

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVII, NUMBER 7, JANUARY/FEBRUARY 1986

*Like the sea
at sunset,
Summer shimmers
in my mind . . .*



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Scots n' Water

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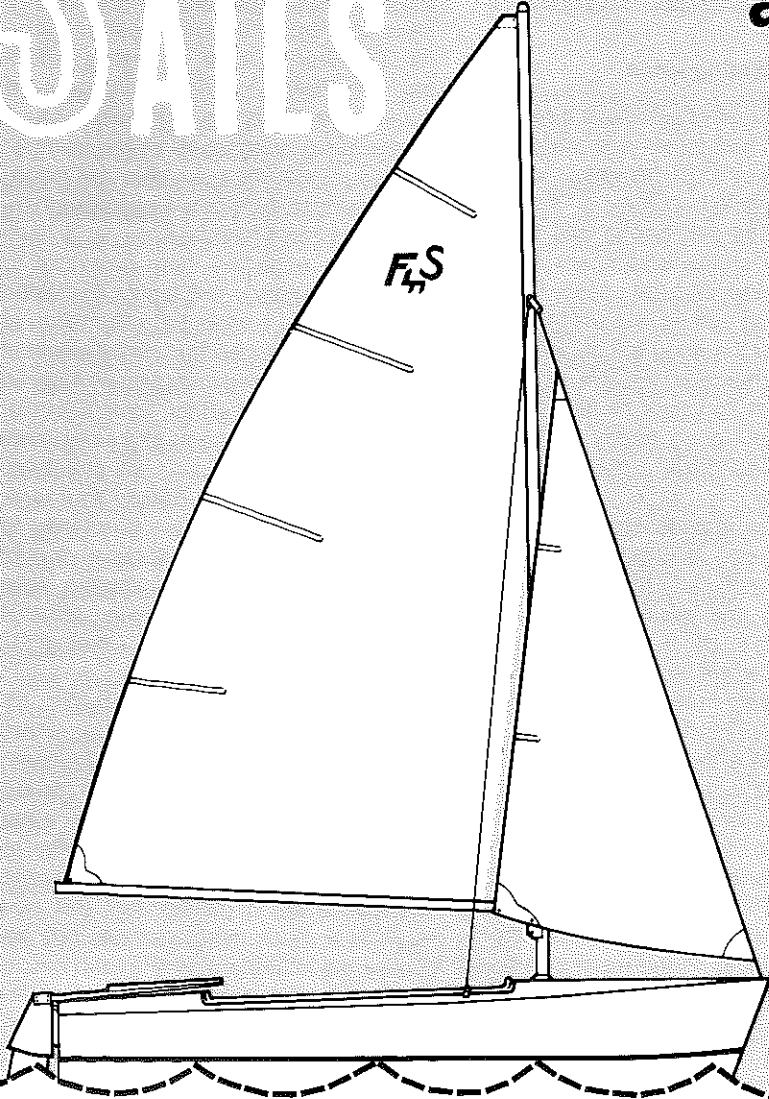
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Cover Photo: The sun sets on John Clark at the 1984 NAC (Ed Eubanks, photo)

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- 84 Nationals 3rd championship, 1st challenger
- 84 Gulf Districts 1st every race
- 84 Carolina Districts 1st
- 84 Michigan Districts 1st*
- 84 Ohio Districts 3rd
- 84 Southern Regional Championships 1st, 3rd
- 84 Oriental Sailing Social top 4
- 84 Harvest Moon top 3
- 84 Sandy Douglass Regatta 1st, 2nd
- 83 Sandy Douglass Regatta 1st

*Main and Jib only

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IMPORTANT NEWS

Dues Statements Mailed

Dues statements were mailed in September, 1985. If you did not receive yours, please contact the FSSA office.

If you did, and have already paid, we thank you for your prompt attention and continued support of the class and the Flying Scot.

If you have not remitted your dues, please do so immediately. The day-to-day business of the Association requires that we have the necessary funds on hand.

This will be the final issue of *Scots n' Water* you will receive unless your 1986 dues are paid.

Don't miss out on the outstanding articles scheduled for publication during this year! Continue to support the finest "Class of the Classes." Pay today, won't you? (And remember, anything beyond the \$8 for *Scots n' Water* that you pay is tax deductible!)

Article Call

Now that you've had time to mull over the past sailing season and are thinking about next summer, why not let your Editor know about any article ideas that would be of value to you. Be it racing, pleasure/day sailing, or cruising, I'll try to accommodate. Send your ideas or requests to me.

Are you proud of your fleet? Do you know a member we should all know? If so, drop me a note. We could feature your fleet or member in one of our "Fleet Review" or "Member Profile" columns. I don't know everyone, folks, help me out!

Publication Deadlines

Regatta organizers should take note of the following deadlines, since lead-time for regatta notices and regatta reports is fairly long:

March issue	Jan 1
May issue	March 1
July issue	May 1
September issue	July 1
November issue	September 1

As always, I will hold notices of regattas for "The Starting Line" open until the last possible minute. Call, if necessary!

Winter Fleet Meeting Ideas

It seems that many fleets have a winter or early spring fleet meeting to socialize and plan the season's activities. Many fleets have prevailed upon expert sailors (in any case, not just Scots) and local sailmakers to speak and share their knowledge. These folks are usually interested in doing so and usually will be glad to do so just for the good will generated; they seldom charge a fee. Fleets that have had guest speakers or mini-seminars are usually quite happy with the outcome and the 'draw' it creates. Why not try it?

Also available, and ideal for a situation like a fleet meeting, is Gordon Douglass Boat Co.'s promotional Flying Scot tape. It's interesting and exciting enough to make you want to chuck the cross-country skis, uncover the boat, and go 'yachting'! It is available from your local GDBC representative or from the factory.

A new, two-tape series, about the Yacht Racing Rules comes highly recommended! Dave Dellenbaugh has put together a clear, interesting, and highly entertaining series on the new 1985-88 racing rules. It is professionally done and is filled with excellent information, diagrams, and actual on-the-water demonstrations of each rule. In my estimation, it is invaluable for a new racer and outstanding as a review for even the 'seasoned salt.' I highly recommend your fleet consider purchasing the tapes. They would be useful for your fleet members for years to come! They are available from SEA-TV, P.O. Box 8968, New Haven, CT 06532. You can call, toll free, 1-800-824-7888, Operator 33. Specify VHS or Beta format. The cost is \$89.95 for the set, plus \$6.00 shipping. USYRU members receive a 25% discount!

1986 NAC
Raffle
WIN A
NEW SCOT!
Watch for details

This issue marks the beginning of my third year as your Editor of our official class publication. I would like to take this opportunity to thank all of you who have taken the time to help make this a fine publication. Countless numbers of you have contributed through regatta notices for 'The Starting Line' or regatta results for 'The Fleet's In'. Some of you have contributed letters to the Editor. Many others have suggested article ideas or offered suggestions to make the magazine stronger. Numerous photographers have lent their talents to us and have made our magazine more enjoyable to look at. A smaller but highly dedicated number of you contributed information or have actually written feature articles that we have all enjoyed and learned from. To all of you, as your Editor, I thank you for your input, involvement, and investment in this magazine. For most members, *Scots n' Water* is the FSSA. Your work has made it possible, then, not only to build a stronger publication, but a stronger Association, as well. Keep offering, keep contributing, and keep building so that we may continue to be the "Class of the Classes."

"Life is change" and so it is with publications. We have changed the frequency of publication and have added more pages to each issue of *Scots n' Water* in the last year. With this issue another change has occurred, one that I hope you may already have noticed. We have changed typeset styles. I believe that this new style is a much more readable one because the letters are cleaner and crisper making for a smoother flow across the page. Further, this style will allow more words per column and thus allow more information per issue. Finally, this style has a more contemporary look that may be appropriate as we try to keep our Class fresh and vital as we approach our 30th year as an Association. I am enthused about the change and hope you will be, too. Whatever your reactions to it, will you please let me know? Nothing is etched in stone, so I am genuinely interested in your reaction.

Enjoy. And let's look forward to another good year of sharing fellowship and sailing experiences through our *Scots n' Water*.

From The Editor

Officer Profile: Measurer

Harry Carpenter

While most Flying Scot sailors can remember some interesting or exciting events in their sailing experiences, few, perhaps, can top Harry Carpenter's most memorable experience. He recounts:

"The event that stands out most in my mind is the 1979 VISA Regatta at Smith Mountain Lake near Roanoke, VA. I lead the regatta after the two Saturday races with one race to go on Sunday. As we started the race on Sunday, the winds were strong and increasing steadily. There must have been six boats capsized on the first lap alone! One lap remained. I was fighting for the lead with Dick Schultz as we rounded the gybe mark for a dead run. He put his spinnaker up, so we 'had' to put ours up as well. I could feel the boat accelerate with each puff until I finally lost control and capsized. What I remember most, however, is coming ashore wet and

cold and being greeted by a cute blond who offered me a cup of hot chocolate. Even though I lost the regatta, I won big that day because that cute blond eventually became my wife."

Harry's 'cute blond' wife, Karen, is his most frequent crew. They attend most events sailing together. With two youngsters, four and two, they are fortunate to have nearby parents who love to watch the kids while they sail off in some distant venue. For major, week-long events, Karen will often accompany Harry but will care for the children ashore while Harry attends to the racing duties on the water with one or two other sailing friends aboard.

While he has little time for anything other than sailing, Harry has been actively overseeing a large addition to their home near Deep Creek. When some time is open, he enjoys skiing and photography. And, most rarely, enjoys quiet evenings at home with Karen, Carrie, and Jimmy.



Harry Carpenter, Fleet 6, Maryland

The long-time District Governor for the Capital District, Harry has had years of experience as a leader in our Class. While he feels the Association's strength is its "outstanding group of individuals who are more than capable of maintaining a strong Association", Harry also feels that we need to "expand and improve our lines of communication to the individual owner. More needs to be done to make each member feel he or she is a working part of the Association."

While most of us have not met our future spouse at a regatta, we can share in Harry's enjoyment of the Scot, its people, and safe, enjoyable and exciting sailing characteristics.

Harry has been sailing for fifteen years, all of which have been spent in Scots since he, his brother, and his dad all took delivery of Scot #1987. During this time Harry crewed extensively and sailed in every NAC since 1973. He began skippering his own boat in 1978. During his racing career, Harry amassed a great number of awards. These include winning the Capital District Championship for seven times, including the last five in a row. On the national level, Harry placed 6th in the 1985 Midwinters and 5th in the 1985 NAC.

Deep Creek, Maryland, home of Fleet 6 is Harry's home fleet. Host to a huge annual regatta, Deep Creek YC is also home to over 150 Scots, over half of which are involved in racing to some degree. Deep Creek, located in the northwesternmost corner of Maryland, sits within the most beautiful surroundings of tall timber and big hills that one could imagine. Certainly the competition of home fleet members and the very challenging and often wildly unpredictable sailing conditions have helped Harry to become one of our classes' premier sailors.

Deep Creek is also Harry's home and provides his source of employment at the nearby Gordon Douglass Boat Company.

(continued on page 15)

1985 Roll Call of Champions

District Champions

Capitol
Carolinas
Gulf
Greater New York
Michigan-Ontario
Midwest
New England
Ohio
Prairie
Texas

Harry Carpenter
Larry Lewis
Ken Hassell
Craig Leweck
Pat Barry
Robert Slocum
John Clark
Craig Leweck
Ken Stover
Richard Wade

Midwinter Championship

Championship Division
Challenger Division

Greg Fisher
Billy Ross

North American Championship

Championship Division
Challenger Division

Marc Eagan
Brian More

Congratulations to You All!

ASSOCIATION SPOTLIGHT

Members Contribute to the Class

As part of an effort to increase funds for the operation of your Association, your recent dues statement offered you the opportunity to contribute beyond the amount you normally would for your membership. This method of fund-raising has proven very successful in other sailing and non-sailing associations.

Your Association would like to thank the many members who have helped their Class by their significant monetary contribution when submitting their 1986 dues. Please recognize the following members for their contribution to the success of the class.

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Columbia, SC 29205

FRIEND (\$50)

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Paul Nickerson
12664 Webster Rd.
Strongsville, OH 44136

#3053
Randolph Robinson
7171 Lavendale Ave.
Dallas, TX 75230

#4019
Harry Carpenter
204 N. 11th St.
Oakland, MD 21550

#3820
Robert Vander Zanden
725 S. River Rd.
Naperville, IL 60540

#0171
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Davidson, NC 28036

#3281
Carden Johnston
3208 Karl Daly Rd.
Birmingham, AL 35210

Please consider helping your Association in a similar manner if your circumstances will permit.

Scot Sailors Shine in National Sailing Competition

The quality of our top Flying Scot sailors continues to evidence itself in their strong showing at national sailing championships. This past year illustrates the point.

In late 1984 Marc Eagan and his crew of Scot sailors Corky Hadden and Beau LeBlanc won the coveted Mallary Cup which symbolizes the top mens' skipper in the United States.

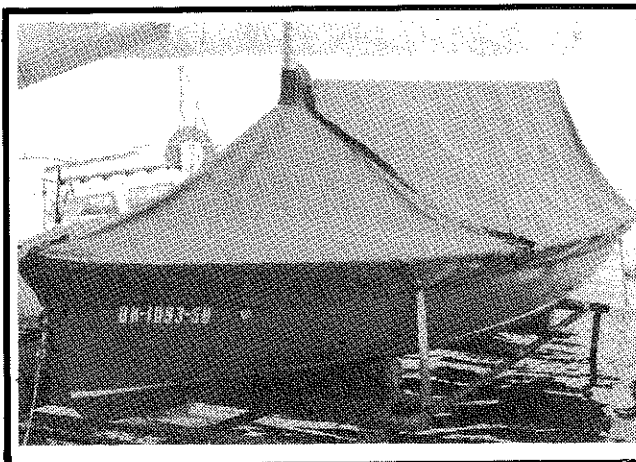
This past summer Marc and Bubby Eagan represented the Flying Scot class in *Yachting* magazine's "One of a Kind Regatta" in San Francisco.

In late September six Scot sailors from the South won the prestigious USYRU Team Racing Trophy. The Hinman Cup was awarded to Scot sailors Marc Eagan (Captain), Dennis Stieffel and Keith Crum. Their able crew were Mac Hadden, Rene Dupaigner and Corky Hadden, respectively. Outstanding Scot sailor Craig Leweck also participated as he was a key member in the California team's close second place finish. This event was sailed on White Rock Lake, Dallas, Texas in Scots provided by host Fleet 23. Long-time Scot sailors Randy Robinson, Brad Davis, and Governor Richard Wade were instrumental in the organization and execution of this important event.

The 'Eagan Onslaught' continued in late October at the 1985 "Champion of Champions" regatta. Held in another Douglass-designed sloop, the Highlander, the contest was sailed on Lake Norman, Charlotte, North Carolina. Scot Fleet 48 members were actively involved in the event as they witnessed skipper Marc Eagan and crew Bubby Eagan and Keith Crum take a strong third out of the field of 20 national champions. Current defending Midwinter Champion Greg Fisher also finished respectably (but quite tired as he helped to outfit, rig, and repair boats before and during the event). Former Scot sailor and national champion crew Larry Klein also participated and finished well in the competitive fleet.

Look for stories of these fine finishes in future issues of *Scots n' Water* as well as in *Sail*, *Yachting*, *Yacht Racing & Cruising*, and the USYRU publication *American Sailor*.

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SCOT SAILORS WIN THE HINMAN CUP

1985 USYRU National Team Race Championship

Brad Davis
FS 3403

The Corinthian Sailing Club of Dallas, Texas hosted the 1985 USYRU National Team Race Championship on White Rock Lake on September 25-28, 1985. Cloudless blue skies with eighty degree temperatures and winds of 8-15 mph provided for a perfect regatta.

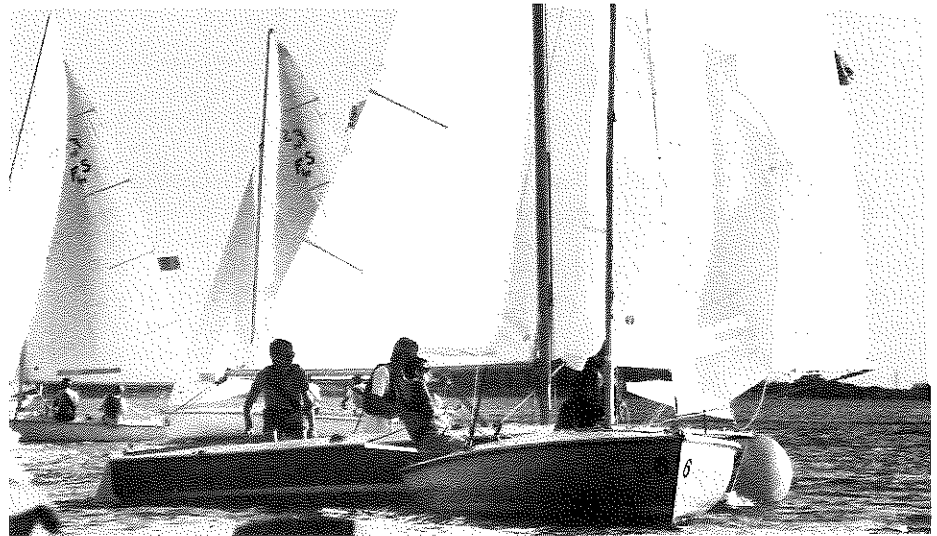
Five teams competed from as far east as the Harvard Sailing Club to as far west as the California team. In fact, several of the defending-champion California team members had to fly in directly from Europe where they had just completed competition for the Wilson Cup in International Team Racing, held in Great Britain. The teams competed in a series of four round-robins for a total of 40 races.

Racing was conducted in 12 Flying Scots provided by host Fleet 23 of the Corinthian Sailing Club. New sails for each were provided by Kelson Elam who runs the Dallas loft of Ullman Sails.

In Thursday's 14 races the Californians were in fourth place pleading "jet lag" while recently-crowned FSSA National Champion Marc Eagan led the Area D (Mississippi) team to an impressive lead.

On Friday, in 15 races, California showed everyone how they qualified for the finals and ended the second day just 1 point behind the Scot sailors on the Mississippi team. Like the Mississippi team, California had an 'edge' as outstanding Scot sailor Craig Leweck was a skipper on their team.

Saturday morning, with 11 races yet to sail and one race remaining between leaders California and Mississippi, it was obvious that race #35 would decide the championship. Everyone piled on the press and spectator boats, including teams not racing that heat. After an exciting start there were two counter-balancing protest; each acknowledged. It appeared Mississippi was in control. At the finish line it was exceptionally close with the Scot sailors the apparent winners by literally only inches. But a contact foul on the finish line left the results in doubt. Both boats protested. The jury found that a misreading of a rule led California into the fatal error. California received a DSQ. Mississippi's Scot team won the regatta by one point over the disqualified California team!



Sailing for the Hinman Cup (Kim Dukeminier, photo)

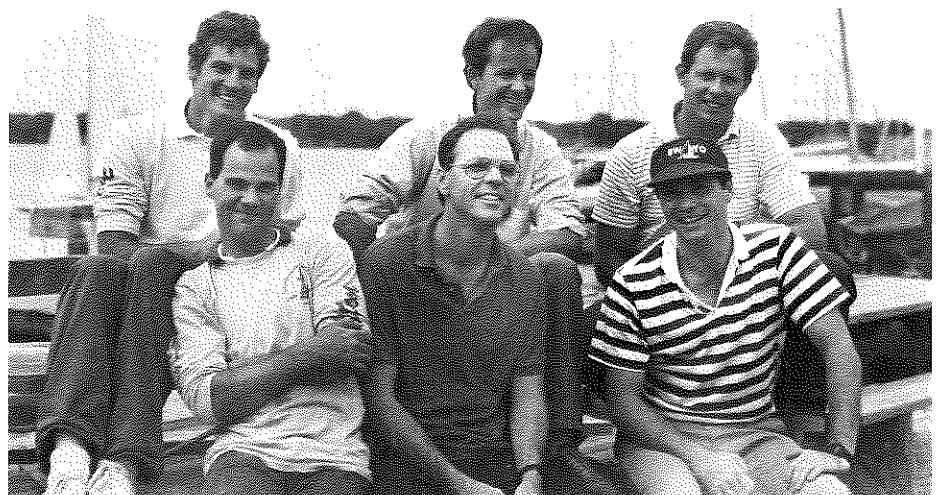
The Hinman Trophy was presented to the team by Regatta Chairman Brad Davis at an award banquet held in the true Texas tradition, complete with Bar-b-que and country & western music. Upon receiving the trophy Team Captain Marc Eagan acknowledged California's excellent skill in team racing but told his audience his team "Knew Flying Scots" and won on superior boat speed.

The Corinthian Sailing Club consists of an open-air gazebo and slips for 120 dinghies and day sailors. An on-deck shower and pump-out heads are said to lend 'authenticity' to the facilities. The one-design racing fleets hosted three meals a day on the dock, including a steak fry Friday night. To run 40 races in 3 days

requires fast, coordinated action by everyone.

We wish to especially thank Kelson Elam of Ullman Sails for his help with the regatta. And we would be remiss in not recognizing and thanking Eric Ammann from Gordon Douglass Boat Company in his kind provision of numerous spare parts and the equipment necessary to keep 12 well-used Scots in competitive form.

We congratulate all the competitors at this year's Hinman Cup. We especially salute the winning crews of Marc Eagan and Mac Hadden, Dennis Stieffel and Rene Dupaiquer, and Keith Crum and Corky Hadden. You do, indeed, know how to make Scots go fast!



The Winning Team - Area D

Top L to R: Dennis Stieffel, Keith Crum, Marc Eagan (team Capt) Bottom L to R: Rene Dupaiquer, Mac Hadden, Corky Hadden (Marie Johnston, photo)

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The Arctic Quest Continues

1st Mate Wayne James recounts the events of three years of Don Stuart's Epic Arctic Voyage

*Ed. Note: Perhaps no story published in Scots n' Water has ever generated as much discussion as did the 1983 four-part series on Don Stuart's 1981-82 cruise through the beautifully desolate waters of the Hudson Bay. Interrupted by ice floes which prohibited navigation in 1983, Don's voyage through the waters of the Canadian North continued in 1984 with Scot sailor Wayne James aboard as first mate and fellow traveller. A first-time explorer, Wayne recounts his experiences with long-time adventurer Don Stuart as they cruised the Hudson Bay in the specially modified and equipped **Le Phoque**, FS 1258.*

Wayne James FS 2934

My first contact with Don was a result of the invitation he issued to any interested adventurer in the March, 1983 issue of *Scots n' Water*. His previous crew partner, Nord Hulings, and I were scheduled to meet Don at Richmond Gulf in the middle of July, 1983 after he sailed there from Great Whale, the point where his voyage had ended in 1982. He was to proceed north to Richmond with another crew during the first half of the month and then Nord and I were to join him for the remaining portion of the third year of a planned ten year trip. When Don was able to sail only six miles up the coast before being jammed in by ice floes still persisting from the late spring, the trip was aborted. It was then, however, that I signed on aboard for the 1984 continuation of Don's 'arctic adventure.'

The most economical balance of time and money that Don has found to reach the distant Great Whale has been to drive to Val D'Or, Quebec, and fly in from there. Arriving in Val D'Or in mid-July, my first surprise was there was '737' jet flight service into Great Whale, a village of about 3,000 Inuit and Cree. The plane was divided by a bulkhead with freight loaded in front and room for about 80 people in the rear. Unfortunately, while making a stop at Le Grande, it was determined that there was too much fog at Great Whale for the 737. After considerable delay, we were transferred to a smaller plane for the final leg of the trip.

Once in Great Whale, we arranged to borrow the truck and trailer necessary to move *Le Phoque*, Don's Scot, from its winter storage there to the river. Once moved, we checked the equipment that, too, had been left in the North as it was Don's custom following each voyage to leave the boat where she finished that leg of the trip. (In a previous year, Don pulled her up on a beach beyond the high tide mark and secured her for the winter there!)

Great Whale is built on sand deposits about 20 feet above the level of the river. This presented some logistical problems due to loose sand near the storage warehouse and near the river. With much pushing and the aid of an Inuit volunteer, however, *Le Phoque* was launched. Don then hoisted the jib for a short run up the river to a point closer to our campsite. It was nearing dark as she was anchored at 10:30 p.m.

Saturday morning we awakened to find fog so thick you could feel it on your face. However, the day slowly brightened so we carried the gear to the river, arranged it in the boat, and set out downriver for Hudson Bay just before noon.

Our first day's course was north on Manitounak Sound, separated from Hudson Bay by a chain of islands two to five miles from the mainland. After tacking in 5-8 m.p.h. winds for a couple of hours, we were able to head up the Sound on a broad reach. The temperature was in the 50's, the sun was shining, and it was a great day to be sailing.

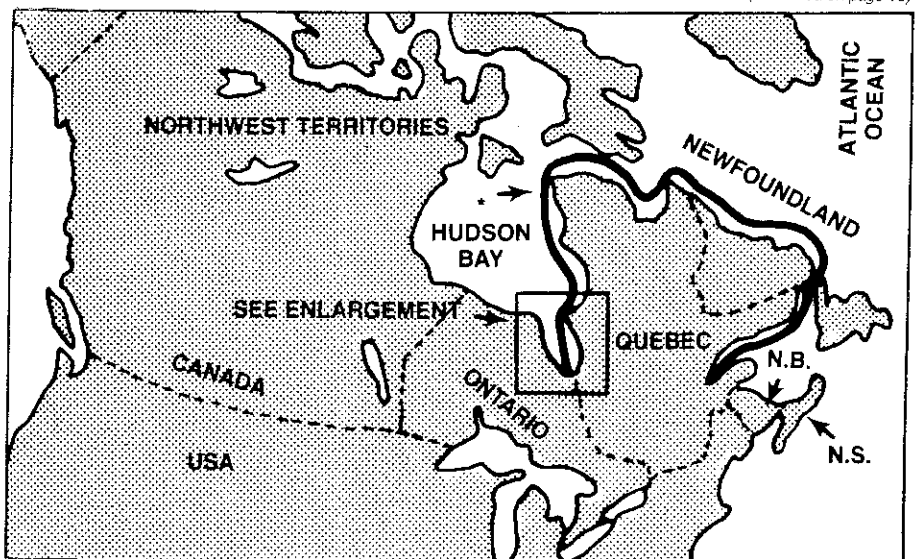
We left Great Whale without fresh water so about five o'clock we stopped at a stream to fill our containers. We then sailed for another hour before finding a protected beach for a campsite on the island side of the Sound. When we unpacked the sleeping bags, we found that the "unbreakable plastic" bottle of vegetable oil had broken and both bags were well oiled! In my previous limited camping experience I had tried to avoid getting sand in the sleeping bags. We now had to scrub portions of the bags with dry sand to pick up some of the oil! The oil was not essential for our trip but usable sleeping bags were. For the balance of the trip, there was nothing liquid packed with the bags!

During the day we passed by the Laveland Islands, so named because of their lavender color. We saw a seal, a few Greater Scaup (commonly called Bluebill Duck), and some small icebergs. We covered approximately 21 miles after a late start. So it was, in all, a very good day.

Sunday morning was bright with the boat only a few feet up in the sand and in incoming tide. By 9 a.m. the boat was loaded and floating and we set off in a moderate breeze on long, easy tacks. It warmed into the 60's and as the wind dropped to 2-3 m.p.h., the deer flies came out from shore to keep us company. We swatted flies for entertainment until the breeze picked up again.

Most of the shore line was very rocky or solid walls of rock, but there were

(continued on page 10)



Quest Continues

occasional coves where Spruce and grass covered gentle slopes to the water. It was in one such cove that Don spotted a caribou cow and her calf. We headed the boat in closer while reaching for cameras. Don did a fine job of almost simultaneously gybing the boat, watching for underwater rocks, and getting a shot with his camera.

We got to the last opening out of the Sound into Hudson Bay about 2:30. The wind was now about 15 m.p.h. and we were unsure about going into the Bay if it were to get stronger. It would also be more difficult to find a protected campsite along the Bay. I urged that we go out and, if necessary we would have plenty of time to come back into the Sound. There was a large icefloe near the opening but there was enough room to sail by without interference. The opening itself was only about forty feet wide with shallow rocks making the sailing width considerably less. One tack was enough to get us through without difficulty.

The waves on the Bay were then about two feet. We stayed close to shore so that we could look for a campsite and for safety if the wind became stronger. By the time Don spotted a protected cove, we were getting steady two and three foot swells with an occasional four footer. Le Phoque slid over them at an angle with no strain and no water coming in. Our campsite was a sand beach protected by a solid rock jetty about ten feet above the beach line. This also served as a windbreak for our campsite, so the decision to proceed into the Bay turned out well.



Ice in Manitounak Sound

After supper we found two 'tent rings' in the grassy flat above our campsite. A tent ring is a circle of rocks, perhaps twenty feet in diameter, with an additional two or three rocks in the center. The outer rocks are used to hold the perimeter of the Inuit (Eskimo) tent in place while the campfire is built in the center. Because the rocks of the older ring were moss covered and half buried, Don surmised that the ring might be 100 years old, or more. Obviously, the cove that had been so inviting to us had sheltered Inuit travelers for many years before.

The sleeping bags, again, required a sand rubdown to take out more of the oil which had diffused from the fill material. The evening was capped by a beautiful red sunset at about 10 p.m. After two

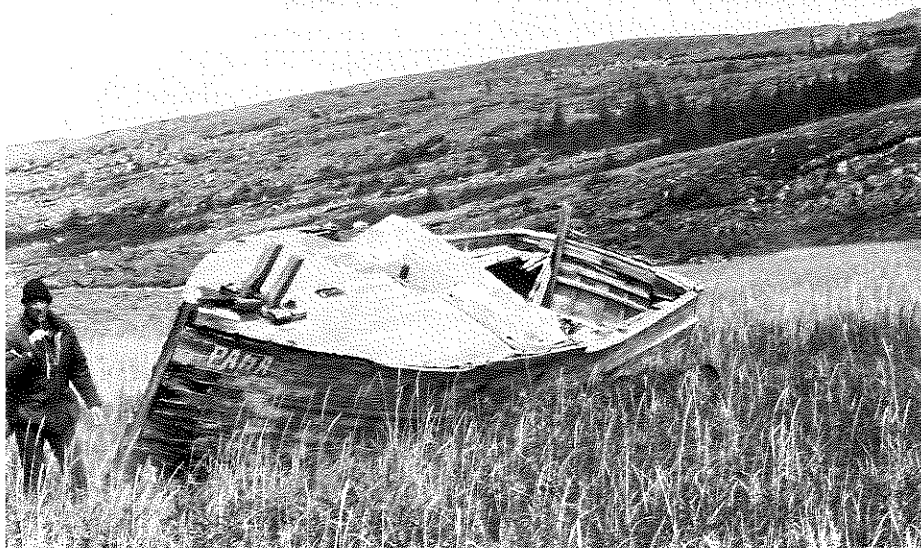
good days of sailing, I began to tell Don that his previous stories in Scots n' Water must have been exaggerations; this was not much different from sailing my home waters, Lake Lanier, in north Georgia.

After breakfast on Monday morning, there was no wind so I tried a lure on a fishing line. The second cast brought in an eight inch sculpeon. It looked like a pre-historic creature with its large head and small body with double dorsal fin. I threw it back. I had never seen anything like *that* in Lake Lanier!

The south breeze started coming in so we headed north. There was nothing to do but relax and watch for seals which appeared from time to time. After good morning air, the wind slowly diminished to zero. As I found myself dozing off with one hand on the tiller while I stretched out on the seat, we decided to row for shore, which looked distressingly far. Fortunately, the breeze came back again.

Our goal for the day was to reach the Little Whale River which was beyond a point of rock now about three miles away. With a steady wind and the big E-Scow reacher replacing the jib, we reached the point in good time. As we did, the wind increased, blowing directly upriver, and the Scot started to plane. With the beach still one-half mile away, there were a few minutes of great sailing. When Don called for me to take the reacher down, I complied, even though I thought it was much sooner than necessary. I was still on the foredeck when I heard a thump, felt us sliding over a rock, and looked up to see that we were within ten feet of the beach. We landed a bit faster than desirable, but with no harm done. Don had thought that

(continued on page 11)



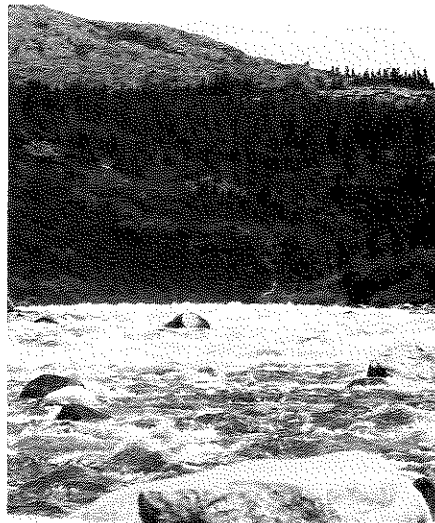
Don Stuart at abandoned boat site.

(continued from page 10)

there was a "clear" opening to the beach, even though there were rocks on either side. By the time he could see the submerged rocks, there was no room to avoid them. We next headed for a tent, set up on the beach, which we knew to be the summer location of George Horowitz. With his Inuit assistant, Lucas, he was doing research on the Beluga (white) whale. The boat was anchored at the bow and we decided to let it wash up the beach with the incoming tide. After setting up camp, I had my first sight of whales as they fed in the estuary of Little Whale River. We then finished a pleasant evening talking with George about whales, seals, fish, and life in the North.

The wind picked up from the south about midnight, causing the tent to rattle and me to miss some sleep. Tuesday morning brought heavy fog and winds of 25-30 m.p.h. There was no sailing under those conditions.

That afternoon, George took us up the river in his power canoe to the first set of rapids. We then walked on to see two additional sets of rapids. All three were fair enough to be run in kayak or canoe. It is a beautiful area. George and I took off our coats and hiked up the river. Before we got back to them, only per-



Looking upriver at the rapids Clearwater River near Richmond Gulf

haps forty minutes later, a light rain began falling. We then found that the receding tide had left the boat laying in the bare rocks and we would have to push it out. We were all surprised that the tide affected the water level 1-1 1/2 miles upstream; certainly at a higher level than the tide at the beach. We shared a delicious trout dinner with George and Lucas.

The weather was clearing on Wednesday morning but the waves were still heavy. Don then discovered that the heavier winds of the previous day had caused

waves to come over the side of the boat and it was full of water to the top of the centerboard trunk. There was no damage though the extra sails, campstove and some other items were wet and filled with sand. With the boat setting parallel to the water, some bailing was required in addition to using the drain. With the tide coming in, I decided to push the stern out. Unfortunately, before I got the stern out, the waves came in over the now-lowered rear cockpit corner. Later we started over! After supper, Don decided that we had better check the centerboard. His foresight was rewarded with an hour of work as we found it firmly wedged by gravel. It was finally freed, but not before I was beginning to wonder how it could ever be loosened. We were more careful for the rest of the trip and anchored bow out unless we were sure we had a protected area.

There were whales in the estuary every morning and evening. By actual count and some estimate, George put the number as high as 100 at times. While the younger whales are grey, the adult Beluga is white and about 15-18 feet long. The Inuit still hunt the Beluga so the whales head out to sea when they hear a motor. From our vantage point, you really don't see a whole whale, you see just

(continued on page 12)

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Quest Continues

brief flashes as they break water and then return to just below the surface. Because of such short visual sightings, it was not possible to photograph them. George and Don could sometimes hear the sound of the 'blow' when a whale surfaced, though I was never quite able to distinguish this above the noise of the surf.

By Thursday the surf had moderated, but we had to get out of the rocks. And against the wind. Don thought we could make it with the oars. He didn't know how poorly I do with an oar! After we pushed off the rocks, we hoisted sails for the final sea leg to Richmond Gulf. The whales nearby were undisturbed by our quiet, non-motorized departure.

Richmond Gulf is an approximate triangle with 30 mile legs. It is separated from Hudson Bay by a single six mile inlet which is as narrow as 150 yards in some places. Its depth was estimated for us as perhaps 300 feet. There is folk lore among the Inuit of fearsome whirlpools that suck whole boats under during some weather and tide conditions. We were well warned by the Inuit and White to be cautious of Le Goulet.

We had decided that we would only try to go in with the tide and favorable wind. When we arrived at about 1:30, the wind was starboard and gusty due to the hill on that side. The tide was right so we sailed into the inlet. This six miles was the high point of the whole trip! Sheer rock walls rose from water as it swirled and boiled up as the Inuits had warned, albeit much more gently, from the depths. The tiller would tug from side to side due to changes in the current. Then as we neared the widening entrance into the Gulf, we saw 20-25 seals ahead of us, their position marked in advanced by the circling gulls. The seal heads would pop out of the water as they eyed us, seemingly with curiosity. They would disappear quickly when we got too close, only to appear once more when we had passed well by. The boat's name, *Le Phoque*, was taken from just such a bobbing seal in an earlier voyage up James Bay.

We took the first cove to the right to find the Geological Research Station (Geomorphological, if you want to be technical!) from Laval University in Quebec City. On the way in, we waved to an Inuit in an outboard canoe who detoured from his course to get a closer look at the *Tiniautaq* (sailboat). The camp is set at

the base of a beautiful little waterfall, which we used to refill our water containers. We left a note that we would be back in a few days and set off to explore the Gulf and find a campsite. We shouldn't have!

Sailing on we saw the clouds begin to gather, a fog come in, and the rain began falling. The rocky shore did not provide a suitable site so we went on, looking for the mouth of a river which we thought would provide a sandy sheltered beach. Our maps didn't show that the river dispersed into a grassy marsh before entering the Gulf. The rain was stopping by the time we found a more suitable site. We were now perhaps eight miles from the Laval camp. I had stayed pretty dry by putting on my plastics but Don hadn't brought his so he had an uncomfortable evening trying to dry out. By 9 p.m. the sun was shining on the tent flap. The boat was not protected from the wind, but we anchored with the bow out so she rode easily into the incoming waves.

Friday was a camp day since it was foggy or threatening rain. I tried unsuccessfully to catch a fish and wore myself out hiking over a hill and through the shrubs to a small lake.

Saturday was the beginning of our second week out. The weather first looked good, then we saw a fog bank coming. We decided, though, that the weather was clear behind the fog and got underway about ten o'clock. We set an easy course along Cairn Island as we had either a following wind or a broad reach.

Our first destination was the site of an abandoned Hudson Bay Trading Post where we looked through several old buildings. The upstairs of the church is still used as temporary quarters for Inuit passing through the area for hunting or fishing. One building still had cardboard

boxes and plastic containers left from the fish packing operation.

Clearwater River (*Reviere Eau Claire*) was next on the itinerary. The wind was rising so we soon had a 15-18 m.p.h. port reach with 2-3 foot swells. Our seats got wet from the spray but it was good sailing. After we passed an island, Don spotted the rapids of the river. We headed downward towards it with the big swells boosting us along. The map was no longer any help — we ran into shoals where they weren't supposed to be and the islands were all in the wrong place! After beaching the boat, we sat in the lee of some driftwood to see where we had gone wrong. The large scale map Don was using showed the Old Hudson Bay post and the Clearwater River, but did not show *Reviere de Troye* and the bay we had sailed into. By consulting another map, however, we quickly learned our error.

We decided to try to sail into the wind to get back to Clearwater River. We ran up the Snipe main, which was plenty of sail to work against that much wind and wave action. We had missed the entrance to the river because it is like the shape of a laid-over boot, with the water running out the toe and entering the Gulf parallel to the shore line. It took several tacks against the current before a favorable wind shift allowed us to clear the mouth into a small lake area, perhaps one-half mile wide, with a long rapids at the far end. We soon found a suitable campsite, again finding that the Inuit had frequented the same spot before us. With camp set up, we both tried the currents where the rapids entered the lake area to hook a trout for supper. We soon found ourselves dining on spaghetti with cheese and spam!

(continued on page 14)



Inuit canoes and storage sheds along Great Whale River. Le Phoque (Flying Scot # 1258) waiting for the tide.



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(continued from page 12)

The next morning I took my fishing pole and camera and tried to get to the bend in the rapids — perhaps three-quarters of a mile — by walking on rocks or in shallow water along the river's edge. I gave up after 45 minutes, deciding that it was too tiring and hazardous to continue. By the time I returned, Don had a three or four pound trout ready for lunch. At lunch Don predicted that we had about 2 ½ hours before some bad weather arrived and that the weather would not be good tomorrow, as well. We decided to break camp and head out. Close to his predicted time, two hours and fifteen minutes later it was raining lightly! The rain stopped before we found a campsite on Cairn Island.

Monday was our tenth day out from Great Whale. It was sunny but Don again thought we should wait for the weather to settle before folding our tent. His experience paid off. Within ten minutes' time, the wind went from a pleasant breeze to 30-40 m.p.h., bringing fog as it blew in. By 11 a.m. it was breaking up so we got the boat loaded, but then lacked enough breeze to leave shore! That condition lasted at least five minutes. The breeze

next shifted from the east to the north and we set off on a broad reach. Within thirty minutes the wind shifted and increased again so that we were now beating into a west wind of 20 m.p.h. with new fog and then rain. Did someone say the weather is changeable up here? Don's prediction from 24 hours before was now fully realized.

We decided to head on in to the Geological Research camp, even though it was a day ahead of our schedule, to insure that we did not get weathered in. We were greeted there by Professor Jean-Claude Dionne of Laval University and his students Yves Michaud and Gilles Wiseman. Josua Sala, an Inuit guide, hunter, chef, and handyman joined the welcoming party. The hospitality of this group, along with George and Lucas' at the Little Whale River, permitted us to add to our observations of the biology and geology of the beautiful Providence of Quebec. We are forever in their debt.

After consultation with Josua on Tuesday, and with the assistance of his block and tackle, we skidded Le Phoque up to a spot above the water line for storms and, hopefully, to an area which will not drift too deeply with snow.

That evening we used the camp radio to request a float plane pickup on Wednesday as this leg of Don's journey was coming to an end.

Like many other days on our trip, Wednesday dawned foggy and the plane did not go out. It was foggy on the Great Whale River again on Thursday and, again, the plane did not come for us.

Friday, fortunately, was a beautiful day. The float plane was busy and eventually picked us up at 1 p.m. for our trip back to Great Whale. Unfortunately, the 737 leaves Great Whale for our destination of Val D'Or at 11:45 a.m.!

We finished our trip with a beautiful weekend of camping near the river at Great Whale and began the last leg of the trip home on Monday — a week after we decided to go in early. It impressed the point that much of the activity in life in the North is adjusted in response to the weather.

As of this writing, the great 'Arctic Adventure' may be over as Don has decided to give up his original goal of circling the provinces of Quebec and Newfoundland. The possibility of more ice problems further North and the increasing cost of transportation to and

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(continued from page 14)

from the boat are major reasons. He is as yet undecided about spending another full two weeks in Richmond Gulf or going back south as far as Great Whale in the future. If you are interested in sailing with Don in the future, give him a call at 814-489-3517.

For me, the trip was a wonderful, relaxing combination of sailing, camping, and exploring. It was a time to catch a glimpse of a culture that, though modernizing, is still close to its historic 'primitive' origins. I have been asked, "Would you go back?" Without hesitation, my response is "Yes." But then I must add, like most of us, my time is limited and my interests varied so I doubt that I shall ever return to the land of the North. For me, the 'Quest' is over.

While they live worlds apart with Don Stuart in a mill city in northwest Pennsylvania and Wayne James in the hub of the South, Atlanta, Georgia, they both

share a love of sailing, adventure, and the Flying Scot.

Wayne is an attorney who sails his Scot on the beautiful miles of Lake Lanier, north of Atlanta. While he has no plans for future sea cruises, Wayne enjoys racing his Scot with Fleet 111, out of the Barefoot Sailing Club, and spends as much time as possible exploring the many coves and bays of the large and winding Lake Lanier.

At press time, we learned that Don did, indeed, return to the North in 1985 and we hope to have details for Scots n' Water in a future issue.

Carpenter *(continued from page 5)*

As an officer of the company, Harry has what many people feel, I'm sure, is the 'ideal' job: he makes and sails boats for a living. And while Harry will certainly attest to the enjoyment of helping to market the boat and the fun of being part of the delivery of a boat to its happy new owner, he will also tell you — if you press

him hard enough — that appearances can be deceiving. Driving thousands of miles a year delivering and servicing boats takes its toll. And, as many sailmakers already know, since you are part of 'the company team', you are always expected to handle yourself well and winning is automatically assumed. If winning could only be that easy!

But those who know Harry well know how he represents not only our builder, but himself, as well. A fierce competitor, Harry has an especially likable, easy-going demeanor. Quick with help and the offer of assistance, Harry has aided countless hundreds of pleasure sailing and racing Scot owners. Harry reflects that attitude when he says, "What I like best about the Scot is the people who sail her. Everyone is so pleasant and it is really a pleasure to travel around and meet as many as possible."

NOTICE OF REGATTA

FS Midwinter Championship April 1-5, 1986

Site	The 1986 Flying Scot Midwinter Championship will be held from January 1 through 5, on the waters of St. Andrews Bay. St. Andrews Bay Yacht Club of Panama City, Florida, is the host club and organizing authority.		
Rules	The regatta will be governed by the 1985-88 International Yacht Racing Rules, the prescriptions of the USYRU, the Class Rules of the FSSA, and by the Sailing Instructions.		
Eligibility	The competition shall be open to all FSSA registered sailors. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees.		
Schedule			
	Tuesday	April 1	Registration and Sail Measurement
	Wednesday	April 2	Registration and Sail Measurement
			1400 Race 1
			1800 Oyster Party
	Thursday	April 3	1000 Race 2
			1400 Race 3
			1800 Cocktail Party
	Friday	April 4	1000 Race 4
			1400 Race 5
			1800 Fish Fry
	Saturday	April 5	1000 Race 6
			1300 Awards
Racing	The Midwinter Championship will consist of as many as six races. If all six races are run, the competitor's worst finish shall be discarded. Competitors shall place themselves in either the Championship or Challenger Division.		
Courses	Racing will be run on Olympic courses or variations thereof. Course length and sailing location will be determined based on sailing conditions.		
Scoring	The Low Point Scoring System, Appendix 5A, of IYRR, will be used.		
Prizes	Prizes will be awarded to at least the top seven finishers in the Championship Division and the top five finishers in the Challenger Division		
Measurement	All sails will be inspected using the official FSSA specifications for sails. Sails that have a stamp from the 1985 N.A.C. will be waived from measurement. All hulls and equipment shall conform to FSSA specifications but will not be measured. All required and safety equipment shall be carried on board.		
General	A Midwinter Warm-Up Regatta will be held March 29-30 at Ft. Walton Beach, YC, approximately 50 miles west of St. Andrews Bay YC. Docking and mooring facilities at St. Andrews Bay YC will be available beginning Friday, March 28.		
Entries	Entry fee is \$35 if pre-registered by March 29. Add \$5 for regatta site registration. Checks should be made out to Midwinter Regatta Fund. Registrants should include their name, address, sail number and home fleet number.		
Sailing Instructions	Sailing Instructions will be available at registration.		
Contact	Mail entry and check (payable to Midwinter Regatta Fund) to Mrs. Betty Smith, P.O. Box 406, Panama City, FL 32402.		

Regatta Spotlight

1985 Michigan – Ontario Championships

Pat Barry
FS 4060

Defending District Champion Pat Barry and current District Governor Doug Christensen took 2 of the top 3 places at the 1985 Michigan-Ontario District Championship. The five-race series was hosted by Detroit Yacht Club and run July 27-28 on Lake St. Clair.

The 14 boats competing enjoyed fantastic weather, varied sailing conditions, and good fellowship at DYC. Sailing on the local waters of Lake St. Clair, on which the FSSA has sailed for two previous NAC's, Detroit Yacht Club was well-suited to host this event. Having not only outstanding facilities, a fleet of nearly 20 club-owned Scots, and well-over 100 Scot sailors, DYC has hosted numerous classes' district, regional, and national championships as well as several USYRU and college events. DYC was also host to our own FSSA NAC in 1971.

The first day began with a light air, smooth water race which found all the sailors sailing with much weight to the leeward side to balance the boat well. Pat Barry won this race with a several minute finish time over Doug Christensen who showed you 'never give up' as he worked back throughout the race to overcome a foul at the start of the race.

The second race was run in building winds and increasingly lumpy seas. Picking through the waves and powering up the rig were important to drive through the famed St. Clair 'slop'. Doug led the way to the first mark, followed 2 boat lengths behind by Pat. They enjoyed a large lead over the rest of the fleet until they looked over their shoulders toward the end of the mile-long run only to find that they had sailed far too high of the mark and the following boats, seeing their mistake, sailed away from them on the closer angle to the mark. Capitalizing on their error, Lee Greening moved into first.

Barry and Greening set off in Round II of "Where's the Mark" in race three. The third race was sailed immediately afterward in nearly the same conditions: 10-12 mph winds with sloppy seas. A wind



Regatta Skippers, kneeling L to R with their crew standing behind: Barry, Greening, Christensen, Kuschneras, Cowles

shift before the start necessitated moving the starting line and, while Greening and Barry went off with a big lead in search of where they thought the mark should be, the rest of the fleet sailed a long port tack and found the mark. Barry and Greening were forced to reach down to it after having left it far to their starboard side. Both recovered well enough to place 4th and 5th, even after having sailed considerably past the mark.

Sunny skies and stronger winds prevailed on Sunday. Again Pat won the first race, but after having played "Find the Mark" too often on the previous day, he was much more cautious about heading off in a distant direction! As with the previous day's first race, Doug again was a strong second place.

The final race was a wild affair with strong winds that found ALL the contenders coming into the final mark with spinnakers flying at the SAME TIME! Pat got around the mark ahead of the other series leaders and 'rode herd' on the majority of the pack to protect his finish. Greening, seeing Barry's strategy, took advantage and went off by himself and narrowly beat Pat at the finish.

A nice, casual awards ceremony was punctuated by the winner being thrown in the Detroit River!

Final Standings

1. Pat Barry	HPYC	1	6	4	1	2	13.5
Harold Gendelman							
2. Lee Greening	CSYC	7	1	5	3	1	16.5
3. Doug Christensen	HPYC	2	7	6	2	5	22
Dick Cooke							
4. Bob Cowles	DYC	5	3	3	5	6	22
Rob Cowles							
5. Hans Kuschnerus	DYC	3	4	2	7	7	23
Bridgette Kusch							

The Starting Line

MIDWINTER CHAMPIONSHIP

April 1-5 — See Notice of Regatta in this issue.

NORTH AMERICAN CHAMPIONSHIP

July 21-25 — Confirmed date of 1986 North American Championship. Gulfport YC, Gulfport, Miss. Further information in March, May, July issues of Scots n' Water. Contact William Weatherly, Regatta Chairman, 140 Southern Circle, Gulfport, MS 39501. Home: (601) 896-1695. Work: (601) 863-4835.

JUNIOR N.A.C.

July 19-20 — Junior N.A.C. Gulfport YC, Gulfport Miss. Further information in future issues of Scots n' Water. Contact Regatta Chairman William Weatherly at address and phone listed above.

CANADIAN NATIONAL CHAMPIONSHIP

August, 1986 — A Canadian National Championship will tentatively be held for the first time in 1986. The regatta will be open to ALL FSSA members. Tentatively scheduled to be held at Stony Lake, Ontario, home of Fleet 148, in August 1986. More information will be published in future issues of Scots n' Water. Contact Kenzie Dickson, 24 Owen Blvd., Willowdale, Ontario, Canada M2P 1E9.

THE FLEET'S IN

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

Since the season is now over for most clubs, why not send the Editor your 1985 season Fleet Championship results? Toot your horn!

Fort Worden Regatta

Seven Scots sailed in this year's annual Fort Worden regatta at Port Townsend, Washington on July 20-21, 1985.

The competition was close throughout the six race regatta with the final outcome not determined until the final race of the series.

Patti Buffington, FS 711

1. Buffington Niblack	#711	1	1	3	2	3	3	12.5
2. Metler Canty Wheeler	1679	3	2	4	3	2	1	14.75
3. Wood Wood	688	4	4	1	1	5	2	16.5

Prairie District Championship

The 1985 Flying Scot Prairie District Championship regatta was held July 20-21 at the Windycrest Sailing Club on Keystone Lake in Tulsa, Oklahoma. Eight boats sailed with five from the host fleet, #59, and three from Topeka's Fleet 89.

Two races were sailed each day with one throw-out. Usually used to sailing in the gusty prairie winds, the forecast was for winds out of the south at an unusually light 3-12 m.p.h. For most of the racing the wind was closer to three than twelve which caused some of us to read up on light wind sailing after returning home! The home fleet read the wind best and took the first three places.

The 1986 regatta is tentatively scheduled for July 19-20 and will be held at Perry Yacht Club, Lake Perry, Kansas.

Keith Fager, FS 752

1. Ken Stover	Ronelle Stover	Len Allsup
2. Randy Anderson	Chuck Jones	
3. Bill McIntyre	Ann McIntyre	
4. Jim Calvert	Kay Calvert	

Warwick Y & CC Regatta

Visitors from Upper Chesapeake Bay dominated the three race series on July 20-21. Excellent support and hospitality by the sponsoring club made this a great

event. Why don't you plan to race with us at Warwick in Newport News, VA, in 1986?

John Clickener, FS 3930

1. Bob Neff	#2793 Flt 97	1	1	1	2.75
2. John Clickener	3390 Flt 137	3	3	2	8
3. Carol Van Wie	4034 Flt 97	2	2	5	9
4. Andy Gillis	3815 Flt 137	4	4	4	12
5. Richard Dickhoff	3703 Flt 137	6	6	3	15

Index to Articles, 1985

In addition to the regular columns run each issue, which include *Important News*, *Association Spotlight*, *The President's Column*, *From the Editor*, *The Starting Line*, *The Fleet's In*, *Caveat Emptor*, and *New Members*, the following are articles and features run during 1985.

Class Management

1985-86 Class Officers	November
1985 Midwinter Meeting Notes	July
1985 Annual Meeting Minutes	November
1985-86 FSSA Budget	November
New Perpetual Awards	November
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Class Communication

Governors Reports	
New England District	January
Carolinas District	March
Ohio District	May
Michigan-Ontario District	July
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The Fleet Review	
Fleet of the Year: Fleet 31	November
Fleet 1, Cowan Lake, Ohio	January
Fleet 156, Plymouth, MA	March
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Fleet 100, Seattle, WA	September
Fleet 158, Columbia, SC	November

Member Profiles

Floyd Davis	March
Jerry Hartman	July

General Information

"A Sailmaker's Choice": sailcloth	January
"Sky's the Limit": sail design	March
"Science of Spinnakers"	May
"Backing out of a slip"	January
"Turtles": avoiding capsizes	July

Safety

"Sailing Safety"	May
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Pleasure Sailing/Cruising

The "Un-Regatta"	May
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Racing and Boathandling

1985 Midwinter Championship Results	July
1985 North American Championship	November
"Windward Sheeting the Jib"	September
"4:1 Downhaul System"	September
Understanding the Rules	
The Right of Way Rules	March
Rules Definitions	July

Note: Reprints of all 1985 articles available.

Send all requests to the Editor and include \$1.00 for each reprint requested.

A complete list of ALL articles in *Scots n' Water* from 1981-1985 is available. Just drop your Editor a note and a stamped, self-addressed envelope indicating you want the complete list.

CAVEAT EMPTOR

FS 3421 — Customflex, 1982 NA Champion w/1985 Shore main & jib. 1984 Shore Spinnaker. Min. hull & CB weight. White hull & deck. Dry sailed. Boom Tent, Gator trailer. \$5950. Jack McCarthy, Box 436, Cohasset, MA 02025 (617) 383-0720

FS 1295 — Customflex, Blue hull/white deck. Extras. Pamco trailer, good condi. Anxious to sell. \$4600. Wm. K. Jones, 3226 35th Ave. N., St. Petersburg, FL 33713, (823) 522-4917 or Evelyn Schnieder, (813) 546-4462

FS 3824 — Gordon Douglass, white hull w/ blue trim, Schurr sails, new '85 spinnaker never used, Tee-Neer trailer, Blue boom tent cover, lifter, bridle, mast step hinge, master bracker, all in new condition \$6700. New '85 3½ hp British Seagull used twice \$400. CONTACT: Eric Bard, 12 Sumac Ct., Mt. Laurel, NJ 08054, (609) 234-4785 (W) (609) 499-1100(B)

FS 3306 — Douglass 1977, blue hull, white deck, Shore Sails used 3 months (main & Jib) Bowers spinnaker, race equipped, all harken gear, boom tent, \$5900. CONTACT: Ron Soleta, 401 Highcroft Rd., Wayzata, MN 55391, (612) 476-1855.

FS 1917 — Douglass, Hull & Deck refinished with Interthane Plus. White hull, blue deck, 4 HP motor, sailcover, cockpit cover, anchor. 2 sets Schreck sails, spinnaker, Tee-Neer Trailer, spare wheel. \$4500. or best offer. William Stenner, 4 Liberty Cir. Windjammer Village, Little River, S. C. 29566 (803) 249-4600

FS 1174 — Douglass competitive boat. Good condition. Sterling trailer. Motor bracket. Like new Schurr main & jib. Many older sails.

\$3000. (312) 781-7119 (bus) (312) 251-6011 (home). Tubbs

FS 3956 — "Scot Lover's Dream" — Gordon Douglass, manufactured 1984. Fully equipped ready to race. Schurr sails (main, jib, spinnaker) spinnaker pole, Harken/Shaefer tackle; Cunningham; Compass; Anchor. Like new. Priced to sell. (304) 599-8318 McGuire, 893 Fairfax Dr. Morgantown, W. Va.

FS 3262 — Many extras incl. 3 sets sails, trailer, Ehman rigging, spare mast & boom, Scots n' Water cover boat Sept. 1982. Finished 1st in Challengers Div. of Nationals and Mid-Winters. 1st in BBYA in 1983, 1984, & 1985. Seems a fast boat need a smart sailor. Over-50 couple retiring from Scot sailing. \$4500 firm. Dory & Bob Schneider, 66 Shorewood Dr., Bayville, NJ 08721, (201) 269-6133.

FS 2106 — Douglass, Lt. Blue deck, white hull, excellent condi., Fleet Champion. 3 suits of sails & spinnaker. Race equip. Harken multi-block outhaul, Cunningham, Vang & Waco 360 centerboard pennant. Rudder blade adjusters, mushroom anchor w/mooring. Extra equipment. Pamco tilt trailer. \$4300. Call: Lou Goldman, 563 Links Dr. So. Oceanside, NY 11572 (516) 536-3629.

FS 1763 — Customflex, Blue hull, white deck, new c/b, two suits of sails. Storm damaged — cosmetic only to deck. Willing to sacrifice \$2400. CONTACT: Stan Gotterer, 725 Wildwood Rd., W. Hempstead, 11552 (516) 481-1446 (days) (516) 485-3523 (eve.)

FS 3861 — Douglass, yellow hull, off white deck. Schurr main, jib and spinnaker. Tee

Neer trailer, motor mount, swimming ladder, compass and full length cover. Sailed from trailer only, very good condition. \$6500 Contact Tom Hodges, 28 Pierson Drive West RD1, Hockessin, DE 19707, (302) 239-6675.

FS 3908 — '84 Douglass, white, blue trim Schurr MJS, boom tent, Tee-Neer Trailer, bottom paint, fully equip., sailed on Deep Creek Lake. \$6300. Michael L. Gellner, 9039 Sligo Creek Parkway, Apt. 1508, Silver Springs, MD 20901, (301) 587-5969

FS 2138 — Customflex. Ex. Condition. Main, jib spinnaker, extra hardware, tool box, Pamco trlr w/spare tire & wheel. Two sets battens, tiller extension, boom vang, Cunningham, boat cover. \$4200. R.T. O'Dea, 10334 Alamo Ct. Wichita, Kansas 67212

FS 1002 — Blue hull, white deck, Harken rigged, Pamco tilt trlr. "Sailor's Tailor" 1 yr. full cover, motor and mount, 2 suits M&J & spinnaker, always indoor stored. Boat and motor in fine condition. One loving owner for 17 yrs. \$3900. Bill McCarthy, 216-871-7519, 31400 Aldrich Dr., Bay Village, OH 44140.

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

FS 2094 — Douglass, Always dry-sailed. Hull refinished fall 1984, white w/blue deck, outboard bracket, New Skipper B trailer, Schurr main & jib fall 1984. New halyards & Schurr spinnaker 1985. Good value @ \$3495. Phone (803) 524-9559. Write: John Fox, 16 Settlers Cove, Beaufort, SC 29902

FS 2509 — Douglass, main, jib, spinnaker, trailer, light blue hull, motor mount. Included: life jackets, compass, oar, anchor (8 Lb. Danforth) winter & summer covers. \$3500 or B/O. Md. area. (301) 457-4916 (leave message).

FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
4030	Capitol		William Berlinger	1509 Monk Rd.	Gladwyne	PA	19035
1786	Capitol		Rosemarie Slezak	7457 Penfield Pl	Pittsburgh	PA	15208
Assoc	Capitol		John Werley	7 Penhurst Rd.	Pittsburgh	PA	15202
1346	Capitol		S. W. Phillips	1731 Maxwell Ct	McLean	VA	22101
4132	Capitol	80	Robert Myers	5317 Orchard Hill Dr.	Pittsburgh	PA	15236
4145	Capitol		Arnold Smith	230 Grandview Rd	Media	PA	19063
3325	Capitol		James Baker	1306 Michigan Ave	Alexandria	VA	22314
3538	Capitol		Herman Belmont	7900 York Rd 607 A	Elkins Park	PA	19117
3680	Capitol		W. D. Greenlees	RT 1 Box 711L	Accokeek	MD	20607
2789	Capitol	6	Thomas Scannell	1381 Terrace Dr.	Pittsburgh	PA	15228
4010	Capitol		Ernest Swanson	539 Pointfield Dr.	Millersville	MD	21108
2971	Carolinas	27	Edwin Whyte	205 Overton Dr.	Rocky Mount	NC	27801
1917	Carolinas		William Stenner	PO Box 540	Little River	SC	29566
4000	Greater N.Y.	1	Michael Landis	535 Bowling Green	Moorestown	NJ	08057
Assoc	Greater N.Y.		Michael Jones	566 Greenfield Hill	FairField	CT	06430
4134	Greater N.Y.		Wm. H. Fisher	20 Heritage Dr.	Woodbury	CT	06798
Sust	Greater N.Y.		Lawrence Pierce	5 Peter Cooper Rd	New York	NY	10010
2470	Greater N.Y.		Henry Donaldson	73 Thrust Lane	New Canaan	CT	06840
3819	Greater N.Y.	7	L. Clifton Brandt	28 Silo Hill	Riverside	CT	06878
1110	Greater N.Y.	7	H. Allen Wurzbach Jr.	44 Riverside Ave.	Riverside	CT	06878
1961	Greater N.Y.	30	James F. Drinane	581-7th St.	Brooklyn	NY	11215
1866	Gulf		Arthur Nicholson	8490 Valemont Dr.	Atlanta	GA	30338
	Gulf		Andy Pimental	3822 Jena Ave	New Orleans	LA	70125
2096	Gulf	153	James O'Neal	114 Marla Dr.	Lafayette	LA	70508
Sust	Gulf		Charles Olivier	127 Girardwood Dr.	Lafayette	LA	70503
2095	Gulf	85	Robert Boggan	6425 Halcyon Dr.	Montgomery	AI	36117

New Members

4157	Gulf		Michael Carmichael	4150 NW 37th Dr.	Gainesville	FL	32606
4156	Gulf		W. Robert Rout M.D.	1129 NW 23RD Terr	Gainesville	FL	32605
2495	Gulf	153	Ray Dupois Jr.	PO Box 31715	Lafayette	LA	70503
1599	Michigan-Ontario	15	Robert Heasley	505 Hamilton Rd	Dorchment	MI	49004
Sust	20		Robert McCurdy	439 Springbrook	Crescent Saline	MI	48176
4118	Midwestern		Tom Pierce	2404 Southmoor	Champaign	IL	61821
3958	Midwestern	3	J. Cravenho	734 W. Belden Ave	Chicago	IL	60614
4117	New England		Wesley Wallace	46 Raymond St	Nashua	NH	03060
Assoc	New England	76	Gregory Kampf	11 Laws Brook Rd apt. 4	Concord	MA	01742
0652	New England	76	John Forde	48 Hollis St. apt 1A	Newton	MA	02158
2788	New England		Albert Lesage	16 Belair Dr.	Colchester	VT	05446
Assoc	N.Y. Lake		Dr. G. Frederick Caswell	8118 Elmer Hill Rd	Rome	NY	13440
4129	N.Y. Lake		W. Richard Donaldson	Box 233, N. Shore Rd	Hadley	NY	12835
3092	N.Y. Lake		Robert Fish	801 Morlando Dr.	Endicott	NY	13760
2202	N.Y. Lake	147	Ronald Williams	48 Whitford Ave	Whitesboro	NY	13492
870	Ohio		Michael Mumaugh	105 Dudley Ave	Marietta	OH	45750
4136	Ohio	19	Keith Rober	30 Carter Cir #5	Youngstown	OH	44512
3808	Ohio	1	Robert Fremont	7869 Pine Meadow LN	Cincinnati	OH	45224
	Ohio		Bertie Gerling	330 W. Spring St.	Columbus	OH	43215
0129	Ohio		William Allport	3337 Thomson Cir	Rocky River	OH	44116
3640	Pacific		Wesley McPheeters	896 Pepper Tree Ct	Santa Clara	CA	95051
Sust	Pacific		Steven Coss	5808 Amarillo Ave.	La Mesa	CA	92041
Assoc	Prairie		Hugo Fischer	2614 Hillrise St	Las Cruces	NM	88001
1197	Texas		Bill Devine	113 A Ranger St	Kingsville	TX	78363

FSSA District Governors

CAPITOL DISTRICT

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

GULF DISTRICT

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

MID-WESTERN DISTRICT

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

OHIO DISTRICT

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

CAROLINAS DISTRICT

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

GREATER N.Y. DISTRICT

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

N.E. DISTRICT

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

PACIFIC DISTRICT

Tim C. McCarthy
Box 414
Diamond Spring, CA 95619

FLORIDA DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

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Pinckney, MI 48169
313-426-3510

N.Y. LAKES DISTRICT

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

PRAIRIE DISTRICT

Keith W. Fager
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