

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIV NUMBER 2 MARCH/APRIL 1992



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## Scots n' Water

COVER: 1991 NAC

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## JIB SHEET CLEATING ATTENTION

Based on the amount of mail and calls received, we have put off the vote on the proposal regarding Jib Sheet Cleating. Your response indicated that we were moving too fast with this vote, considering how long seat cleating has been allowed by the class.

New articles will appear in Scots n' Water in the next issue, both for and against the proposal. We apologize for the agony and inconvenience that may have been created with the announced vote. Please rest assured that our intentions were to act fast and decisively on a potentially divisive issue, not to do a "railroad job."

Please let your Fleet Captains, District Governors and class officers know how you feel regarding the proposal. The vote will be taken at the Annual Meeting in July at the National.

*Taken from a memo written by Bernie Knight, President FSSA*

## Scots n' Water

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# TO THE EDITOR

*The following is a letter that Bernie Knight, FSSA president received and his response that he has turned into an open letter so that we are all more knowledgeable and can, perhaps answer these same questions to our non-Scot friends and acquaintances.*

I have noted articles featuring the Flying Scot in several sailing magazines this year. Congratulations on achieving the exposure!

In each article, the theme that the Scot is a family boat and that she can be handled by a novice is stressed. I will agree with that up to a point. Almost a dozen folks, plus Grandma, can fit in a Scot and she can be skippered by a novice; all without making anyone aboard feel uncomfortable. On the other end of the scale, a novice can single-hand her in a moderate breeze and even launch the chute.

The boat is very one-design; perhaps only because Sandy Douglass would not allow any changes that he felt so corrupted his other designs.

These qualities would seem to make her an ideal day-sailor and one-design racer. And in fact, she is one of the most popular one-designs in the US.

You know all this, so why am I writing? Simply put, the massive stability that the Scot has, that makes grandma feel safe, lulls the crew into complacency. They feel just as secure as sitting on their living room couch. I know, I have sailed a Scot several times. I have also seen countless Scots sailed in a fresh breeze with the entire crew sitting on the lee side.

This false sense of safety leads the unsuspecting sailor to take risks; risks that they might not willingly assume, if they knew that the division between feeling snug and secure and broaching is a very thin line, as Scots capsize all of a sudden. There is very little warning that things are getting out of hand. At least the tipsy boats rock you around and give warning well before their limits are reached.

OK, the Scot will capsize, so what, any boat will under certain conditions. OK, the crew gets wet and someone's pride might be wounded, this is still no big deal. The complaint I have is, that like all of Mr. Douglass' designs, she is not self-rescuing. Once swamped, she can not be sailed. She must be towed and towed

very gingerly to prevent her from going over again. This is quite a trick when the wind is strong enough to capsize a Scot.

When you combine the false sense of security that she gives with the fact that she is not self-rescuing, you have a life threatening situation. That is not a desirable feature for a family boat.

I have rescued a few Scots sailed by people that had no idea of the situation they were putting themselves and crew in. After the last rescue, (two in one day), I resolved not to score any boat that is not self-rescuing, when the weather conditions might lead to the death of a capsized crew by hypothermia. Even relatively warm water of 60 degrees, can cause death if you remain in it an hour or so. And an hour is the minimum time to tow a Scot a mile or so back to shore.

What do I think should be done? Two things.

For the short term, I feel the FSSA should continually caution their members of the risk of sailing anytime the breeze is above, say 15 knots, and the water/air temperature is not warm enough for sustained exposure. The risks are greater for day-sailors than for racers. At least when racing, a capsized boat will be noticed, sooner or later, and rescue by a power or sail boat is assured.

For the longer term, I feel the FSSA should require that positive flotation be added to the Scot. For new boats, the cavernous spaces in the bow and transom and under the seats, that provide so much storage space and for hundreds of gallons of water, should be closed.

For existing boats some type of flotation should be required to be added. I doubt existing boats could be modified, (at a cost reasonable enough to be accepted), to make them self-rescuing; but at least enough buoyancy could be added so she would be stable enough to be sailed after righting.

Why should these actions be taken? To avoid the loss of life. In my way of thinking, the Scot is a ticking time-bomb. That no one has died and that the deceased family has not sued the manufacturer and the FSSA is remarkable.

There will always be fools and people that will take risks. However, it is another thing to actively promote the Scot as a safe family sailor, when experienced sailors know there is no such thing, under all conditions. The Scot is a first boat for

many people that have little or no experience to evaluate such risks.

There is a need for a safe family sailor and the Scot so nearly fits bill. Why not make her a really safe boat? Safe even for the unsuspecting novice.

Sincerely, Don Malpas

Thank you for your thoughtful letter regarding the capsizing characteristics and inherent safety of the Flying Scot. Please forgive the time interval required for my response. I returned from an extended business trip in Europe to find your letter had arrived some weeks prior. I have reviewed your letter with the Executive Committee of the Flying Scot Sailing Association, and all thank you for the time you took to express an evident interest in the safety of the Flying Scot. We share your interest in the safety of the boat and spend a lot of time and effort promoting knowledge and safe practices with the Flying Scot.

First, you must realize that it is the individual skipper's sole responsibility to decide whether conditions are unsafe to be out in ANY boat. No boat is totally safe in ANY conditions. This is why education, knowledge, and basic skills are so very important to boater safety. The Flying Scot Sailing Association through its magazine, Scots n' Water actively promotes boating safety and communicates knowledge and boat handling techniques. Individual fleets continue this education process by conducting seminars and capsize drills.

I have to respectfully disagree with you that the design of the Flying Scot promotes a false sense of security because of an alleged tendency to capsize suddenly and without warning. I personally have a great deal of time in the boat in heavy weather conditions, and I have capsized the boat more than once. I disagree that during a capsize things happen suddenly. In fact, the process is so gradual that there is plenty of time to rescue the boat before it ever gets over if a couple of basic steps are instinctively followed. I once had the boat so far over in a violent gust in the Potomac River that there was water in the seats. By letting go the mainsheet the boat rescued itself before I could get to the high side, much less onto the centerboard. This is an ex-

*(Continued on page 5)*



## To The Editor

(continued from page 4)

ample of the importance of at least rudimentary boat handling knowledge. Anybody who sails any small boat in conditions where the boat is likely to get knocked down without holding the mainsheet CONTINUOUSLY is an idiot. Besides it is slow to cleat the main and just steer the boat. Sandy Douglass fought the presence of mainsheet cleats in his boats for years.

Okay, given that the boat can and does capsize, prompt action by the crew by getting weight onto the centerboard will prevent the boat from turning turtle and filling with water. The boat is then righted and can be sailed away with only a couple of pints of water inside. This does not always work, and sometimes the boat will turn turtle and fill with water. I'll admit that when this happens, you've got a chore on your hands. However, again with some rudimentary knowledge a swamped Scot can be successfully towed by a powerboat.

The Class has debated in the past about adding bulkheads, double bottoms, and bailers. It was generally concluded that the design of the boat is not conducive to any of these add-ons without ruining the desirable characteristics of the boat. In fact I would argue that such boat configurations actually do more to lull people into a false sense of security, which we both agree is a bad thing. In such boats the fundamental skipper's decision on whether to even go out or not takes less emphasis.

A number of us have installed opening ports in the transom of our boats. With transom ports a Scot can be towed dry and then sailed away again without going ashore. It does require a little bailing to get the boat completely dry. I know, because I have done this as race committee before.

I do believe personally in the convenience of transom ports for rescuing a swamped boat. Transom ports can be installed in any Scot in about an hour for less than \$20. However, I DO NOT RECOMMEND a boat owner doing this on his own without guidance from his boat builder due to the potential for corrupting the structural integrity of the hull. In fact, Flying Scot, Inc. offers a kit, including instructions for installing transom ports.

I hope, Mr. Malpas, that my comments are somewhat helpful to you. In addition, I shall send your letter and this response

to the Editor of Scots n' Water for printing as a part of our efforts to keep boating safety and the importance of knowledge on the subject highlighted.

Sincerely, Bernard A. Knight, President

## FROM THE EDITOR

*I received a copy of an article from the 1991 National Marine Manufacturers Association from John \_\_\_\_ of the Flying Scot Inc. that I thought I would share with all of you:*

NBC NIXES OLYMPIC SAILING: the sport of sailing has suffered a setback in its efforts to build television viewing interest, at the hands of NBC. The network has decided to drop sailing from its televised coverage of the 1992 Olympics, despite strong response during the 1988 Olympic sailing venue. The industry is encouraging all sailors - who represent an unscale viewing audience for TV sponsors - to express their disappointment about the lack of coverage in a letter writing campaign to NBC. Such campaigns have been successful in the past. Letters should go to Dick Ebersol, President NBC Sports, 30 Rockefeller Plaza, New York NY 10112.

I think that being part of this letter writing campaign would be a benefit to sailors and to FSSA. Please take the time to write Mr. Ebersol and perhaps encourage other sailors in your area to do so too.

I have also had many inquiries into the dates of getting material to me so that it will appear in the next issue. Although it seems odd, it usually takes four months from my receiving information until it comes out in Scots 'N Water at your home. Therefore I have made up the following chart to go by.

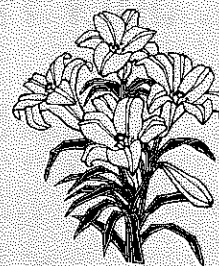
### DEADLINE FOR SCOTS 'N WATER

It sometimes takes the mail a week to get to Mahomet so you might also mail before the deadline. I also have a FAX in my office that is on 24 hours a day (217) 355-2587.

If you want yours to be in the Needs to be to me by

JANUARY/February issue.....	November 1st
MARCH/April .....	January 1st
MAY/June .....	March 1st
JULY/August.....	May 1st
SEPTEMBER/October .....	July 1st
NOVEMBER/December .....	September 1st

## GORDON K. "SANDY" DOUGLASS



Designer of our Flying Scots, passed away Wednesday, February 12, 1992. His passing will leave a large void in all of our hearts that knew him, and also within the class, his support will be deeply missed. Sandy spent so much of his life designing, sailing, and believing in the boats he built. We are very fortunate to have the results of Sandy's work a major part of our lives.

There was a private family service where Sandy's ashes were scattered into the winds from a mountain top in New Mexico. "That way," said Bernie Knight, FSSA President, "Sandy will always be with us as we sail and race his beloved Flying Scots."

Our condolences to Sandy's family and friends.

*The September/October issue of Scots n' Water will be dedicated to the memory of Sandy Douglass. Please write your memories, send any pictures you might have with Sandy in them (they will be returned to you) and submit any stories you might like to share with us about Sandy for this upcoming tribute: Lynne "Sunshine" Hartman, 1209*

# SAIL THE MIDWEST'S BEST . . .

## 1992 NORTH AMERICAN CHAMPIONSHIP JULY 11-17 \* CARLYLE SAILING ASSOCIATION



**LOCATION:** This year's NAC will be held on Lake Carlyle, about 55 miles east of St. Louis. Your host is Fleet 83 or Carlyle Sailing Association, with substantial support from Fleets 135 and 23. Winds are generally 5-15 MPH in July. Please join us for a week of fun and good sailing *and Steve Hartman's cooking!*

### TENTATIVE SCHEDULE OF EVENTS

<b>Saturday, July 11</b>	Registration, Measuring	<b>Wednesday, July 15</b>	AM-Championship Race PM-Championship Race 1800 Cookout at CSA
<b>Sunday, July 12</b>	Women's Races (3) Juniors' Races (3) Registration, Measuring 1715 Skippers' Meeting Trophies for Women and Juniors 1800 Welcoming Function	<b>Thursday, July 16</b>	AM-Championship Race PM-Championship Race Evening - Annual Meeting and Dinner 1830 Annual Dinner
<b>Monday, July 13</b>	AM-Qualifying Race PM-Qualifying Race 1800 Cookout at CSA	<b>Friday, July 17</b>	AM-Championship Race 1830 Awards Dinner
<b>Tuesday, July 14</b>	AM-Qualifying Race PM- 1600 Executive Committee 1730 Board of Governors Meeting 1930 Board of Governors Dinner		

### HOTELS AND MOTELS IN THE AREA

**Best Western**, Greenville-15 min.-800-528-1234 or 618-664-3030 (Single \$33, double \$37), **Budget Host BelAir**, Greenville-800-283-4678 or 618-664-1950 (Single \$27, double \$31), **Knotty Pine, Breeze**-15 min.-618-526-4556 (Single \$25, double \$35), **Motel Carlyle**, Carlyle-10 min.-618-594-8100 (Single \$22, double \$25), **Carlyle L & N**, Carlyle-618-594-2474 (Single \$25, double \$30)

**CONTACT:** Hotels directly for reservations or Jim Harris for additional information (314-966-8404)

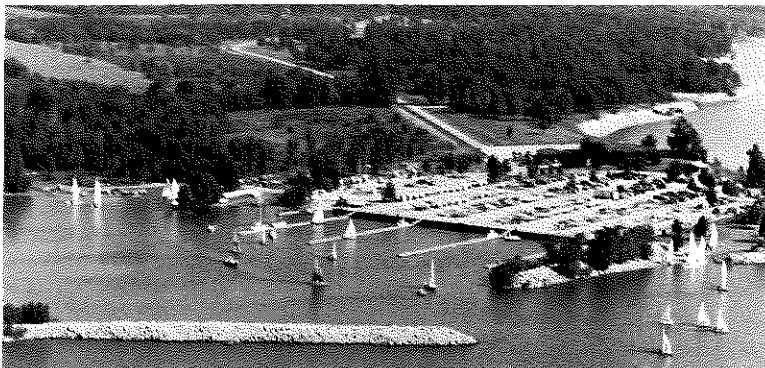
### CAMPING

An excellent campground is adjacent to CSA and offers tent, trailer and RV spots with water, electricity and showers.

# ... LAKE CARLYLE

## GENERAL INFORMATION

Boats will be dry sailed with parking provided. There will be a Women's and Juniors' Regatta scheduled to be sailed on Sunday, July 12 if a five boat minimum registration is met, by class, by July 1. Contact Suzie Knight for information, 314-874-0416.



Carlyle Sailing Association, the site for the 1992 Flying Scot Nationals, has been the location for 3 previous NAC regattas. Excellent reserved boat parking facilities are provided. Registration forms are provided below for the Juniors, Women and Championship Series. Please plan to sign up early so that the NAC Committee will be in a better position to properly plan for this annual sailing regatta.

### Junior NAC

### Women's NAC

NAME \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE/ZIP \_\_\_\_\_

CITY \_\_\_\_\_ STATE/ZIP \_\_\_\_\_

TEL # \_\_\_\_\_ FLT# \_\_\_\_\_ BOAT# \_\_\_\_\_

TEL# \_\_\_\_\_ FLT# \_\_\_\_\_ BOAT# \_\_\_\_\_

AMOUNT PAID \$ \_\_\_\_\_

AMOUNT PAID \$ \_\_\_\_\_

### FS NORTH-AMERICAN CHAMPIONSHIP

Name \_\_\_\_\_ Day Telephone# \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

SAIL NUMBER \_\_\_\_\_ FLEET \_\_\_\_\_ LOCATION \_\_\_\_\_

I WOULD LIKE INFORMATION ON CHARTERING A SCOT: \_\_\_\_\_ Yes From \_\_\_\_\_ To \_\_\_\_\_

**REGISTRATION \$90 If postmarked by July 1. If later, include a \$25 late fee.**

Make checks payable to: Fleet 83

Mail this form and check to: Marilyn Gerrity, Route 2, Box 268-C, Bowling Green, MO 63334

TO ASSIST IN PLANNING, PLEASE INDICATE THE NUMBER IN YOUR GROUP PLANNING TO ATTEND THE FOLLOWING EVENTS:

SUNDAY RECEPTION\* \_\_\_\_\_ MONDAY COOKOUT \_\_\_\_\_ WEDNESDAY COOKOUT \_\_\_\_\_

THURSDAY ANNUAL DINNER \_\_\_\_\_ FRIDAY AWARDS DINNER \_\_\_\_\_

# 1992 FLYING SCOT CANADIAN CHAMPIONSHIP

**A REGATTA TO BE REMEMBERED  
AUGUST 15-16, 1992**

The 4th biennial Flying Scot Canadian Championship will be sailed on Stony Lake August 15 and 16, 1992. Hosts for the FSCC will again be FSSA Fleet 148 and The Stony Lake Yacht Club.

Tentatively, we plan a five race series with three races Saturday and two Sunday. Awards will be presented to the first five places. To round out the weekend we'll have a Saturday evening Juniper Island dinner and dance.

Among the many well known Scot sailors who have taken part in previous FSCC's are Bubby Eagan and Mac Hadden (winners in 1986 and 1990), Jack Orr, Jack Stewart, Graham Hall, Mike Cullen, Dave Jacobsen, and Dan Goldberg. We hope to see all of them, as well as many others, in August 1992.

This FSCC is being planned as part of our strategy to promote the Flying Scot in Canada, where we believe there is tremendous opportunity for growth in the class, and we want to make it an outstanding event. Our hope is that many Scot sailors will join us for this important regatta and in so doing, not only enjoy a great sailing experience with top level competition, but also help us with these class building efforts.

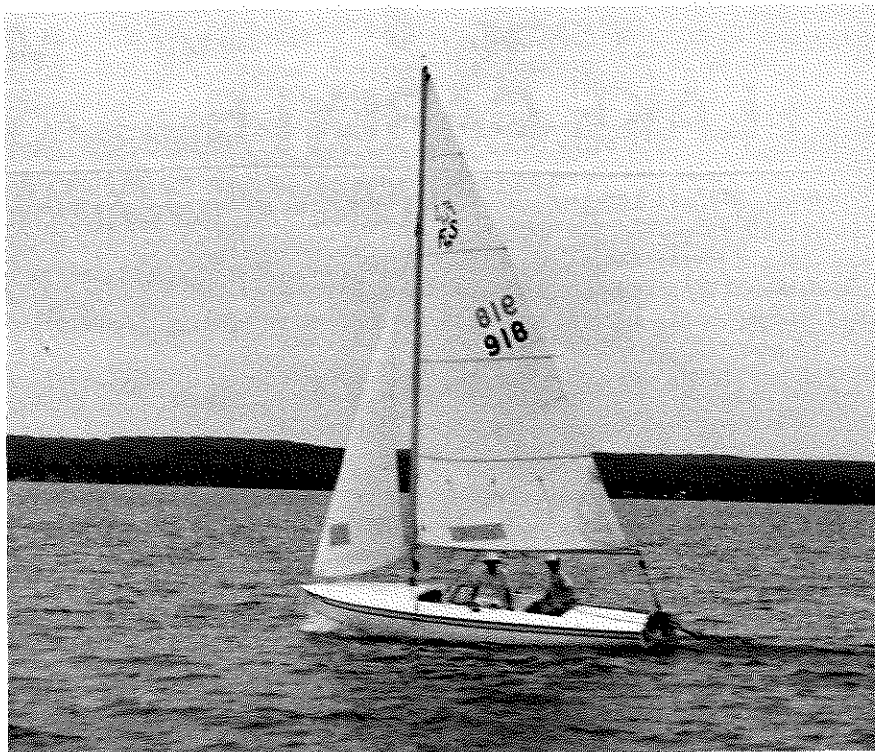
Stony Lake, twenty miles north of the city of Peterborough, is part of The Trent Severn Waterway connecting Lake Ontario to Georgian Bay in central Ontario. An hour and a half drive north-east of Toronto, it is a unique community of summer cottagers who come from all over North America.

Previous FSCC participants will tell you that Stony Lake sailing is a very special experience. It includes a highly competitive fleet; lots of good open clear water; beautiful island scenery; August winds averaging 12-15; fun parties; and warm hospitality.

Watch for further FSCC 1992 news in future issues of "Scots n' Water".

Robin Collins Telephone:  
416-444-3959

1992 FSCC Chairman Fax:  
416-444-4491



## FULLY BATTENED MAIN GREAT FOR DAYSAILOR

Paul L. Schroeder # 918

Fully battened main adds sailing days and comfort to #918 since the Spring of 1990. Pictured above, son Dave takes me for a warm-up in a freshening breeze at Chautauqua before taking his family which includes two small children for a sail.

When I originally got it the fully battened main was considerably slower than my standard main in light air. After learning to tighten it up more this fuller sail is almost as fast in light air and faster and more comfortable in heavy air. In extremely heavy wind my wife, Norma, and I were beating upwind with the fully battened main reefed and no jib when a C Scow with four young fellows tried to pass in our lee. They were taking so long that they finally decided to go off on a reach.

Take note, those fast new 1992 America's Cup boats have fully battened mains.

Sailing on a gusty day is more comfortable because the fully battened main doesn't flog. The quieter more even sailing makes guests happier and the longer lasting sails makes the captain happier.

More days are spent sailing from our home port of Davis Hollow Marina at Lake Arthur with this sail. Since it takes an hour to drive up and an hour to drive home it isn't any fun if the wind is too strong to sail. This is especially important if we have taken friends to have a nice comfortable sail.

I chose North Sails, San Diego, California sail loft to make the fully battened main for me because of their long experience in making them for similar sized boats. The sail is very professionally done of dacron and at my request has one set of reef points and a window. The sail is bent to the mast with a luff rope like the standard sail.

Installing the four long battens, one nearly as long as the boom, takes additional time and trouble compared to the short ones. However, I keep #918 at a marina dock with the main flaked and covered so this is not a factor for me. It takes less time and trouble for me than the standard sail which I used to install and remove for every sail.

We have been sailing with a fully battened main for two years. We are so satisfied with it that we haven't had the standard main on the boat since we first put on the fully battened main.

My wife and I have enjoyed sailing more with the fully battened main as have our guests. In fact our boat is named N'JOY (N for Norma).



# WHAT ABOUT BOB AND MY FLYING SCOT?

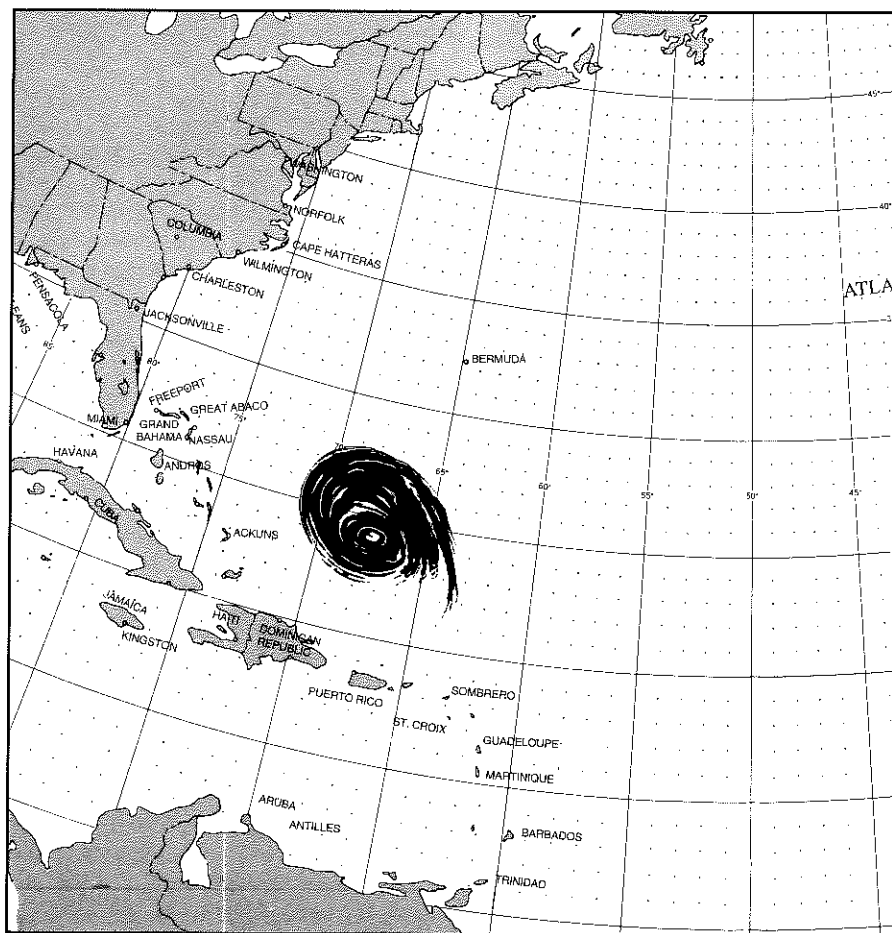
Bruce Pennino

Most coastal New Englanders will remember the summer of '91 because of Hurricane Bob. For those not on the East Coast I will quickly summarize the storm. Bob formed in the Caribbean and quickly came up the coast. At times the storm was moving 50 or more miles per hour. Top wind speeds were in excess of 130-140 mph. Others can give you all the nitty-gritty details.

Bob beat up Narragansett Bay, pulverized Buzzards Bay, and created havoc along Cape Cod Bay. In Buzzards Bay helicopters were used to retrieve boats that had been driven "way up" on the beach. My FS (#1777) was moored to a 150 lb. mushroom anchor on the flats in Duxbury Harbor which is adjacent to Cape Cod Bay and north of Plymouth, Massachusetts.

My wife and I had been away for the weekend. When we returned home that Sunday night, I was surprised at a friend's concern about his 34 foot Sabre. He had put out four anchors, etc. My exact words were "Isn't Bob still in North Carolina?" I, and many others, never appreciated how fast that storm was moving. I checked, and of course my friend was correct. Given the facts that there was little time, no one to really help me get the boat out, and there were other priorities around the house, I decided to do nothing. The whole thing didn't strike me as much fun. In fairness I should point out, that this was my first year with this well-used boat and I had read about FS's indestructibility-falling off trailers and other wild stories. I figured, at the worst, I would retrieve the boat from someone's beach front property. Maybe the boat would have some minor damage. Since I'm not a believer in "extra" insurance, the FS is self-insured". This produces interesting discussions since my wife is a product of a family that has run a successful insurance agency for more than 70 years.

After the storm, I learned that the Duxbury Harbormaster had tried to call me to say that most boats were being removed from the harbor. I tried to reach them, but they worked all night and this truly minimized the damage compared to other harbors. My FS was left in the harbor with a few other boats.



The eye of Hurricane Bob passed in the vicinity of Duxbury which took a real pounding. Peak winds were probably 100 mph or more. Because of storm damage around my home and work, it was a week before I could drive to Duxbury from Holden. When I got there, it was eerie to see a virtually empty harbor. With the early morning sun shining in my face, I couldn't recognize my FS way out in the harbor. I did see a low floating hull approximately where my boat was moored. This really perked me up. I motored out in my dinghy-I didn't row because I had assumed I'd be motoring all over the harbor.

FS #1777 was floating 1 ft. low in the water, filled with an incredible amount of sand and seaweed from breaking waves. The mast, still partially attached to the boat, was stuck in the bottom of the harbor.

On the transom of the boat was the ugliest, grubbiest sea gull I've seen in my life. The transom looked like he had been well fed over the previous week. As I motored up to the FS, this bird looked at me as if I were the intruder on his domain. I maintain that God had an off moment when he created sea gulls, but more on this later. It wasn't until I actually climbed into the boat that the bird grudgingly took off.

A quick check indicated that the hull was fine and I bailed out the boat. It was not immediately simple to figure out why I had lost the mast. At first I thought the violent up and down motion had unstepped it, but this did not fit with reality. The hinge pin, which is a couple of inches long, was completely bent over. It was also unreasonable to think that the stays would have stretched so much.

*(Continued on page 10)*

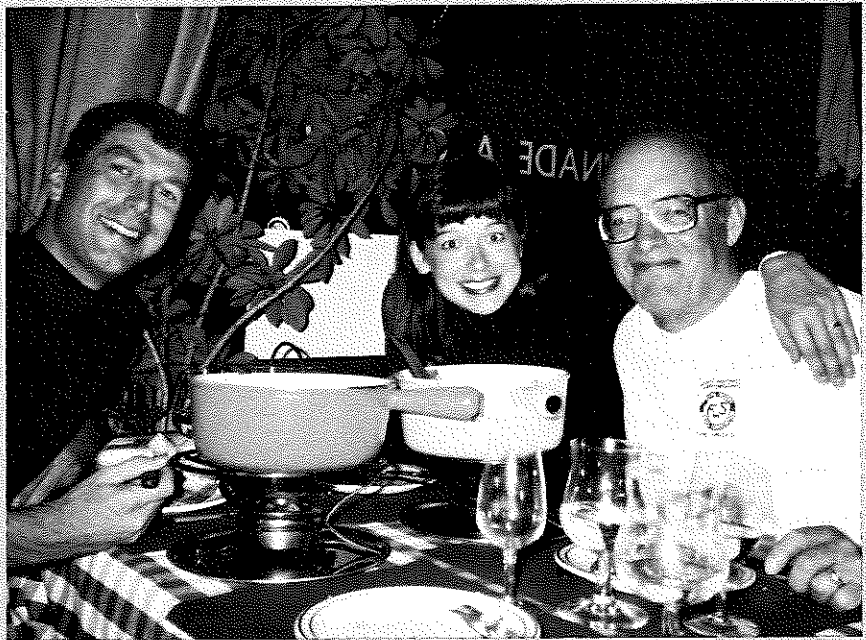
## What About Bob

(Continued from page 9)

With a sailor's fascination, I traced the stays from the chain plates on the hull. I realized that one of the side stays was no longer connected to the fitting located near the top of the mast. After that the rest was easy. I retrieved the mast from the bottom and tried to get as much of the silt out of it as possible. The nut on the bolt that holds the side stays to the mast had come undone and one stay had slipped off. Down came the mast. The bolt was still there and the mast wasn't bent—talk about good luck. I motored over to Long Point Marine and they straightened the hinge fitting and sold me a locking nut. Real fine folks. After owning sailboats for five years, and doing reasonable maintenance and repair, I admit that the fitting had never even been looked at.

Getting the mast up was the next problem. Somewhere I had read that Sandy Douglass put the mast up with the boat in the water. So after rigging the stays for putting up the mast, and using a separate line with a pulley mounted on the bow eye for tying off the mast after it was vertical, I raised the mast. I confess it is nice and safer to have a helper, and easier to do on a steady trailer. I checked the halyards and all was fine. Flying Scots are tough. There are any number of lessons in this story, but the major one for me is to check every fitting.

Now, about sea gulls. I am not one of their fans. Other sailors have told me stories about being driven below when eating, gulls taking hamburgers off a rail mounted grill, etc. A friend, who doesn't like sea gulls very much, swears that some dumb sea gull landed on a hot grill and stood there first on one leg and then on the other, waiting for a hand-out. Two Navy guys I know got even with one bird. They attached one end of a fishing line to a pork chop bone. The other end was attached to the stern rail. A sea gull snatched the pork chop bone and off he flew. When he reached the end of the line, he had quite a surprise. I bet he is still going to a chiropractor! Then there is the story about two fish a friend hooked to opposite ends of a fishing line. One sea gull picked up the fish, but other gulls went after the other fish—it must have been fun to watch. I propose that all readers who have outrageous sea gull stories send them to the editor. It could make an interesting column.



Peter and Kathy share an authentic Swiss dinner with Jim Harris in Ste. Maurice, Switzerland (September, 1991).

**WANTED:** Good home with loving family for FS #3829. Must be committed to regular outings during the sailing season, with racing strongly preferred. Reasonable compensation to present owners required.

This is the story of a Scot which has been resting in a barn in Connecticut since the late summer of 1990. It's history includes a time as a "trailer queen" in the boatyard at Lake Carlyle. But that was before Peter and Kathy Oulevey bought the boat in 1989.

Peter and Kathy brought youthful enthusiasm and a new joie de vivre to Fleet 83 at Carlyle. Anxious to sail in the spring, they trailered the boat in and out before the club and the hoists opened up. Between Sunday races they pumped the experienced skippers and crew for tips and suggestions. They were always ready to stay for a Sunday evening cookout or bring friends out for a weekday evening or moonlight sail (See Chris Sullivan's "First" in the July/August Scots n' Water, p. 17). One of their favorite stories is about the time a seaplane took off from the lake — without lights! — on a moonlit night, just a few hundred feet from where they were sailing. The Ouleveys crewed for Jim Harris at the 1990 Mid Winters. They have been

among the revelers at the Glow in the Dark, Whale of a Sail and Barging regattas. By the summer of 1990 they were providing serious competition for the "Old Salts" on the race course. On one occasion they capsized the boat on a reach but immediately righted it and finished the race. In 1990 they helped Fleet 83 host the Midwest Districts by obtaining some great sweatshirts and trophies.

So why is FS 3829 in that Connecticut barn? Because it doesn't make sense to ship it to Switzerland. Peter and Kathy now make their home in Geneva, where Peter has family roots. The opportunity to spend a few years in Europe was just too good to pass up. They want to get involved in the local sailing scene but have to admit that, even with their dedication and love of the boat, getting a Scot fleet started on Lake Geneva is probably out of the question.

Peter and Kathy would like to buy some type of boat which has an active racing fleet in their new home. But to do so, they need the money invested in their Flying Scot. And they won't sell it to just anyone. Peter vows it will not be a "trailer queen" again. Can anyone out there give it a good home? Contact the Ouleveys, 16 Rue de la Gare, CH 1197 Prangins, Switzerland.

# 1992 WIFE-HUSBAND NORTH AMERICAN CHAMPIONSHIP

Deep Creek Lake, Oakland, Maryland

June 19-21, 1992

The 1992 Flying Scot Wife-Husband North American Championship will be held June 19-21, 1992 on Deep Creek Lake near Oakland, Maryland in the western panhandle of Maryland. The event is organized by Fleet 6 and will be hosted by the Deep Creek Lake Yacht Clubs located at Deerhaven and Turkey Neck in coordination with the Deep Creek Yacht Racing Association. The series of 5 races is open to all bona-fide wife-husband teams who are FSSA members. There will be no boat or sail measurement. Moorings are available at both clubs and will be assigned at registration. However, facilities for daysailing are limited to 8 boats and will be given out on a first come, first serve basis. The chairman of the event is Charles Buffington, Fleet 6 Captain, home - 107 Rock Haven Lane, Pittsburgh, PA 15228, 412-563-2750 or lake - 301-387-7245.

**Registration:** \$60 (\$50 if preregistered by 5/31/92) which includes trophies, beer, soft drinks, Friday evening snack, 3 meals on Saturday, and 2 meals on Sunday for two sailors. Meal tickets are available for non-sailing adults @ \$16 and for children @ \$8. Registration can be made by mail or in person at Turkey Neck Yacht Club on Friday, June 19 and Saturday, June 20. Checks should be made payable to Flying Scot Fleet 6 and mailed to Daniel R. Muss, Rt. 1, Box 66A2, Swanton, MD 21561, 301-387-9528.

**Schedule of Events:** All meetings and meals will take place at the Turkey Neck Yacht Club.

- Friday: 8:00 AM to 4:00 PM - Boat company drop-in tours  
12:00 N to 8:00 PM - Rig and launch  
3:00 PM to 9:00 PM - Registration  
6:00 PM - Snack
- Saturday: 8:00 AM - Breakfast  
8:00 AM to 9 AM - Registration, rig and launch  
9:30 AM - Race meeting  
10:30 AM - 1st and 2nd races back to back, return to club for lunch, 3rd race to follow  
6:00 PM - Hors d'oeuvres, supper, and social
- Sunday 8:30 AM - Breakfast  
10:00 AM - 4th and 5th races back to back  
1:00 PM - Lunch  
2:00 PM - Awards

**Housing and Lodging:** Please note that this is a summer resort area and reservations should be made early. Consider taking extra vacation time to enjoy our scenic area, relax fishing, sail casually, go antiquing, or visit the boat company. It can still be quite chilly in June in our mountainous climate, so pack warm clothing.

We invite participants to stay in homes of local fleet members. Limited, primitive camping is available at Deerhaven Yacht Club. To arrange for local housing or on-site camping, please contact Audrey MacMillan at work 412-647-2562 or at lake - Rt. 4, Box 3425, Boy Scout Road, Deer Park, MD 21550, 301-387-7120. Please indicate number of guests and any special needs, i.e. children, smoking/non-smoking, etc.

Should you prefer to make your own arrangements, several motels with reasonable rates are within 15-20 minutes driving distance: Oak Mar Motel - Rt. 219 in Oakland, 301-334-3965, Town Motel - Rt. 219 in Oakland, 301-334-3955, Alpine Village - Rt. 219 north of Oakland and midlake on western side, 1-800-343-5253 or 301-387-5534

Three camping and RV areas are 20-30 minutes away: Double G Ranch - P.O. Box 25, McHenry, MD 21541, 301-387-5481, at north end and off the lake, Glen Acres - Rt. 2, Box 162-W, Swanton, MD 21561, 301-387-5149 or 387-9596, on lake midway along eastern side, Deep Creek Lake State Park - Rt. 2, Swanton, MD 21561, 301-387-5563, on lake midway along eastern side For any additional information, contact the Garrett County Promotion Council at 301-334-1948.

**Childcare:** Babysitting will be available at Turkey Neck Yacht Club for a nominal charge. So that we can plan for age-appropriate activities and safe supervision, please contact in advance Gail Black (home-717-243-9829 or lake-301-387-6290) and provide information on your child's age, sex, napping requirements, allergies, meds, special needs. Limited facilities are available for infants and toddlers.

Registration forms, additional information, and a detailed calendar of events will also be in the May/June issue of Scots n' Water.

## 1992 Wife-Husband Championship Registration Form

Names: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Sail # \_\_\_\_\_

Fleet # \_\_\_\_\_

Location: \_\_\_\_\_

I'd like to stay with a local member

I'd like to camp onsite

I'll make my own arrangements for housing

I'll need childcare - give names and ages of children

I'd like to buy meal tickets for \_\_\_\_\_ non-sailing adults and \_\_\_\_\_ children

Registration is \$60 (\$50 if paid by 5/31/92). Make check payable to FSSA Fleet 6 and mail with this form to Daniel R. Muss, Rt. 1, Box 66A2, Swanton, MD 21561, 301-387-9528.

# Scots Moving West

Charles Bencik

The Flying Scot class has made a notable splash in southern California, judging by the reaction to FS 4808's appearance at the San Diego Boat Show November 20th thru the 24th. This is the first appearance of the class in a southern California show in about a decade, and it caused quite a stir, not only among transplanted New Englanders, but also among the jaded California power boaters and deep-keel cruisers.

The Flying Scot was one of only 5 trailerable sailboats in this power-dominated show. Surprising was the number of Scot owners among exhibitors and visitors. Bob Sharp (FS 586) was there from Riverside, CT, showing a line of inflatable sailboat. Also Dirk Lewis (FS 3662) of Duxbury, Massachusetts was on the floor. One remarkable moment came when Tom Ehman, three-time national Flying Scot Champion, former secretary and 2nd VP of FSSA, and now Executive VP and General Manager of the America's Cup Organizing Committee, visited the Flying Scot display, and lin-

gered to recall the late 70's with Fleet 20 on Portage Lake...

Many who came to admire FS 4808 – looking outstanding in white with Navy blue waterline and trim stripes – stopped to recall fondly their earlier years or memories of the Flying Scot. A lot of them said things like, "She's a nice East Coast boat," something I expect to hear less and less in the future.

To one who has sailed a Flying Scot almost 14 years, a boat show helps one realize what remarkable features the 'Scot incorporates.

Such things as the center-board winch, traveler-free rigging, halyard winches, jib-halyard forestay tensioning, and the handy "glove-boxes" are features most trailer and cruising keel boat owners don't see. Old-time 'Scot



A gathering of the clan forms near FS 4808, at the recent San Diego Boat Show, to watch the Flying Scot video. Among those in the group: Graham Hall, sailing coach for America 3 (in kilts), and his father, Robert (seated in tarn).

sailers were glad to see the jiffy reefing option, which could be demonstrated in less than a minute. The inevitable questions about "nature's call" helped all achieve a realistic definition of "daysailing" and "family racing." The upgrade to all-Harken fittings, and the wonderful new gell-coat finishes were a universal hit. Finally, the ever-popular hull-thump test proved that no other boat could match the Flying Scot for solid durability.

The Flying Scot video was on display, and generated a lot of excitement, with its scenes of blazing windward planing runs, and planing spinnaker reaches. Families, liking the roomy cockpit, were impressed by the way the 'Scot first defied Graham Hall's efforts to capsize her, and then floated safely until easily righted, after he succeeded in bringing her down onto her gunnels. Hall, in San Diego with the America 3 syndicate for the defense of the America's Cup, and hailed as a "match racing wizard," is Bill Koch's multi-talented sailing coach. He produced (filmed, narrated, postpro-



Kids, big and small, seem to find the Flying Scot just right, at the recent San Diego Boat Show.

(Continued on page 13)

## Scots Moving West

(Continued from page 12)

duced, etc., etc.) the latest Flying Scot video. Having recently bought and refurbished FS 460, he uses his boat as a teaching aid, and instructs a sailing class for the family members and non-sailing staff of America 3. A scion of the Graham clan of Scotch highlanders, he made guest appearances in his Graham-plaid kilts and tam, and, at the drop of a burr, was wont to pull his harmonica from that watchamacallit hanging on the front, and render "My Bonnie Lassie" for all and sundry.

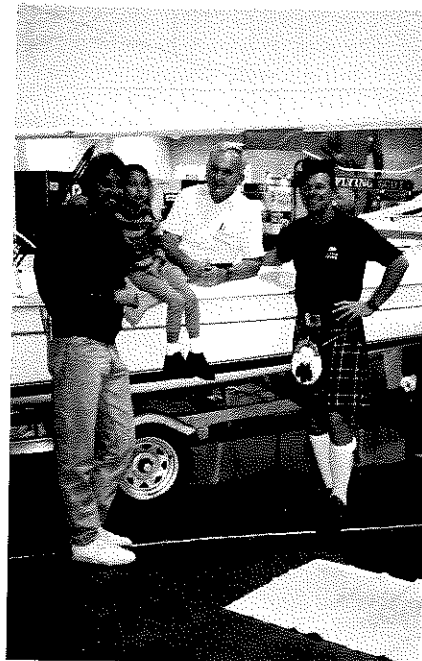
Fifty-odd visitors signed up for trial sail dates, and others for newsletters and literature. Among these were a prominent lawyer from the area, currently owner of a power boat. One customer has placed an order for a new Flying Scot, and two or three others say they're similarly inclined.

Perhaps most satisfying was the coincidental activity of the newly formed San Diego Flying Scot fleet. Chancing to be at the show at the same time, the first fleet membership meeting took place, and a date set for the first fleet regatta. A visitor to the Flying Scot display, see-

ing her at the show, let us know about another 'Scot owner, up near Camp Pendleton. Scot Thom (FS 73) has since joined the fleet, bringing it to a strength of four.

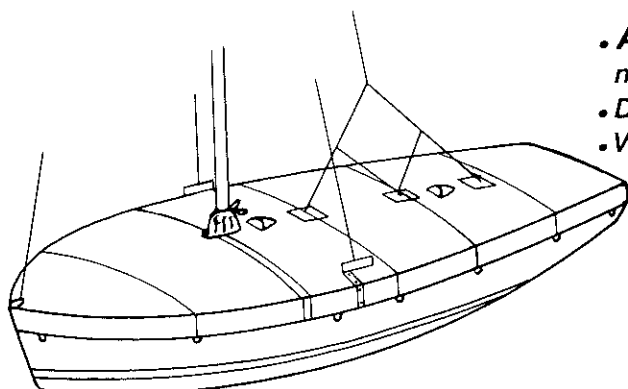
News provided by Sandy Corbett, Fleet 40, Tomales Bay, shows there must be at least 40 Flying Scots in California. Three of them are now for sale. I believe this is a historic time for Flying Scots on the West Coast. Expensive boats and slip charges are driving many away from the big-boat California lifestyle. A West Coast Flying Scot Winter National - 1993 or, at the next 'Cup defense year, 1995 - that's not too extreme to dream, is it?

P.S. The "debut" of the Flying Scot class in Southern California would not have been such a success without Harry and Karen Carpenter, who arranged for and financed the Boat Show space. Likewise, I thank my wife, Helga, and son, Marty - ever my loyal crew all these years, who came down after their regular jobs, and proved thru their example that she really is a great family boat!

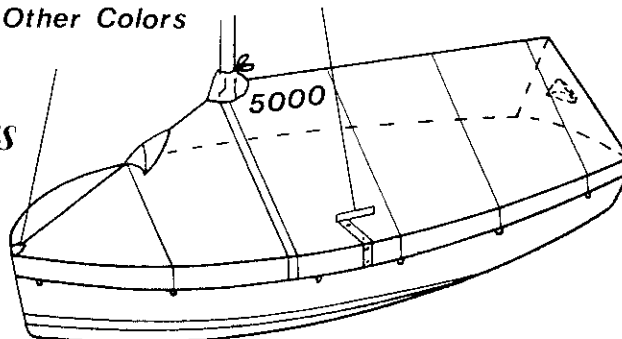


Hoot mon! Pioneers of San Diego's new Flying Scot fleet (l. to r.) are Steve Coss (FS 989) shown with his daughter; Chuck Bencik (FS 3099) and Graham Hall, Fleet Capt. (FS 460). Scene is the San Diego Boat Show. No, "Flying Scot" signs do not grow out of the heads of people with Scottish ancestry. FS 4808 is in the background.

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# TURKEY DAY REGATTA

## Ryan and Kimber Malgram

At five-thirty in the morning my wife, Kimber and I pushed away from the dock at the University of Washington. It was November 24, it was cold (mid-thirties), and we had eight miles of upwind water between us and the race course.

"How you doing?" I asked Kimber. "Fine," she replied, not sounding enthusiastic. From the sound of her voice I knew that she could use some cheering up. "At least it isn't raining," I said, trying to sound optimistic. She didn't answer. I had a feeling she wasn't smiling, but it was still too dark outside to be sure. I was beginning to think that the Renton Sailing Club had intended a double meaning when they dubbed this event the Turkey Day Regatta.

Then it started to rain...

### HOW WE GOT INTO THIS MESS

Kimber and I moved out to Seattle from Chicago two years ago. We love it out here. We've met some great people and have done quite a bit of sailing on everything from 420's and Lasers to a 48 foot C&C. I was even lucky enough to crew for Seattle's top Thunderbird skipper, Grant Chyz, for a season. (Grant won the '91 Thunderbird Worlds in Ontario!) But despite all of the wonderful sailing we've enjoyed out here and the variety of boats — I still find myself defending the Scot class, trying to explain to others about what a competitive yet fun group (fun and competitive are not synonymous in most classes) of people Flying Scot sailors are. And how much I miss sailing in the Scots. But all I usually get in response is a grunt and a comment like, "Oh, you mean Flying Sidewalks?"

So when I found out a few Scots were going to conjure themselves up at an obscure event called the "Turkey Day Regatta," wheels began turning in my head. Now, I don't own a Flying Scot — but it just so happens that I belong to the University of Washington Sailing Club and THEY have a Flying Scot... sort of. You see, their Flying Scot was made by the now defunct Ranger boat company. I hope this doesn't offend any of you Ranger owners out there, but let's just say that I have always had a particular bias toward Gordon Douglass boats. But

then again, as my grandmother always use to say (and still does): "Beggars can't be choosers..."

Anyway, this poor Scot needed work. The previous owner kept the boat moored on Puget Sound year round and as a consequence there were barnacles on the bottom. Yes, that's right, I said barnacles. Also, the rudder had at least two inches of slop in it (it was held into the gudgeons by two rusty 1/4" threaded bolts). But first things first: there was bailing to do. Apparently the boat wasn't in great demand this time of year because it was harboring at least twelve inches of water and looked in danger of sinking in its own slip.

After bailing it out, and installing a 3/8" stainless rod for the rudder, I started looking for the trailer so that we could pull the boat out of the water to clean the bottom. But nobody seemed to know where that elusive trailer was. Finally, I called the commodore of the Yacht Club. "Sorry, that boat doesn't have a trailer," he said. So I told him all about the Turkey Day Regatta, and how it was at the other end of Lake Washington, and that we really were hoping to go, but... "Sorry, no trailer," he repeated. That's when I remembered the enormous outboard motor bracket on the transom. "Is there an outboard engine for —" "Nope. Sorry," he said. And that was that.

I told Kimber that we wouldn't be able to race in the Turkey Day Regatta. "Why not?" She asked. I explained that we had no means of towing or motoring the boat to the race course. "Can't we sail there?" She asked. I paused, picturing us stranded in the middle of Lake Washington without any wind; or worse, getting caught in one of the many gales that visit our area every winter. But then more pleasant visions came to mind as I contemplated a fifteen knot broad reach (both ways) with clear skies and the spinnaker up and hot chocolate with those little marshmallows floating on top and... "You're right, I said. "Let's do it."

### THEN IT STARTED TO RAIN...

So there we were, beating into an extremely chilly Southerly wind, listening to the pitter-pat of rain on the deck. I was

beginning to have second thoughts... and then third thoughts. I was just about to ask Kimber if she wanted to turn back when she cut me off, saying, "How about some coffee?" Before I could open my mouth, she was filling a mug with the miraculous steaming Columbian liquid.

Two cups of coffee later we were past the I-90 bridge and could actually see each other smiling in the dim dawn light. Kimber joked that the sun must have risen, because now it was greyish-brown outside instead of black. By this time we had seen wind shifts of 50 degrees and several gusts of 20 knots — followed by periods of nearly zero wind. This was Northwest sailing at its finest: living up to its reputation of being the region where they send cocky meteorology graduates with attitudes. But did we care? Nope. So what if it was cold, drizzling, hopelessly shifty, and... who cared? The coffee was hot and we were in a Flying Scot on our way to a regatta! "Weather be damned," I shouted, "get out the camera, we're having a Kodak moment!"

But nothing lasts forever, not even Kodak paper.

By eight-thirty we were getting near the Southern end of Lake Washington. The skipper's meeting was still an hour and a half away and I figured we had plenty of time. In any case, it was time to consult the old chart for the exact whereabouts of Coulon Beach Park, Renton — the regatta launch location for people who owned trailers. Kimber stared blankly at the chart for a few minutes, "It isn't on here," she stated. She was right. Whether or not the chart was outdated, or just plain inadequate, we will never know. But there was no Coulon Beach Park to be found on its bleak pages. We sailed toward shore and tied up the boat to a public access dock in Downtown Renton. I hopped out, figuring that surely somebody in Renton would have heard of Coulon Beach Park. Apparently our chart wasn't the only one who hadn't heard of Coulon Beach: the Renton police hadn't heard of it; the Seven Eleven clerk hadn't heard of it; the Chevron gas station attendant and his phone book hadn't heard of it, and...

*(Continued on page 15)*

## Turkey Day Regatta

(Continued from page 14)

By now it was ten o'clock and somewhere there was a group of skippers having a meeting.

We put the sails back up, and sailed away from the dock... about one-hundred yards. And then we stopped. The water turned to glass. We didn't move. We didn't say a thing. There wasn't anything to say, because there they were: only half a mile away... two, four, ten... little white triangles of Dacron were popping up and moving out into a bay area to the East of us. They had wind but we didn't. By a cruel twist of fate mother nature was going to force us to stand off to the side in the doldrum bleachers while all of those well fed, over sleeping trailer owners were going to be treated to a steady little 10 knot Southerly...

Again it was Kimber who became the shining ray of optimism, as she pulled out our only paddle and started paddling. "Don't bother," I told her, "we'll never make it." "Don't be such a pessimist," she scolded, and kept right on paddling. At first her paddling didn't seem to be doing much, but then I could feel a small cool breeze on my face as she worked

the boat up to 1/4 a knot or so. That's when I noticed that our mainsail was eased all the way out to the port shroud and it was luffing! I brought it in a few clicks and suddenly we were moving again!

We made it to the starting line with a couple of minutes to spare. There were thirty or so boats all together — only four of which were Flying Scots, but we didn't care. Nick, a fellow Scot sailor waved to us and told us that we would be starting with the Thistles in the second sequence. Kimber and I waved back with big grins on our faces. It was funny to think that all of these people were just starting their sailing day and we had already put in almost six hours on the water.

The wind was moving a little to the left with two minutes to go, so we headed for the pin... "How are we doing on the line sight?" I asked Kimber. I was too busy working with incoming thistles to keep track of the line much less our fellow Flying Scot's. She didn't answer. "How are we doing?" I asked, a little sharper this time. "I've gotta go to the bathroom... bad," she replied.

## A HAPPY ENDING

I don't know if it was because we had already been sailing all morning, or if it was because of Kimber's dilemma (we solved that problem after the first race); or if it was the barnacles on the bottom — but whatever it was, we got that old Ranger moving along fairly fast and managed to pull off two first places before waving goodbye to our fellow Flying Scoters and heading for home.

But it's not over till its over, and after having drifted for a half hour or so on a once again glassy Lake Washington, I was beginning to wonder if it would ever be over. But, as usual, my pessimism was unwarranted as mother nature again gallantly galloped to our rescue with a sweeping Southerly which allowed us to carry our chute all the way home.

Five-thirty p.m., exactly twelve hours after our departure, we dropped the spinnaker — preparing to pull into our slip. Suddenly we heard the eery roar of thousands of cheering University of Washington Husky fans who were rooting on their "Dogs" to another win in what was to become a perfect football season and a number 1 National ranking. Life was great.



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# FLEETS IN

## FLEET 11 – SANDY BAY YACHT CLUB, ROCKPORT, MA by Jenny Montello

The Fleet 11 season will go down as one filled with fun and surprises. Under the excellent direction of Commodore Ken Wright, the club facility and racing was unequaled, although the wind and weather conditions did not always cooperate. In addition to a brief visit from Hurricane Bob, one of the biggest surprises came in a race which started as a drifter and ended as a squall. While the leader, Skip Montello (FS845) kept heading for the finish line (much to the dismay of this crew/author), Tom Kolterjahn (FS2266) and crew Betty Lynch were in close pursuit. The third boat was caught by wind and waves and turtled, while the other boats dropped their mains and headed for the Yacht Club. With every one (boats included) back on-shore, it proved a good time to remember safety first!

### RACING

Thanks to the motivation of Fleet Captain Dick Wilkinson (FS4347), Sandy Bay Yacht Club shook off the winter blues earlier than usual by opening the season with a three race Memorial Day Series. Tom Kolterjahn won the series, exemplifying years of experience.

The June "Founders' Series" traditionally has served as a gradual warm-up, but with the commencement of racing in May, proved to be full of good competition. In one of the most exciting club races in recent history, the top four finishers, Ken and Peg Wright (FS471), Skip Montello, John and Holly Yasaitis (FS3262) and Tom Kolterjahn finished the two and a half hour long race within minutes of one another. June also had a string of seven races with six different victors, demonstrating the depth of ability in the fleet: 6/2 Marilyn Evans (FS2924); 6/8 Kolterjahn; 6/9 Wright, 6/15, 6/22 Montello; 6/23 Dick and Maureen Wilkinson; and 6/29 Jim and Margot Hintlian.

The three race Fourth of July series kicked off the competition for the Season Trophy, which also includes the July and August series. After the first two races, the Hintlian and Montello teams were tied with 2.75 points. Following the traditional "Chowder Day" at SBYC, the third race began, with the lead passing between the

two boats. Finally, in a tacking duel in the next-to-last leg, the Montellos took the lead and held on to take the series.

The six race July series was won by Tom Koterjahn. Despite missing his #1 crew (wife Linda) for the season, Tom trained a large supply of nieces and nephews for alternate crew. The eight race August series ended in a tie between the Wrights and the Montellos, with the tie-breaker going to the Montellos. This series included a race in rolling waves and dense fog, in which the enthusiastic spirit of Peg Wright convinced the Race Committee, and other die-hards to race. It was a lesson in how to keep the boat moving in light air, as the Wrights won easily. I later learned that their first lesson in a Flying Scot was by Sandy Douglass, on a similar light air day!

The Labor Day series brought the largest turn-out of the season, with the coveted "Sandy Bay Mug", an ornate solid silver trophy, at stake. This year, the three race series tested all abilities, with the first race winds gusting over 20 knots, the second race a drifter, and the third a steady 10-15 knot wind. Typical New England weather! The varying conditions kept the competition tight, and going into the final race, eight boats were capable of placing in the top three. Montello 5.75 points; Wright 6.75; Steve Ouellette (FS314); Bernie and Ruth O'Brien (FS2618)9; and Art Bookstein (FS2444), Kolterjahn, Wilkinson, and Yasaitis, all at 10. Skip Montello finished first in the final race to win the series, Ken Wright finished third to take second place, and Tom Kolterjahn finished second to capture third.

### END-OF-SEASON DINNER

Not to be out-done by their sailing abilities, the Flying Scot Fleet 11 puts on outstanding pot-luck suppers. The highlight is the end-of-season dinner, which is a good time for friends, family, and the Race Committee. This year, "the Ken Wright Trophy for Most Improved Skipper" was awarded to Dick Wilkinson. The Season Trophy was awarded to Skip Montello. On the lighter side, 'gag' gifts were awarded by the Fleet Captain. In addition to our own sailing season, this year was marked by the hosting of the Mallory Cup Area A Championship, thanks especially to the efforts of Ken Wright and Dick Wilkinson.

As I sit at the Mac, enjoying the view of the colorful autumn leaves (but trying

to beat the deadline for the January issue of 'Scots 'n Water'), I reflect on the season with fond thoughts of the members of our fleet, and throughout the Flying Scot Association, who made the season competitive, but most of all fun. If you are in the Rockport area on a Saturday or Sunday between Memorial Day and Labor Day, bring your Scot and join us for a race!

## THE MIDWESTERN DISTRICT Jack McClurkin, District Governor

The Midwestern district consists of the states of Illinois, Wisconsin, Minnesota, North Dakota, Iowa, Missouri, and parts of Indiana.

The district ranks fourth in membership among the 13 FSSA districts with approximately 214 FSSA members. We have 10 active fleets, from the southern tip of Illinois to North Dakota, a distance of over 900 miles.

The midwest district has previously hosted the North American Championship 5 times, at Wilmette, Illinois (near Chicago) in 1960, at Milwaukee, Wisconsin in 1965 and 1970, and at Carlisle, Illinois, near St. Louis, Missouri in 1979 and 1987.

Several early Flying Scot fleets were established in the midwest at Lafayette, Indiana (Fleet #2) and at Wilmette, Illinois (Fleet #3).

One of our fleets sails on the open waters of Lake Michigan, one on Green Bay, and the remainder sail on inland lakes.

Our district holds one activity each year, the district regatta. It is a weekend regatta held at a rotating site. We are planning for 1992 at Delavan Lake, in southeastern Wisconsin, 1993 at Ephraim in northwestern Wisconsin, and at Wilmette, Illinois in 1994. Our district regatta attracts 25 to 35 boats.

Dear Jack:

In the heart of central Illinois you will find Clinton Lake the state's fourth largest with more than 4000 acres of water. There also you will find Fleet 135, an active fleet of 16 Flying Scots. The size of the fleet has more than doubled in the last year due, in no small part, to the encouragement of the Hartmans, Jerry, Mike and Steve.

*(Continued on page 17)*

## FLEETS IN

(Continued from page 16)

Besides an active summer of competition Fleet 135 is perhaps best known for its continued hosting of one of the countries most unique regattas THE GLOW IN THE DARK, or as its become to be known THE GLO. The regatta was host to more than 44 boats in 1991 from as far away as Florida and Texas. The regatta is a no-cost-to-entrants affair with some of the best food, drink and fellowship a Scot sailor can find anywhere. The regatta began with the hosts Hartmans inviting sailors to the lake and they, the Hartmans supplied food, drink, and trophies. Soon the participants began bringing specialties from their section of the country for all to enjoy. Texas people bring chili, East Coast bring clams or lobster, Wisconsin brats, Minnesota local beer etc. The Clinton Lake Sailing Association provides the racing committee and volunteers, along with Fleet 135 members, do cooking, cleaning and host chores so that the Hartmans can now have more fun by not doing all of the work. The Glo is a great happening.

As the Fleet continues to grow we are sure that more and better competition on Clinton Lake is in store for Flying Scots everywhere to enjoy.

Regards  
Dave Boyer FS #3617 Urbana, Illinois

## Fleet 114 - Delavan Lake Yacht Club

"We the people" make up Fleet 114! Not the boats, racing rules and club regulations.

Ask any member, and he or she will tell you. The club is family-oriented and a nice place to relax, and to spend a day, a weekend, or the hot summer.

In 1992, the Delavan Lake Yacht Club will celebrate its 100 year anniversary, and we have activities for the whole family — sailing school, Friday night fish fries, Day Camp, and a strong social program.

The racing program has a friendly competitive atmosphere. We always have time for a beer or soda after two short races. Everyone is interested in helping his competitor sharpen his racing skills and speed up his boat with a new "go fast" gadget.

Fleet building comes natural, and we all like to talk about the fleet, the Club and the people, if you give us half a chance. In early spring, Chicago Yachting and Navigation has a loosely organized boat show, and Fleet 114 is there with a boat to promote the Flying Scot and Fleet 114.

After all the positive things are said, there is just one negative point to be made about Fleet 114 and the Midwest District — the sailing season is too short!

We look forward to welcoming you to Delavan Lake in 1992 for the Midwest Flying Scot District Regatta.

## Flying Scot. Fleet #2 Lafayette Sailing Club

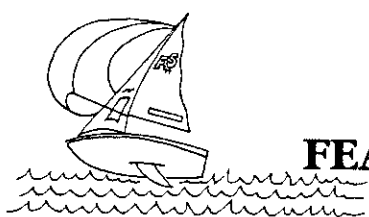
Flying Scot. Fleet #2 sails with the Lafayette Sailing Club from a very nice facility on Lake Freeman near Monticello, Indiana. There is a small harbor with a ramp and the boats are kept on trailers at the Club grounds. It's easy to drive to the lake, hitch up your trailer, put the boat in the water, and go sailing. There are picnic grounds and a swimming area with sand bottom. We are adjacent to Twin Lakes Marina which provides restrooms and some other useful services, although they cater primarily to power boats.

Lake Freeman, unfortunately, is not an ideal sailing lake. It is long and very narrow with high banks on the western side and is home to a large number of power boaters. One consequence of this is that we don't handicap boats for flying a spinaker, since those who do rarely have an advantage in the shifty winds and choppy water. In spite of these drawbacks Lake Freeman is our home because it is close to the Lafayette/West Lafayette area where most Club members reside and there are no better choices in easy driving distance.

The Club was formally organized in 1970. From 1970 to 1979 the membership grew from 30 to 87 individual and family members. Current membership is over 100.

Races are held on Saturdays and Sundays from early May to September. No single class dominates numerically

(Continued on page 18)



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## FLEETS IN

(Continued from page 17)

and the mix of boats has changed over the years. Flying Scots first appeared on the scene in 1972 and the Scot fleet grew to about 10 in the mid eighties, with five or six racing regularly. Unfortunately this number has diminished in recent years as the active Scot sailors moved to big boats on Lake Michigan or quit racing for other reasons. There are now rarely more than two Scots in a race, although there is some indication this may be turning around. On the positive side it turns out that most of the other boats which now race have Portsmouth Numbers nearly identical to the Scot, so with one or two exceptions the small differences are ignored and all boats race against each other on an equal basis. This keeps the racing exciting even if only one Scot is racing.

For the reasons noted we have not held any Scot regattas in recent years. The Club does have regular social events including the Board of Governors Picnic, a Fall Banquet, and a Spring Callout Meeting. A Sailing School is taught each Spring. Another well attended non-racing event is the Moonlight Sail held one or two times each summer.

In summary Fleet #2 is part of an active sailing club and the racing is good except for the low number of Scots which race. We would welcome new Scot sailors who live in our area. If anyone has questions I can be reached at the address below.

Warren Stevenson  
FS 3198  
57 Lancelot Court  
Lafayette, IN 47905

## 1991 USF&G SUGAR BOWL "RACE OF CHAMPIONS" December 28-29, 1991

This USF&G sponsored event, hosted by New Orleans Yacht Club, consists of the top sailor from each of the 24 yacht clubs in the Gulf Coast Region sailing a three race series at the end of each sailing year to determine a champion! The series was sailed in the Flying Scot class boat.

The first race conditions were medium with winds at 12 knots. Skipper Rod Stieffel with crew Charlie Merrigan of Bay-Waveland Yacht Club took an early lead and held on to win race 1. Steve Bellows of Pensacola Yacht Club followed with a comfortable 2nd. Scott

Sonnier of Southern Yacht Club finished 3rd followed respectively by Bill Ross of Pontchartrain Yacht Club, Don Brennan of Buccaneer Yacht Club.

The second and third races were sailed on Sunday, due to the Saints game being held Saturday afternoon. The conditions in the second race were light and

*'Twas the night before Christmas  
and all at this spot*

*Wished they were sailing their  
beloved Flying Scot.*

*Sugar plum nightmares kept us  
awake.*

*We passed the time thinking  
'bout Delavan Lake.*

*O'er the mantle the stockings  
were hung*

*With fond memories of the fleet  
Finally Flung.*

*The beautiful packages under  
the tree...*

*We wondered about what their  
contents might be.*

*A compass?! Some fittings?! A  
red protest flag!!*

*Things to foil tricks from  
McClurkin's bag.*

*From up on the rooftop we  
heard a big Thunk!*

*Like catastrophic failure of a  
centerboard trunk.*

*Then Santa called "Merry  
Christmas! Good Night!"*

*"Don't go left on the course  
when the wind's to the right!"*

ANONYMOUS

shifty. Stieffel took the lead early and stayed out front to win race 2. Kevin Northrop of Pass Christian Yacht Club finished 2nd followed by Southern YC, Pont. YC, Buccaneer YC.

The third race the winds dropped to 2-3 knots and very shifty. Sonnier of Southern YC worked his way into the lead and stayed there to win the race and clinch a second place overall finish. Stieffel finished 2nd followed by Pass Christian YC, Buccaneer YC, Pont. YC.

The scores were as follows:

Race 1	Race 2	Race 3	Score	Finish	
Rod Stieffel - Bay-Waveland YC	.75	.75	2	3.5	1
Scott Sonnier - Southern YC	3	3	.75	6.75	2
Northrop - Pass Christian YC	6	2	3	11	3
Ross - Pontchartrain YC	4	4	5	13	4
Brennan - Buccaneer YC	5	5	4	14	5

## GREAT RACING AT THE GREAT SCOT October 12 & 13th

Light-moderate to heavy-moderate winds characterized good racing conditions for both days of this year's Great Scot Regatta. In the first race, a few lucky boats managed some excellent port tack starts to dominate the upwind leg. Whit Kendall, from Atlanta, was in that group and he finished first. Then, in the second race, he did it again. And in the third race - ditto. Rob Fowler crewed for Whit. The due slid to 5th and 4th on the second day, but it was enough to put them on top. In second place was Berkeley Merrill and Jay Kuebel with consistent 2nds and 4ths plus one bullet. Kent "General Recall" Irwin, just back from an exciting flip in Mobile Bay, liked to finish in 3rds-so he got third. Kent's crew was Burt Donton. Jim Johnson, hardly recognizable in a new moustache until seen in his boat with daughter Sally Ann, obtained 4th place (in spite of a frustrating side-ways creep with his spinnaker). In 5th place was Neil Mathews and David Brown from Chattanooga. We had seventeen Fleet 118 participants this year - a very good local turnout. There were seven fleet members in the top ten finishers: Merrill, Irwin, Johnson, Hull, Hartley, Whikehart, and Graham. In the evening of the first day's race, the participants were richly entertained with fleet captain Wendell Hull's wonderful parchment awards penned in the finest Hullan script. This was followed by a video review of the day's race by North American champ Steve Bellows. He added a good mini-seminar on boat rigging and handling. It was entertaining, embarrassing and simultaneously interesting. There was a professional photo-

(Continued on page 19)



## FLEETS IN

(Continued from page 18)

tographer there who got individual pictures of all the boats. If you missed this year's regatta, you missed one of the best.

Skipper/crew	Race					Points
	1	2	3	4	5	
Kendall/Fowler	1	1	1	5	4	11.25
Merrill/Kuebel	4	2	2	4	1	12.75
Irwin/Donton	5	3	3	3	8	22
Johnson/Morriss	2	13	8	2	5	30
Mathews/Brown	7	5	12	7	3	34
J. Brown/M. Brown	6	14	10	8	2	40
Hull/March	17	7	4	10	9	47
Hartley/Lofton	3	10	11	18	6	48
Whitehart/Neil/Teague	8	15	9	16	11	59
Graham/Graham	16	4	DNF	1	17	60.75

Glasgow/Glasgow/Paid	15	12	15	13	7	62
McCormack/Adams	9	17	13	6	19	64
McCary/Hulsey	12	20	6	15	12	65
Mewbourne/Jenkins	18	6	DSQ	9	10	66
Kasper/Kasper	13	11	5	19	18	66
Newell/Massey	22	9	7	17	13	68
Fundin/Mestler	10	16	17	12	14	69
McConnell/Fenton	14	8	14	20	20	76
Neilson/Neilson	21	19	16	11	15	82
Wesley/Bentzen	19	22	18	14	16	89
Spransy/Spransy	11	21	20	DNF	DNF	98
Harvey/Harvey	20	18	19	21	DNF	101

## V.I.S.A. OPEN REGATTA Fleet 71 Smith Mountain Lake, VA Oct 5 and 6 By Larry Lewis, FS 3933

The mountain setting and the Fall Season make Smith Mountain Lake the prettiest lake we sail on. This continues to be a strong Flying Scot Regatta with 23 Scots registered this year. We had boats in attendance from Smith Mountain, Lake of the Woods, West River, Lake Norman, Lake Townsend and Carolina Sailing Club.

As we left home on Saturday morning, we were very concerned about the weather. A cold front was forecast to sweep the Virginia mountains later in the day with rain and high winds. Some of the Carolina District's more memorable blow-outs had occurred at Smith Mountain with the arrival of October cold fronts. In one past regatta, 12 Scots, in-

(Continued on page 20)

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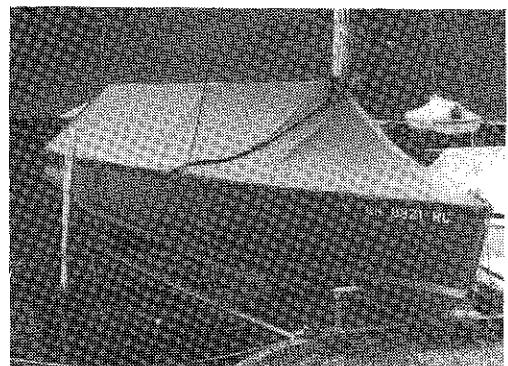
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## FLEETS IN

(Continued from page 19)

cluding Harry Carpenter, turtled as the arrival of a front coincided with a tight Spinnaker Reach.

When we arrived at Smith Mountain, the sun was shining, the temperature was in the low seventies and the wind was light. However, the forecast was for winds of 10 to 20 mph and increasing with the arrival of the front. We tighten the shrouds and prepared for heavy air.

As we cast off for the race course, the wind started to increase. By the start of the first race, it was blowing 10-18 mph.

Since the wind was from the same direction as last year, we went left on the first upwind leg. It had worked last year. We were second at the Windward mark with Baxter Gordon from Smith Mountain first. He had gone further left. Dick Schultz was third.

We managed to round the Leeward mark first with Dick Schultz in second. On the way back upwind, we protected the left side. Unfortunately, the last big

(Continued on page 22)

# FSSA 35th ANNIVERSARY REGATTA June 27-28, Fleet One, Cowan Lake Sailing Assn.

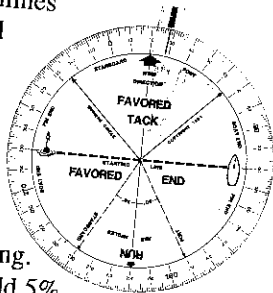
At the Flying Scot 30th Anniversary Regatta in 1987, local teenager Danny Irvine, with Dad "Big Don" Irvine as crew, topped an extremely competitive 72 boat field. Harry and Karen Carpenter finished second in the event but first in the inaugural Wife-Husband National Championship, which was held in conjunction with the anniversary regatta. The Irvines and the Carpenters were followed in order by Marc Egan, Ralph Manee, Steve Bellows, David Neff, Ira Cohen, and Jerry Hartman. Rick Baugher won an award for "The Worst Race of all Time", which included a premature start, three 720's, two capsizes, and one hit mark — all in the qualifying race for the Champ Division (he didn't make the cut, but he did finish — about 25 minutes after the next to last boat.) Sandy Douglass and Eric Ammann hopped a ride from the dock to a spectator boat, but there just wasn't enough time to drop them off before the start, so they wound up racing and winning first place crew trophies in one of the challenger divisions. Sailing World magazine was there too, although it was still called Yacht Racing and Cruising at the time; the festivities were captured in a feature article later that fall. Well, we're going to do it again!

The 35th anniversary of the FSSA will be hosted by Flying Scot Fleet One and the Cowan Lake Sailing Association, near Cincinnati, Ohio, with a special regatta on June 27th and 28th, 1992. A portion of the event will also serve as the 1992 Ohio Districts, so a large turnout is absolutely guaranteed. For those of you who haven't yet experienced big fleet racing on a wee midwestern "pond", Cowan Lake offers something special. The central racing area is only 3/4 mile long by 1/2 mile wide, and the surrounding wooded hillsides create big windshifts on a somewhat random basis. (Sail that lift up to about 5 yards off the big oak, tack over toward those picnic tables, but watch out you don't get caught in the windshadow behind that little patch of trees Oops, tack again. Oops.)

Regatta features will include good camping overlooking the lake, a complete Friday through Sunday meal package, a famous Fleet One Pig Roast (and chicken barbeque), entertainment including a campfire session (probably with a loud and silly contingent from Fleet 37 in Columbus leading us as we dance and sing "Help Me Rhonda"), numerous trophies and special awards, lots of Fleet One hospitality (babysitting service, charter boats, reserved parking for vans from Illinois farm country, free beer, etc.) Make your plans now to come back home to where the FSSA was born in 1957. See you at the 35th!!

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Harry and Karen Carpenter win the  
1991 Flying Scot Mid-Winter Warm Ups,  
and placed second in 1991 Wife and Husband Nationals



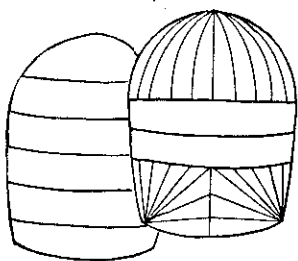
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## FLEETS IN

(Continued from 20)

shift was to the right. Dave Batchelor had worked the right side and was first after the second upwind leg with the Lewises a close second.

Dave led until the Gybe mark. Since the second reaching leg was tight, we all dropped spinnakers before rounding. As he rounded tight to cut us off, a gust hit causing Dave to broach momentarily. We had just enough warning to ease the sails and flatten the boat. The gust started us on a plane through Dave's Leeward side back into the lead.

We barely managed to cover Dave on the last upwind leg. The Lewises won by only a couple of boat lengths with Dave Batchelor second. Bob Post came on strong to finish third. Baxter Gordon held on to fourth with Gary Werdon finishing fifth.

The fleet was very aggressive during the start of the second race. There were moans and groans from some and cries of joy from those of us who were buried as the race committee signaled a general recall. Since the general recall moved our start to the back of the line, Dave Batchelor went in to replace a blown out batten. He did not get back in time to set up properly for the second race.

We did manage to get a good start during the second start of the second race. We went left again, tacked and crossed the fleet to round the windward mark first. Bill Ross and Bob Post rounded second and third. The race committee had improved the reaching angles so that the spinnaker could be carried on both reaches.

As we started back upwind we noticed that Bob Post, who was now second, was going faster. We had the vang on heavy and were hiking as much as possible. Bob had almost caught us as we neared the Windward mark. He was going very fast in the heavy air. We got a break when we were able to round the windward mark in front of a group of Day Sailors. Bob rounded in the middle of this pack of boats. We were able to add some distance to our lead as Bob had to fight his way through the Day Sailor fleet.

The Lewises finished the second race first with a charging Bob Post second. Bill Ross who had been over early during the first race finished third. Margaret Carson and Bill Sanjour sailed their usual solid heavy air race to finish fourth. David Batchelor managed to recover from his bad start to finish fifth.

We had enjoyed two great Saturday races with steady winds in the 10 to 20 range. As we prepared for V.I.S.A.'s usual outstanding social and dinner, the temperature was still in the seventies. Where was the dreaded cold front?

After dinner, the cold front made its appearance with lightening, thunder, rain and more wind. As everyone made a dash to the campsites, they had to dodge flying acorns along with the rain.

When we woke up on Sunday morning, the rain was gone, but the temperature was in the mid-fifties and it was blowing 15 with gusts to 25. The race committee postponed the 9:30 start when they found gusts of 25 to 30 on the water.

With the high winds and cool temperature, most of the sailors did not wait for a final decision by the race committee. By the time the race was officially canceled at 10:30, most of the boats were already on trailers and packed for home.

Final Results	Boat	Race	Total
Larry & Starr Lewis			
1.	3933	1-1	1.5
Bob Post			
2.	3201	3-2	5
Dave Batchelor			
3.	2324	2-5	7
Baxter Gordon			
4.	1581	4-6	10
Maggie Carson & Bill Sanjour			
5.	4579	8-4	12
Bill Ross			
6.	1290	11-3	14
Dick Schultz			
7.	1885	6-9	15
Fields & Carol Gunsett			
8.	4770	9-11	20
Bill & Millie McVey			
8.	3916	10-10	20
Wayne & Norma Tillett			
10.	4461	14-7	21
John Beery			
10.	4257	7-14	21
Gary Werdon			
10.	3987	5-16	21

### The Glow In The Dark Regatta

The 1991 "Glow" was well attended this year with 42 boats from all over the United States. For those of you who haven't been or haven't heard of this event - let me relate its history.

Back in 1983 the Midwest Districts were to be held in the upper part of the district, however the lake was closed to all boating at the time they were scheduled. It was decided within this fleet to cancel the District Championships for the year. Mike Hartman, Steve Hartman and Jerry Hartman being well traveled Scot owners and racers decided that they could hold a Districts at their newly made lake (although they believe the lake was built for them, Illinois Power Company actually built the lake to cool off their new Nuclear Power Plant). Phone calls were made, a flier was printed and mailed and things were set for the last weekend of September.

The Hartmans, were so excited since for many years, even club racing meant a three hour - one way drive (after all, no point in just the three of them racing against each other). People were actually going to come to Clinton Lake to race!! Each one of the guys took a third of the planning, food was Steve, beverages and entertainment went to Mike, and Jerry handled the trophies and tee shirts. They then formed committees of their wives and girlfriend (me) to help. The regatta went off great and everyone seemed to have a wonderful time. The only problem that came up was that there was a registration fee. This problem was not from the registration people, it came up at the meeting after the regatta had been held...who kept receipts??? There had been no budget planning...They all individually had spent more than the total of the registration total...They all didn't want the money...it was the best party that they had ever thrown...Let's do it again next year only we can't call it the Districts...

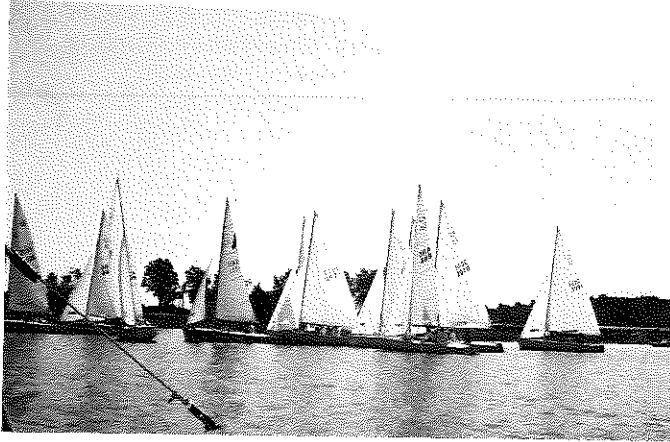
During the course of the next nine months, many meetings (usually luncheon meetings that included beer and went through happy hour) it was decided to call the regatta "The Glow in the Dark" and that there would be no registration fee.

The first annual "Glow" was held the last weekend of September 1984. Thirty two boats came. A great deal of fun was had by all participants but the three people that enjoyed it the most was the Hartman boys. Each year it's even more fun for them.

(Continued on page 23)

## FLEETS IN

(Continued from page 22)

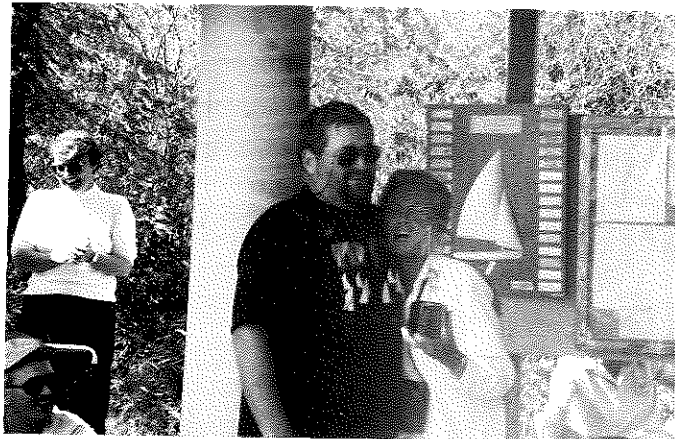


Mark rounding at the "Glow" 1991. Does anyone notice any fouls?



This was a wonderful surprise at the 1991 "Glow" Kenny Johnson, who has been away from racing and sailing Flying Scots for several years came to crew for his son (and new father of Connor Johnson) Jeff. We hope to see Kenny and his wife Betty at more events.

Sometime, in these years, a tradition was started (I believe by Jim Cavanagh and John Clark when they brought live Maine Lobsters) that the racing participants would bring either a specialty food or beverage from their area. This tradition has made the food at the Glow a virtual smorgasborg of delicacies from across the U.S.A. It is not unusual to have fresh shrimp appetizers, Homemade Texas Chili, Wisconsin Brats, and for dessert hot apple pie from Door County Wisconsin. Many, many other area specialties are brought.



Florence Glass accepting the Parting Trophy (a dancing potted flower) at the 1991 "Glow" (this is the second award of the type that Flo has received at the "Glow", making her to be the only "repeater" '89 & '91).

Another tradition is, that no one knows how they are doing during the three race regatta. The crews draw blind into a black spinnaker bag to get the color chip for four divisions.

There are two starts for the three races (much the same as the qualifying series at a nationals) no results are published, either at the end of the day, the end of the regatta or in Scots 'N Water. The top six boats (usually the sailmakers, boat builders, and heavy duty racers) are elevated out of their color divisions and given trophies and then the color divisions are given trophies to third place. (Crews trophies are just as nice as the Skippers, sometimes better.)

The 1991 "Glow" went well, the Hartman boys, I think had more fun than anyone else, (although perhaps Florence Glass was a tie). This year's Glow is the last weekend in September. Give one of the Hartmans a call if you are free that weekend.



Jay Lott and Steve Saunder from Door County Wisconsin coming back from the last race.



John Domagala and Suzi Knight at the "Glow" glowing.



# The Starting Line

**April 11-12th 1992**

**Fleet 127**

**Harbor Island Yacht Club**

**Old Hickory, TN**

Nestled in the rolling hills of middle TN, just 25 miles upstream from downtown Nashville. Private facilities, complete clubhouse (kitchen, showers, etc.). Ramp and hoist launch. Well maintained camp sites, nearby hotels and restaurants.

Contact: Nathan Dozier

w- (615) 859-9350

h (615) 865-6484

**April 11 & 12th 1992**

**SANDY DOUGLASS REGATTA**

**Lake Norman, Charlotte, NC**

Open to Thistles, Flying Scots, and Highlanders. Class membership requirement is waived. Give your friends a chance to sail a real boat in a great regatta. Scots are invited to leave boats at the club and return for the Great 48 (May 2 & 3rd).

Contact: Bill Pitser, (919) 748-1875 or (704) 664-3487

**April 25 & 26, 1992**

**Atlanta Yacht Club Invitational**

**Atlanta, GA**

For Details contact: Kent Hassell (404) 395-7343

**April 25, 1992**

**LAKE OF THE WOODS 11th INVITATIONAL**

**Fleet 160, Wilderness, VA**

**Fredericksburg, Area**

Every year around 20 Scots to help bring on spring. You've been dreaming about it all winter, so lets do it!! Those that have been here, know it's something special. Three races, one day, chicken barbecue, and a perfect forecast...

Contact: John Beery, HC 72 Box 305, Locust Grove, VA 22508 (703) 972-7411

**May 2nd and 3rd, 1992**

**Great 48 Regatta**

**Fleet 48**

**Lake Norman Yacht Club**

**Charlotte, NC**

This is a Flying Scot Invitational. Great springtime sailing at wonderful Lake Norman.

Contact: Dennis Leffler, Regatta Chairman

Telephone: (704) 553-1378

**Full Moon Regatta**

**May 16th, 1992**

**Fleet 157, Red Bank, NJ**

**Monmouth Boat Club**

Fleet 157, now 28 boats strong and home of the '91 Women's and '91 Wife/Husband Champions, invites you to sail our five-race Spring regatta on the beautiful Navesink River. We have excellent launching and sailing facilities and everyone is invited to stay for club race (and possibly some team racing) on Sunday.

For Info: Bob Markoff (908) 754-4275

For Housing: Ann Korby (908) 747-6606

**May 16 & 17th, 1992**

**BUCKEYE REGATTA**

**FLEET 37, HOVER RESERVOIR**

**COLUMBUS, OHIO**

Once again Hover Reservoir will be the site of this year's first regatta of the Ohio District. This one promises to be a great weekend for all!! Join us...

Contact: Tony DiBlasi

6501 Sunbury Road  
Westerville, Ohio 43081  
(614) 890-7979

**May 16th & 17th**

**Ironman Regatta**

**Birmingham Sailing Club**

**Birmingham, AL**

Contact: Wendell Hull (205) 979-5533

**May 23-24, 1992**

**Fleet 127**

**Grand Old Open**

**Percy Priest Yacht Club**

**Nashville, TN**

Bring the family to "Music City" for a fun filled Memorial Day weekend. PPYC has a well maintained public marina, with a ramp launch, new public docks and some beautiful countryside. Well maintained camp sites, nearby hotels & restaurants are waiting for your enjoyment. Y'all come!!

Contact: Nathan Dozier, office (615) 859-9350  
home (615) 865-6484

**June 6 & 7th**

**Egyptian Cup**

**Crab Orchard Lake,**

**Carbondale, IL**

**June 19, 1992**

**Midwest Singlehanded Regatta**

**Lake Delavan, Wisconsin**

Join us at Delavan Lake, Wisconsin for the second annual Midwest Singlehanded Regatta. This one day, 3 race regatta, with spinnakers and without crew, will be held on the Friday preceeding the Midwest Districts.

For more information: Jack McClurkin (708) 359-1190

**June 20 & 21, 1992**

**MIDWEST DISTRICT REGATTA**

**Delavan Lake, Wisconsin**

Fleet 114 will host this year's Midwest District Regatta at Delavan Lake in southeastern Wisconsin. This will be a 5 race, 2 day event.

For info: Jack McClurkin, (708) 359-1190

**Candlewood Yacht Club Invitational**

**June 13 & 14, 1992**

**New Fairfield, Connecticut**

Fleet 24 will host an invitational on picturesque Candlewood Lake, June 13 & 14, 1992.

It promises to be very challenging, with top competitors from around the region. Come and enjoy our hospitality!

Contact: Dave Jacobsen (203) 263-0769 or Forest Rogers (203) 775-0665

**WIFE-HUSBAND NORTH AMERICAN CHAMPIONSHIP**

**Deep Creek Lake, Oakland, Maryland**

**June 19-21, 1992**

Contact: Charles or Patti Buffington (412) 622-1013 FAX 412 622-1015

**June 27 & 28**

**THE 35th ANNIVERSARY REGATTA**

**Fleet 1**

This super regatta is held only every five years and is always good sailing, good times and excellent competition. (At the 30th there were 72 Boats.)

Contact: Jack Rudy (513) 221-6144

**July 4th Open**

**July 4 & 5th**

**Fleet 48**

**Lake Norman Yacht Club**

**Charlotte, NC**

Twenty or more Scots participate in this extravaganza with fireworks and lots of fun.

Contact: Bill Ross (704) 664-9511

*(Continued on page 25)*

## STARTING LINE

(Continued from page 24)

### 1992 Nationals

#### Lake Carlyle, IL

#### Hosted by Fleet 83

July 11-18, 1992

Junior and Ladies Nationals will be run on the first weekend.

Mark your Calendars - more info to follow.

### FLEET 166 Regatta

#### PETENWELL REGATTA

July 27th & 28th, 1992

Barnum Bay Yacht Club

Wisconsin Rapids, WI

Contact: Peter Manley

(717) 424-2948 Home

(715) 421-8440 Office

August 1-2, 1992

### 1992 EPHRAIM REGATTA

Dear Fellow Flying Scot Sailors,

The Ephraim Yacht Club invites you to be our guest at the 86th annual Ephraim Regatta. The tradition continues - friendly and competitive Flying Scot sailing in beautiful Door County, Wisconsin!

Join us for the weekend of August 1-2 or make our regatta the centerpiece of your family visit to the finest vacation destination in the Midwest. We expect a fleet of over 25 boats to compete for the usual plethora of silver: five separate trophies, including the Wisconsin Cup. Don't miss this opportunity to acquire some local knowledge for the 1993 Midwest Districts, which we will host. And don't forget our famous Bratfest - all the beer, bratwurst, and fresh roasted sweet corn you can handle!

Our regatta is a bargain. Registration is only \$15 per yacht, \$10 if you pre-register at least 1 month in advance and includes complimentary coffee and donuts for everyone on Saturday and Sunday mornings. The Bratfest is only a few dollars per head, all-you-can-eat. And Ephraim is not far away - 3 hours from Milwaukee and 4 1/2 hours from Chicago via I-94, I-43, Highway 57 and Highway 42.

Once again this year, EYC members will open their homes to provide free lodging to out-of-town racers. Please call in advance to arrange for a place to stay. We are looking forward to getting to know you better! For other lodging or camping information call the Door County Chamber of Commerce at (800)

52-RELAX.

Please be our guest for what promises to be another outstanding and memorable Ephraim Regatta!

Yours in Wind and Waves,

Please Contact: Jay Lott, Publicity

Director, before May 13:

(312) 944-3156

After May 13: (414) 854-4071

September 5th & 6th

Labor Day Open

Lake Norman - Charlotte, NC

Another big North Carolina Fleet of Scots. Come and have fun with Entertainment, and stay over for Labor

Day R & R.

Contact: Bill Ross (704) 664-9611

Pig Roast Regatta

Hoover Yacht Club

September 19 & 20, 1992

Fleet #1

Contact: Jack or Nancy Rudy

h (513) 552-6505

w (513) 221-6144

Watch for more information regarding this very well attended competition!!

## 1992 BACN CIRCUIT BEGINS

The 1992 BACN Circuit is about to begin, folks. And after a close finish in 1991, we are expecting to see even tighter results for this year. For those of you who don't know, the BACN Circuit started on the PYG porch with Neil Matthews, Rob Fowler and Jim Brown. They figured that a great way to increase participation was to try to combine several of the fleets that are near by. There is a rumor that they were also just looking for an excuse to have another party. Fleet 111 in Atlanta, Fleet 118, in Birmingham, Fleet 13 in Chattanooga and Fleet 127 in Nashville are all about 2 hours away from each other. So it is a short drive to support the regional Scot sailing here in this part of the Southeast.

The way the Circuit works is that each fleet hosts two major regattas a year as part of their regular schedule. To be scored you have to participate in at least one regatta in each of the four cities, Birmingham, Atlanta, Chattanooga and Nashville (BACN). If you sail in more than one of the regattas in a city, you take your best finish. Low point scoring applies. Totals at the end of the season determine the Circuit winner.

In 1991 there were six boats traveling a lot between all of the cities. But at the last regatta of the year, only three boats had qualified. The finishes were real close and the year end results were decided on the last race of the last regatta in Birmingham. When the final tally was counted, Whit and Lisa Kendall finished first overall with 5 3/4 points, barely beating Berkeley and Nancy Merrill who had 6 points. Neil Matthews finished third with 14 points overall.

This year the competition is going to really heat up. Fleet 13 has been offering cash prizes to the winners of their winter training clinics, and they have been modifying their centerboards looking for a real edge. Fleet 118 has been importing ringers from the Pensacola area disguised as dentists. Fleet 111 has signed two free agents from Chattanooga and has almost doubled the size of their fleet over the last two years. And Fleet 127 has some "Young Guns" who have been out in all sorts of weather trying to practice, along with an old veteran who just came from Richmond, VA. A lot of the competitors have bought new sails and have been working hard on their boats getting ready for 1992. And there has been talk of extending the Circuit to Montgomery.

All you have to do to participate is bring your boat down to the lake. We can always find you a crew. If you have a Scot in the Southeast and you are looking for some great action, call up your regular crew or a neighbor and come on out and sail. The first regatta is the Atlanta Yacht Club Invitational on April 25-26, if nothing else, they have a great tradition going on and a great party as well.

**Whit Kendall FS #1790**

## New Members

Flt. #	Dist.	Boat #	Name	Address	City	St.	Zip	Type
4		3103	Max Aldredge	2821 Dalkeith Dr.	Richmond	VA	23233	Act
4		1225	Fred A. Ezra	7501 Fairfax Rd.	Bethesda	MD	20814	Act
4		3270	John R. Gawalt	6430 Alloway Court	Springfield	VA	22152	Act
4		4665	James Phipps	8919 Reardon Rd.	Richmond	VA	23229	Asc
155	4	-2406	Roger C. Sage	2518 Providence Cr. Road	Richmond	VA	23236	Act
42	4		Daniel H. Waterman	15 Hesketh Street	Chevy Chase	MD	20815	Asc
48	8	4539	R. Patrick Yeatts, M.D.	130 Plymouth Ave.	Winston-Salem	NC	27104	Act
175	12	4814	Lynne & Arthur Coffill	11 Bayview Avenue	Eastport	NY	11941	Fam
75	16	Club 2279	Roth Rowell	321 Bunkers Cove Road	Panama City	FL	32401	Asc
34	20	1629	Larry Schavey	15417 Timber Hollow	Fort Wayne	IN	46845	Act
	20	0980	Karl Stearns	1730 Huntsville Drive, Apt. B	Haslett	MI	48840	Act
	24	3651	Steven C. Stoddard, MD.	922 Franklin Street	Wausau	WI	54401	Act
3	24		Steve & Fiona Wilcher	1227 Elmwood Ave.	Wilmette	IL	60091	Asc
6	32	0048	John Newman	Rd 5, Box 415	Greensburg	PA	15601	Act
	40	4778	Rich Yeager	P.O. Box 845	Walker	MN	56484	Act
23	41	0284	John Soukup	7235 Edgerton Dr.	Dallas	TX	75231	Act
	41	1389	William D. Townsend, O.D.	1801 4th Avenue, Suite C	Canyon	TX	79015	Act



313 • 426 • 4155

313 • 426 • 5532 FAX

8930 Dexter-Pinckney Road  
Pinckney, Michigan 48169

**In Stock:** NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew", race equipped SCOT. MAJI rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat and not the crew or sails).

**Previously owned SCOTS:** All with MAJI warranty. Call or write for details.

**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud and tiller covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Instructions and photos. Catalog available.

**Check your Gooseneck!** We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

**Accessories:** DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear; EXTRASPORT pfd's, ACCUSPLIT racing timers, at \$43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA compasses, and much more. **Call us for holiday or birthday shopping suggestions.**

**New Items:** HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$33 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

**Boat Hoist:** Aluminum "A" shaped hoist, lifts four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, anchor system, shipped partially assembled by common carrier or completely assembled on your SCOT trailer. Call or write for more details.

**We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.**

# Caveat Emptor

Submissions for "Caveat Emptor" must be 50 words or less. A \$15.00 fee is charged per insertion. Advertisements are due **two months** prior to publication date. Contact FSSA, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646. 1-800-445-8629. Only members of The Flying Scot Sailing Association may advertise in Caveat.

**FS-32** - Douglass, blue with gray deck. In good condition. Includes white main + jib, sails and blue + white spinnaker. Standard rigging, anchor and motor bracket. \$1600 with trailer. Phone (313) 693-6894. Emmet Moynihan 1325 Kern Road, Lake Orion, Michigan 48363.

**FS-952** - Douglass, mint green color + condition. Hull amazing, never hit. 1 year old, boom & standing rigging. 5 year old mast. Modernized all go fasts, Waco 360, Harkens, 6 to 1 outhaul, pole downhaul, shimmed board. 2 suits main + jib, 1 spin. Fast-VG race record, fleet champion ++, Solid. Sterling trailer, spare tongue jack. Jim Worth, Spring Lake, New Jersey (908) 974-0945.

**FS 1245** Good condition race or day sail-Harkens Blocks-2 sets of sails \$2500.- Must sell-Paul R. Drummey Duxbury, MA (617) 934-6306.

**FS-1443, 1895, and 1441** - Good condition, race or day sailing. Fully rigged with one complete set of sails per boat. \$800 ea. Richard Breslin/Biloxi Yacht Club (601) 435-5455.

**FS-1818** - Douglass, beige hull + deck, 2 sets of sails, Fisher & Schreck, 1 spinnaker. Sterling trailer. Other extras. \$3750. Call Bob Fetters at (215) 347-6866. 909 Mitchell Farm Lane, Kennett Square, PA 19348.

**FS-2773** - Customflex all white hull and deck with red & blue striping (bi-centennial model). Red, white & blue spinnaker with original main + jib, all Harken equipped, 3 horse British Seagull motor with quick mount & release motor bracket, Danforth anchor & line, misc. accessories, including Pamco trailer and 2 Mooring covers. Good, solid boat in top condition for racing and/or cruising. \$3800. Loren England, 505 Central Dr., Lake Orion, MI 48362. Office- (313) 693-0003, Home- (313) 693-9213.

**FS-2810** - Douglass, blue hull, white deck, many new parts - shrouds, forestay, halyards and blocks. New 3 hp engine, and full boat cover. Two suits of sails. Schurr main, jib and spin. Fisher main, jib - like new. Fully raced equipped. Good trailer. Excellent condition and includes all goodies! You won't go wrong with this one. \$3800, Ken Rookey, RD8 Bx 4, Oswego, NY 13126. (315) 342-0486.

**FS-3099** - Douglass, white/blue, red bottom paint. Mostly cruised inland, Sterling trailer with spare wheel, tire, and Schreck sails excellent; good reaching spinnaker. New items: halyard winch, nonskid, Jiffy reefing fittings, floating battens, storage boxes, mast stepping hinge, gooseneck. Outboard motor bracket. Well maintained. \$4100. Chuck Bencik (619) 565-2715.

**FS-3477** - Yellow hull, cream deck, Schreck sails: main, 2 jibs, plus storm jib, standard and light-weight spinnakers. Equipment: lifting bridle, rigged cover & trailering cover, twin tactical compasses. 1989 Tee-Neer trailer, heavy duty tires & mag wheels. Perfect condition, re-conditioned and tuned in 1989 at factory...sailed sparingly. \$4500. Call

Wendie Mayfield or Jeff Sooley at (904) 285-7532 eves. or leave message.

**FS 3562** Douglass white with blue deck, Schurr main & jib with windows, mast hinge, motor mount, lifting bridle, Tee Nee galvanized trailer with rollers and tongue jack & wheel, anchor, fenders, reefing claw, compass, handbook & more. Very good condition; always dry sailed in fresh water & covered. Cape Girardeau, MO (314) 334-4986.

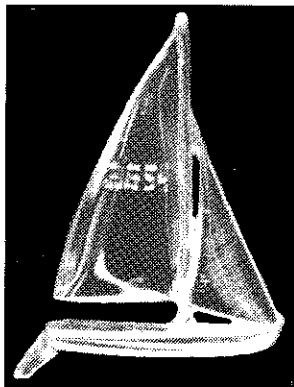
**FS 3757** 1982 Douglass. Good condition. Used occasionally for day sailing. Cream with green stripping. One complete set of Schurr sails with spinnaker. Three different sized boat covers. Tee trailer. \$4600.00 Call Beth Hoeffel, (513) 231-7088 or write: 7011 Copperglow Ct., Cincinnati, OH 45244.

**FS 3944** Douglass '84, white hull/deck. Very good condition, motor and mount, new custom trailer cover, cockpit cover, boom cover, anchor, Tee-Neer trailer (like new), spare (never used), many extras. Great boat/never raced-our second Flying Scot. Asking \$4900. Call Doug Johnson, (803) 771-6866, Columbia, SC.

**FS-3974** -Beige hull w/green trim, immaculate condition, motor mount, trailer cover, anchor, universal tiller, extension, tee-nee trailer, spinnaker hardware, etc. Located at Monmouth Boat Club, Red Bank NJ. Asking \$4900. Call Eli Yablonovitch, (908) 872-0223

**FS-4312** - 1987. Douglass. Silver hull, off-white deck, blue boot top and cove stripe. Sailed lightly for 4 yrs.(Never raced) Tee-Neer galvanized trailer,

(Continued on page 28)



## Show Your Pride - Wear Your Numbers

Flying Scot<sup>®</sup> Jewelry created by a one design racer for one design racers. Picture a Scot with your sail numbers hand engraved, carefully sculpted to class specifications by a master goldsmith and fellow racer.

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## Caveat Emptor

(Continued from page 27)

mahogany centerboard cap, Schurr sails, new Tri-radial spinnaker(never used), mast pin, internal outhaul, Waco 360, lifting bridle, outboard motor bracket, blue cockpit cover. All issues of Scots 'N Water plus lots of extras. \$6995 neg. Call Bill Pelot at (314) 275-4474. Boat can be seen at CSA, space H-17.

**FS-4439** - Douglass, white on white, 2 mains, 2 jibs, spinnaker. Harken race equipped including Waco 360. Galv. trailer with spare tire. Cover, sails and boat in excellent cond. Dry sailed in fresh water. Boat wgt. 8 lbs. over min. \$7500. Call Jon Lancto (704) 896-8677, days - (704) 892-7955, evenings.

**FS-4665** -1990 Flying Scot in showroom condition. New York 1990 display boat at New York boat show. 1990 trailer, Yamaha engine, main, jib and sail bags. Removable motor bracket, mooring cover. White hull and deck, blue stripe. Used one season only due to relocation family and business. Jim Phipps, Richmond, VA. Daytime 800-443-6637. Evening (804) 741-1894. \$8200.00

**FS-4704**-Douglass used only 5 times. Silver hull/white deck, fisher sails, mahogany C.B. cap, trailer, full cockpit cover, many extras, fully race equipped, perfect condition. \$7,750. Call Robert Thompson, Charlotte NC (704) 597-9613.

**FS-4748** - Douglass, Built 4/91: Brand new, sailed once. Garage stored. Spinnaker rigged with pole. Forward Servo cam cleats. Schurr main and jib, no spinnaker. Jib window, mast hinge, factory installed motor mount. Hercules galvanized tilt trailer with tongue jack and spare tire. \$8,400. Woody Naman: Davidson, NC (704) 892-4474

**For Sale Mast**, complete with winches Halyards and fittings half the factory price. Bill Bowie, Gloucester, VA. Day (804) 878-2051. Eve. (804) 642-6507.

### WANTED-USED SCOT SAILS

We are looking for used sails that you may have in the garage or basement, that can be used in our local Sailing School. Race ready sails need not respond! We need mains, jibs, spinn., sheets, & misc. parts. Please call George Stevens at (703) 768-0018.

# District Governors

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