunn, (910) 939-2508; Carolinas District Sailing 1995.

### Helmhold Events:

Date	Event	Location
May 6, 7	Great 48	Lake Norman
May 26 - 28	Wife-Husband	Lake Norman
June 17, 18	Governor's Cup	Kerr Lake
July 8, 9	Oriental Sailing	
	Social	Oriental N.C.
July 15, 16	SAYRA Inshores	Charleston S.C.
Aug. 19, 20	Hoophole	Bogue-Sound
Sept. 9, 10	Mayor's Cup	Lake Townsend
Oct. 7, 8	VISA	Smith Mtn. Lake, VA

## Other Events: May 20-21

### Ohio District Hoover Yacht Club Championship, & Buckeye Regatta Westerville, Ohio

What a great way to start your racing season! Join Fleet 17 and Greg Fisher for a weekend of sailing and socializing. Greg will conduct a Racing Seminar and do some on-water videotaping so he can analyze your crew in real competition. The racing will be Saturday afternoon and Sunday morning, five races wind and weather permitting, and we'll have a non-spinnaker fleet too if there's sufficient interest. And it wouldn't be a Buckeye Regatta without a party. You can count on good food and great oldies (the music, not the members) for entertainment.

Big news! It is now legal to CAMP on the Hoover YC grounds. And for those who like to sleep inside, there are member homes and nearby motels.

For more information, contact Mike Cullen at (614) 890-5130.

## May 6 and 7, 1995 Great 48 Regatta Lake Norman Yacht Club Fleet 48

This is the first spring Scot regatta in the Southeast and draws excellent competition. We are located just North of Charlotte NC, and expect great weather at this of the year. For those of you who will be coming back for the Wife/Husband Regatta on Memorial Day Weekend, you may leave your boat for the interim. For more information please call Don Smith (704) 788-8532 or Larry Vitez (704) 568-1334.

## Saturday, May 20, 1995 Full Moon Regatta Monmouth Boat Club Red Bank, New Jersey

You don't want to miss the Fourth Annual FMR, held on the beautiful but sometimes fickle Navesink River. There will be five short races scheduled with trophies for both A and B Divisions. Competition has proven to be keen and Monmouth's tradition for excellent facilities and superb race management, undaunted. This regatta will count as the first leg of the New Jersey Racing Circuit, which is open to all Flying Scot members (even those residing outside NJ).

(Continued on page 29)

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

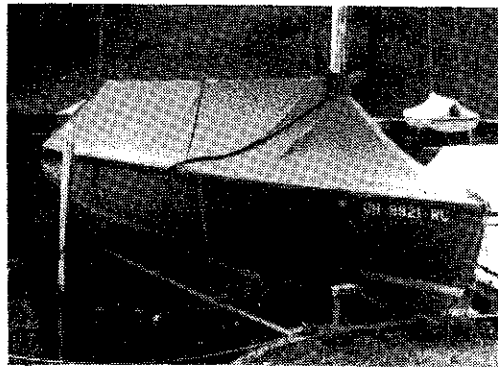
### Here are the simple facts:

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

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

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

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



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

### 6 STYLES:

**MOORING FROM \$343**  
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**TRAILING/MOORING FROM \$301**  
FULL DECK COVER FOR TRAILING &/OR  
FITS WITH MAST UP

**SKIRTED FROM \$390**  
BOTH TRAILING & MOORING VERSIONS

**COCKPIT FROM \$218**  
BOOM TENT THAT COVERS FROM MAST OF  
TRANSOM

**BOTTOM COVER \$280**  
SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

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SANDY: (513) 862-7781

 **The Sailors' Tailor**  
191-FS Bellecrest, Bellbrook, OH 45305



## Starting Line

Continued from page 28

Please call Bob Markoff (908) 754-4275 or Bill Ewing (908) 530-6511 for information.

**June 17 & 18**

### Capitol District Championship Fishing Bay Yacht Club, Va

Fleet 103 will again host the Capitol District Championship Regatta at Fishing Bay Yacht Club in Deltaville, Virginia. Everyone is invited to the district's premier event, sailed on the beautiful Plankatank River. Save with early registration (before June 1st), contact Max Aldredge, Fleet Captain, for details (804) 360-4919 (M) or (804) 527-5476.

**June 24 & 25**

### 3rd Annual Fleet 42 Summer Solstice Regatta Selby Bay Sailing Center Edgewater, MD

Fleet 42 invites you for a weekend of racing on the Chesapeake Bay. SBSC is located just south of Annapolis, Maryland. Five races are planned, along with a dinner Saturday evening. For information contact Roger Schermerhorn at (301) 843-8852 or Chris Swensen at (301) 918-3046.

### GREATER NEW YORK DISTRICT CHAMPIONSHIP REGATTA

Hosted by Fleet 142 at Sprite Island Yacht Club, E. Norwalk, CT on June 24 & 25, 1995. Five races planned. Dinner Saturday night. Contact Fred Breekland at (203) 438-3358 or Joe Gulick at (203) 438-2440 or Harry MacLaughlin at (914) 232-5735.

### SHERIDAN SHORE YACHT CLUB RACE WEEKEND

**July 28, 29, 30, 1995**  
Wilmette, Illinois

Please join Fleet 3 for the annual SSYC Race Weekend. One practice race on Friday, with two races on Saturday, one race on Sunday. Contact Fiona Wilcher at (708) 391-2513 (O) or (708) 251-6804 (H).

### NY Lakes Districts July 22-23 • Fleet 43 Skaneateles Sailing Club

See Article on page 24. Bill & Betsy Elkins, (315) 446-8362.

### Sandy Douglass Memorial Regatta July 29-30, 1995 Deep Creek Lake, MD

Deep Creek Lake is located in the cool mountains of western Maryland about 15 miles off Interstate 68. It is between Cumberland, Maryland; Morgantown, West Virginia; and Pittsburgh, PA and is located about 175 miles west of Washington DC.

### F.S. Fleet 78

### Morehead City Boating Club, Bogue Sound, N.C.

Join us and race on Bogue Sound around Sugar Loaf Island, Carrot Island and down Taylors Creek in Beaufort, N.C. See the wild horses on the Banks and race the dolphins in the Sound. Enjoy the ocean beaches, sea breeze and great seafood.

**June 3rd, 1995** - Shanghai Memorial Trophy (1941) Regatta.

**July 4th, 1995** - D.G. Bell Memorial Trophy (1962) Regatta.

**Aug. 19th, 20th, 1995** - Hoop Pole Regatta - Bogue Sound.

**Sept. 4th, 1995** - Gib Arthur Memorial Trophy (1966) Regatta.

Contact Nancy Schultz (919) 247-0451.

There will be three races on Saturday and two on Sunday with trophies for both skippers and crew in the championship and challenger categories. Accommodations will be available with Deep Creek Lake Racing Association members at their lakeside cabins.

Information and registration forms can be obtained from the undersigned or from Dr. Charles Buffington (412) 563-2750. Either of us can also be reached at the yacht club during the weekends in season at (301) 387-4159.

**July 29-30, 1995**

### New England District Championship Sandy Bay Yacht Club Rockport, MA

Fleet 11 extends a warm invitation to Flying Scot sailors for a fun weekend filled with friendship, good food and great racing. Bring your family along to enjoy a weekend in scenic Rockport, MA.

For more information, please contact: Jennifer Montello, 48R Beach Street, Rockport MA 01966, (508) 546-9704.

### August 5-6, 1995 89th Annual Ephraim Regatta

Ephraim Yacht Club  
Ephraim, Door County, WI  
Including Wisconsin Cup, Vail Cup, Hanselman Trophy, & Sturgis Trophy Contact: Jay Lott  
(312) 472-3451

### August 5-6, 1995 Crystal Ball Regatta Crystal, Michigan (near Stanton / Greenville)

Michigan-Ontario District Championship Contact: Bob Saukas (517) 235-4965  
900 N. Shore Drive Crystal MI 48818

### August 12 & 13 ANNUAL ONE DESIGN REGATTA Fishing Bay Yacht Club, Va

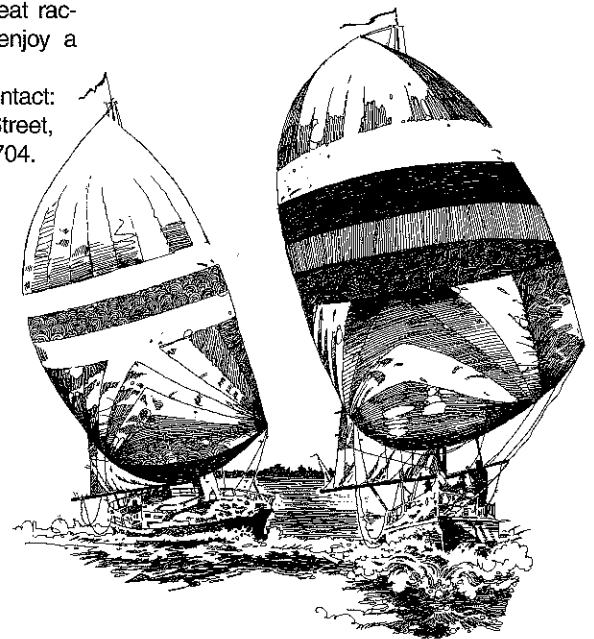
Fleet 103 invites all Flying Scot sailors to join us for Fishing Bay Yacht Club's 56th Annual One Design Regatta. This is one of the best attended regattas on the bay, and attracts large numbers of participants. Contact Max Aldredge, Fleet Captain, for details (804) 360-4919 (H) or (804) 527-5476 (W).

**August 26 & 27, 1995**  
The NERD

### (and 9th Annual Saratoga Lake Flying Scot Invitational Regatta)

The NorthEast Regional District championship regatta will be held at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 26 and 27. Racing will be in championship and challenger divisions. In addition to good racing, we will feature hospitality, starting with a light supper and wine and cheese party Friday evening, breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night.

August is Saratoga Track season, and motel rooms are both expensive and booked early. However, there is room to camp at the Sailing Club and we will arrange housing with Club members. Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, (518) 877-8731.



(Continued on page 30)

**Starting Line**

*Continued from page 29*

**Horricks/Palmer Regatta  
September 9 & 10  
Sayville Yacht Club**

We invite all Thistle & Scot sailors to join us for this regatta. Scot sailors compete for the Palmer Trophy. For details, please contact Fleet 173 Captain Rob Kaiser at (516) 589-2467.

**September 16 & 17  
HOT-TO-TROT REGATTA  
Fleet 20 • Portage Yacht Club  
Pinckney, MI (near Ann Arbor)**

Fleet 20, of Portage Yacht Club, invites all Scot sailors in Michigan, northern Indiana, Ohio, & beyond to their annual Hot-to-Trot Regatta on Portage Lake. This two day event includes three to five great races, enthusiastic and friendly competition, and a regatta dinner in the beautiful new yacht club opened last year. Motels and camping facilities are nearby. For details phone Mary Morrison at 517-332-1273 or FAX the Portage Yacht Club at 313-426-5532.

**FLEET 166**

**Lake Petenwell, Wisconsin**

Associated with Barnum Bay Yacht Club will participate in two regatta's this summer: Petenwell Regatta

**July 22 & 23, 1995  
Barnum Bay Marina**

Triangle racing - Scot start. Camping & lodging available. 20 miles south of Wisconsin Rapids, WI. Take Hwy. 51 to Hwy. 73, CTH D to CTH 2, south to Marina.

**BBYC Dam Race  
September 3, 1995**

22 mile round trip race to dam. For information, contact Dave Grace, (715) 423-4100 (W), or (715) 423-8231 (H).

**"SAIL FOR THE GRAIL  
AT LAKE ARTHUR"**

(Formerly the Whiskey Sour Regatta)  
**Lake Arthur, Moraine State Park  
Portersville, PA  
(near Pittsburgh, PA)**

**SEPTEMBER 16 & 17, 1995**

Come and sail with Fleet #80 on Lake Arthur for our annual regatta. Formerly the Whiskey Sour Regatta, The SAIL FOR

THE GRAIL will be sailed Saturday and Sunday, September 16 & 17. Dinner will be Saturday night and will be preceded by appetizers and Jim Starr's famous whiskey sours. For information please call or fax Kathy Kennedy at (412) 963-8735.

**GULF DISTRICT Championship  
Sept. 30 - Oct. 1, 1995  
Fairhope Yacht Club**

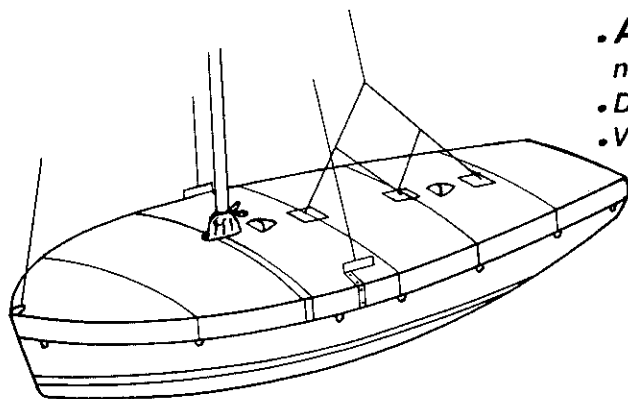
Contact: Dan Kolenich, (334) 626-7175

**September 9 & 10  
MASSAPOG ANNUAL REGATTA  
Fleet 76  
Sharon, MA**

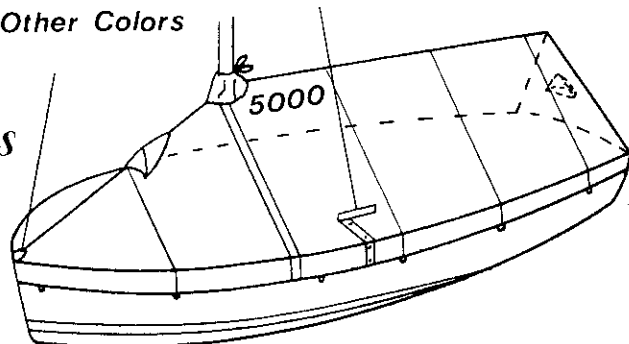
This annual event is a five race series on beautiful Lake Massapog. There are three races on Saturday followed by a cocktail hour and then dinner party on Saturday evening. Sunday features two races followed by lunch and Awards. Come and sail with some of New England's best sailors. Last years regatta featured over 20 Flying Scots from New England. This event is open to all Flying Scot sailors.

Contact: Randy Rubinstein,  
255 Mansfield St. Sharon, MA 02067  
(617) 784-3075 or Jim Cavanagh  
(617) 784-5088

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- White & Blue — FAST DELIVERY!
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Tent 6" Skirt	325.00	330.00	345.00
Tent Full Side	418.00	431.00	452.00
Sail # Installed	25 <sup>00</sup>		

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# Caveat Emptor

**Sail Sale:** Suits (Main, Jib, Spinnaker) \$300 - \$550. Spinnakers \$75 - \$150. Larry Taggart (504) 482-7358 (Evenings)

**S 129** — Oldie But A Goodie! White Hull, White Topsides, 3.5 Sears Outboard, 2 Sets of Sails (One New), Full Boat Cover, Tilt Trailer, Spinaker, Transom Port, Bow Flotation Bag, Cockpit Cover, Fresh Water Only, Compass, New Rigging, Good Condition. Cleveland, Ohio. \$1,900.00 William W. Allport (216) 356-0270.

**FS 1702** — Douglass in fine condition, blue hull with white deck, dry sailed only. Good MJS. New Harken blocks and cleats for jib and CB. Mast hinge and pivoting motor mount. Refurbished trailer. Boom tent and storage cover, \$3,000. (603) 642-4611.

**FS 1823** — two sets of sails, one is new never used Customflex built - all hardware excellent - cockpit tent cover, removable outboard mounting bracket, anchor, other gear. Gator trailer. Boat kept near Traverse City Michigan but will be moved to St. Louis Missouri in September. Price \$3650 Call Karl 314-994-1144 or 616-322-2744.

**FS 2673** — For sale - blue deck, white hull. Boat in great shape! dry sailed, never raced. Includes 4 HP. Suzuki motor, sterling tilt trailer, full set sails including spinnaker and set of new storm sails, spare tire, anchor, cover, many others. \$3600 phone 603-882-7326 Hudson, N.H.

**FS 2688** — \$3,800 kept in excellent condition. Dry sailed. 1/2 oz spinnaker and brand new 3/4 oz. Sails almost new. Galvanized trailer/ Morgan Mitchell Day 1-800-221-5086, Nite 203-637-4113.

**S 2712** — Dry sailed white hull, yellow deck, like new, 2 sets of sails, 2 Spinnakers Harken Blocks, motor mount, Spinnaker Boom, new sailors tailor, new boom, tent, cockpit cover, compass, anchors,

and galvanized tilt trail. J.R. McHaney, 602 Themis St., Cape Girardeau, MO 63701 or Call (314) 334-5259 or (314) 334-8357.

**FS 2950** — Douglass. Very good condition: White hull and deck. Reconditioned in 1987. At that time: new sails; new mast; new boom. Tee Nee Galvanized tilt trailer. Two sets of sails. \$3,000. Call Rob Roy in Chicago at (312) 649-0205 or Fax (312) 649-1743.

**FS 3114** — Winning white/blue Douglass. Dry sailed. Fully rce Eq. Window M&J/Spin. Internal out-haul, mast hinge, compass, shimmed trunk, 2 anchors, 2 spin poles, paddles, lifting bridle, towing bridle, motor mount/bracket and cockpit cover. Galvanized tilt/trailer & 2 extra tires. \$500 spare eq. Raced 7 times in last 3 years. Excellent Condition. Island Prk, LI NY \$4100. After May 25 (516) 897-7471.

**FS 4012** — White Douglass hull/deck in very good condition, used very little in last two years, always dry sailed, Schurr main, jib and spinnaker with pole/guy clips, hinged mast; adjustable tiller extension; TeeNee galvanized trailer with tongue quickstand; white mooring cover and blue cockpit cover; swim ladder, 3 hp. air-cooled engine/mount; Harken blocks/cleats on Midwest Aquatics mounts; boom whoopie, crotch; anchor \$4,700. Can be seen at Privateer Yacht Club, Chattanooga, Tennessee by making an appointment with Wes Ezzell, (615) 339-3263.

**FS 4312** — 1987 - Douglass. Silver hull, off-white deck, blue boot top and cove stripe. Tee-Nee galvanized trailer, mahogany centerboard cap, Schurr sails, spinnaker, mast pin, internal outhaul, Waco 360, lifting bridle, outboard motor bracket, and blue cockpit cover. \$4500 - must sell! Call Rick VanHoose in Ashland, Ky. (606) 928-0230.

**FS 4372** — Blue deck on white hull, Harken blocks, Harken jib roller furling system, jiffy reefing, mast hinge, Schurr windowed sails, Spinaker w/pole, bow flotation bags, compass, motor mount, and Tee-Nee Trailer w/spare tire. Dry sailed lightly. Boat near Seattle. Contact Ron Nelson (509) 656-2256. \$5900.00.

**FS 4585** — 1989, white hull and deck, blue cove stripe. Main and jib. Clinometer, transom motor mount (not installed), canvas Full deck cover, galvanized trailer. Used in fresh water only. \$6,000.00 or best offer. Vic Montivirdi. (603) 894-3921 (work) or (603) 526-4942 (after 4 pm).

**FS 4592** — Douglass 1989, white w/blue trim. Excellent condition. Galvanized trailer. Never raced. Dry sailed in fresh water., Schurr windowed main and jib sails. \$5,250 Free delivery west coast. Jesse (801) 265-4450.

**FS 4688** — White hull and deck with dark blue stripe. Hercules galvanized trailer. Schurr sails, spinnaker rigged w/spinnaker (used once), jiffy reefing, cunningham, mast hinge, transom motor mount, waco 360, forespar tiller extension, high ratio vang, detachable swim ladder, over Boom cover, fresh water sailed, never raced, sails and boat in excellent condition. Asking 7,500.00 Ken Bresko (201) 838-1672.

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