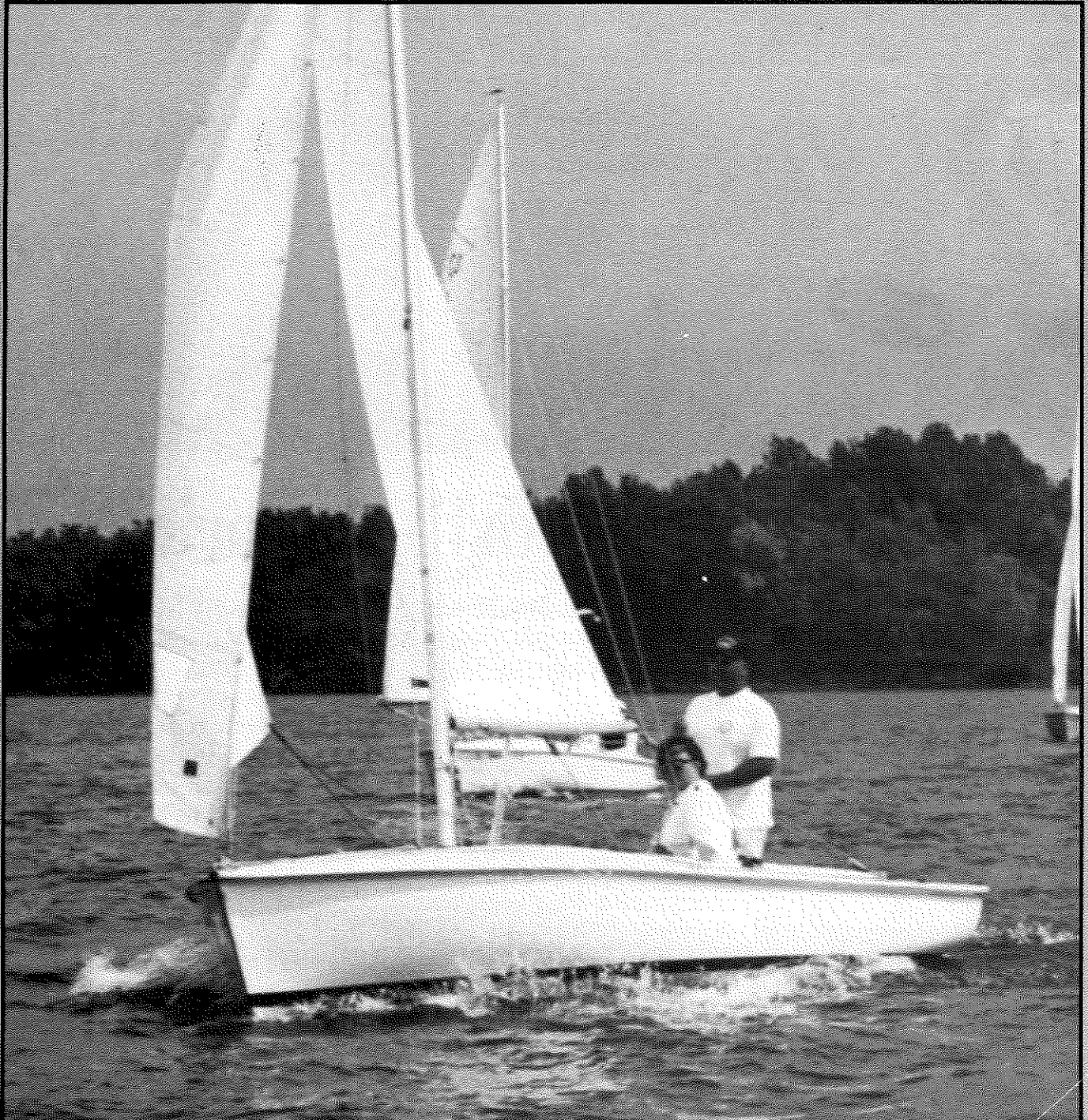


Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXV NUMBER 1 JANUARY/FEBRUARY 1993





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Scots n' Water

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TO THE EDITOR

Dear Editor

The past issue of Scots n' Water (Sept/Oct 1992) was fantastic. I'm sure Sandy Douglass would have been proud of everyone who participated in putting together this issue. The Flying Scot class response to Sandy's death was truly great.

I was sorry to hear about Jack Orr. He was another fine individual who will be missed by the class.

Dunkin McLane

Dear Editor

There has been a lot of talk recently about the format of weekend regattas, particularly the number of races which are run. I also agree that the recent trend of increasing the number of races to five in a weekend is not in the best interest of our sport when we are trying to increase participation. I will however agree that the typical weekend of three Olympic courses leaves a lot to be desired. About a month ago I started thinking about how we could improve upon our format. Some of the most enjoyable racing that I've ever done was in college. Collegiate racing uses up to ten or twelve races a day, each 30 minutes or less in duration. This would be a bit much for most Scot regattas, but there are several lessons to be learned here. Based on these and other experiences I would like to make the following suggestions:

- 1 - Increase the number of races from two on Saturday to five or even greater, but shorten the duration. This will increase the number of starts, mark roundings, spinnaker sets, and douses which we get in the day without keeping us out

UPDATE ON PHOTO CONTEST...

As yet, I have yet to receive one photograph...Look through your old pictures, your summer memory scrapbook and the boxes in your attic. How come no one takes this contest seriously?? I have never mentioned the prize...it might be a trip to Europe a new 50 foot yacht or something really exciting...

SEND YOUR PICTURES IN TODAY...YOU WILL ALL HATE ME IF YOU SEE THE PRIZE THAT I WOULD HAVE TO KEEP IF NO ONE EVEN SENDS IN A PICTURE...

Lynne "Sunshine" Hartman

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
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there any longer. The majority of our races are for the most part spread out by the weather mark. The ensuring parade does little to help those trapped in the second pack of boats learn from the sailors up front. The ideal race length (for non NAC or Midwinter races) would be about 30-45 minutes. This length would be long enough to encourage sailors to put the chute up on downwind legs and short enough to put crew work at a premium. The shorter courses would also mean that the courses could be moved closer to the club, therefore shortening the sail to the start and/or finish line. This would again give us more time for racing without more time on the water.

- 2 - Consider courses such as Gold cup or windward leeward, both with leeward finishes. Most of the time wasted in regattas is waiting for the last few racers to finish and then moving the committee boat from the weather mark to the leeward. These courses allow the committee to start the sequence as soon as the last finisher has crossed.
- 3 - Shorten the starting sequence from 10 minutes to a maximum of 5 minutes. What do we need all that time for? This is the second greatest waste of time during regattas. Ten minute starts do help to divide fleets in multi class regattas, but short course racing is not recommended in those regattas unless multiple courses are used. Also the longer the sequence, the greater the chance that the wind will shift before the start and create another

delay as the committee changes the line.

- 4 - Shortening the races will allow us to abandon the silly 20% rule and return to the 720 penalty. Most sailors would gladly take a 20% penalty over a 720 when the race is so short. The 720 puts an emphasis on crew work to cut your losses due to an error in judgement.

In most clubs it is one of the most avid racers that is put in charge of the racing program. Usually this is done with the attitude that those who race the most should know how to run the races. While there is definitely some truth to this, we must keep in mind that not everyone who attends a regatta is there for ten to twelve hours on the water. Many of the faithful in our class come for the social scene first and the racing second. The key to improving participation in our sport is to give everyone the maximum enjoyment on the water without turning it into a marathon. The above steps should tighten up the races and make better sailors of us all.

John Damagala

Editor's Note

I would like to hear from you regarding other ideas and suggestions.

GH PERFORMANCE JIB TRIM

By Greg Fisher



Although the Flying Scot is a relatively straightforward boat to sail, there are some "techniques" involved in setting the sails to make the Scot sail at top speed upwind. One of these involves trimming the jib, and more specifically, the setting of the windward jib sheet properly. While windward jib trimming has been used by many sailors in the Scot class for a long time, there is always room for review...

First, let's discuss why there is the need for windward sheeting. When Sandy designed the boat, he positioned the seat back for comfort. While the seat is quite comfortable, the jib lead is slightly farther outboard than is optimum for upwind jib trim. The Flying Scot leads are at roughly 14 degrees off centerline and the jib "would like" to be trimmed closer to 10 degrees. A jib that is designed to be trimmed to the 14 degree position would need to be cut flatter to allow the boat to point to its optimum ability. However, because of the Scot's weight and its relatively full entried bow, a relatively full, powerful jib is also desirable. A fuller jib sheeted to 14 degrees would restrict the Scot's ability to point as high, while a flatter jib is more critical to steer in shifty puffy conditions, in chop, and of course, is less powerful.

Through weather sheeting, the clew of the jib is basically moved to weather (much closer to 10 degrees), allowing a fuller, more powerful jib to be carried and the boat to still achieve higher pointing angles). Most top jibs in the class are designed to be trimmed to this inboard, optimum power/pointing position.

Actually, the mechanics of trimming the jib using the windward jib sheet are relatively simple. Let's assume we are sailing our Scot from a dead stall with the sails luffing (or we've just come out of a tack). Our first step is to pull on the leeward jib sheet until the bottom of the jib is relatively smooth. It is not flat nor is the foot curled in any way at this point. Remember, at this stage we are still trying to get the boat to accelerate and we are not trying to point high and not at top speed. (See picture #1)

Once the jib is trimmed so that the bottom of the jib is smooth, immediately the weather sheet is pulled until the clew of the jib is basically over the middle of the seat. On our boat we have actually marked this position on our windward jib sheet because it doesn't change from medium to heavy winds.



(See picture #2)

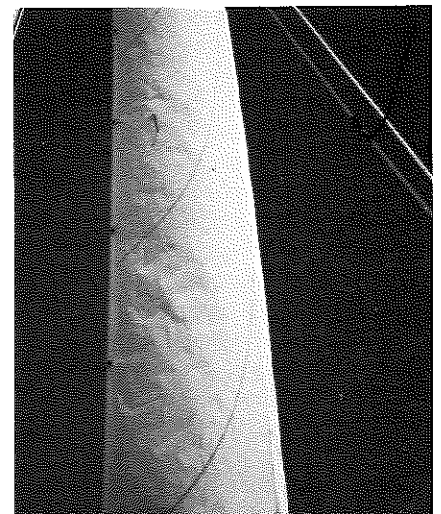
At this stage the jib is very full, especially at the bottom. The upper leech area is twisted open with the upper batten angled outboard from parallel to the centerline. Obviously this is maximum power position and perfect for acceleration.

Now, the timing for trimming the leeward sheet depends on when the boat is up to speed. This, of course, depends on wind and water conditions and what the boats around us are doing. "Feel" will definitely help here. "Feel" is the sensitivity to the boats' present speed relative to its potential in that condition. Once the boat is up to speed, trim the leeward jib sheet until the top batten is straight back, parallel to the centerline of the boat. (See picture #3)

When the boat hits waves and stalls, been slammed by a big header, or we just plain pinched for too long a time and need to accelerate; simply ease the leeward sheet (not the windward sheet). Don't ease it too much, usually only a couple inches will do the job. The jib will become quite full and the upper batten will angle outboard from parallel to centerline. Once up to speed again, retrim the leeward sheet until the top batten is straight back.

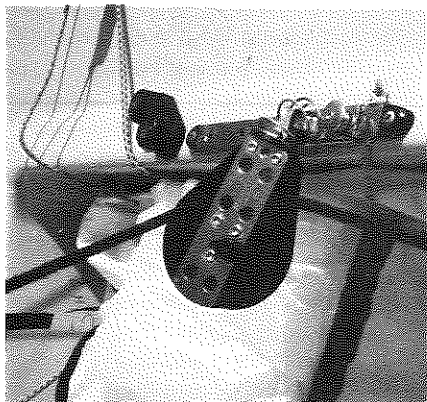
The only exception to the windward sheeting process is in very light, drifting conditions. Do not weather sheet when the wind is so light that the boom weighs down on the leech of the main. In these conditions the mainsheet is eased so that the boom is out closer to the corner of the boat and if the jib were weather sheeted, the slot, or the area between the jib and the main, would be too closed. In these conditions do not weather sheet and we ease the leeward sheet so that the top batten is angled outboard slightly. Remember that in light, drifting conditions you are really not trying to point anyway, just trying to accelerate and maintain some "semblance" of speed.

The common mistake in weather sheeting is to pull the weather sheet too tight. An indication of this is for the bottom of the jib to be very full and for it to be very difficult to pull the leeward sheet so that the top batten is straight back parallel to centerline. Backwind may also appear in the main (a bubbling in the luff of the main indicating that the slot between the jib and the



(Continued on page 6)

(Continued from page 5)



main is closed) which could be an indication that the weather sheet is pulled too tight. Ease it out and recheck your position over the seat. Again, when the jib is properly trimmed in ideal boat-speed conditions the top batten will be straight back and parallel to centerline. The clew of the jib will be directly over the middle of the seat.

In heavy winds, it helps to move the lead aft. The bottom of the jib will become flatter, the top more twisted (opper batten angled outboard) and thereby the boat easier to hold down. Move the lead aft 4"-5" when the boat is overpowered (when the boom vang is tensioned). (See picture #4).

One other point on proper jib trim that should be mentioned at this point is halyard tension. Too tight of a jib halyard (no wrinkles) will be shown by the draft or the deepest point of the jib being pulled too far forward. Too little halyard tension (wrinkles from each snap longer than 8"-10") will allow the draft to move too far aft making the boat difficult to steer and the jib difficult to trim. It is best to set your jib halyard tension in all conditions so that there are small wrinkles (nearly 4"-6" long) radiating from the snaps on the luff of your jib. These wrinkles have been called "crow's feet" (mighty big crow, eh?). Use your halyard winch to adjust the cloth tension on your jib and don't worry about looking at the toggle underneath the deck. The wire in the luff of your jib will no longer go tight as there will never be enough tension put on the luff of your jib to stretch it and in turn move the toggle.

Good luck with your jib trim and your racing! As always, feel free to give me a call if you have any questions. See you on the regatta circuit!

MEASUREMENT COMMITTEE

The major event of the committee activities for '92 has been the resolution of the issue of cleating the jib sheets on the seats. The amendment proposed by Fleet 80 was defeated at the 1992 NAC by a vote of 394 vs 237. The current specification Article III 5.g. allows jib sheet cleating any where one wants, including the seat bottom and along with CMRs #6, 48, and 64 will define the jib sheeting allowed. (Please note that CMR 64 does not allow hardware to be attached on seat backs for any sheets.) As many of you know this became a controversial issue primarily because it was left unresolved for an extended period of time. We believe it is important to resolve these kind of issues as soon as possible to prevent this kind of problem. We will make every effort to work measurement problems as they arise through the Board of Governors in a timely way.

The class has another issue that needs to be resolved. It has to do with the "Grandfathered" .5 oz. spinnakers. The class did not have a minimum weight for spinnaker cloth until January 1988 when it was specified at .75 oz. minimum per square yard. This action was taken since the spinnakers made from the .5 oz. cloth were clearly faster in certain conditions and were not as durable as ones made from .75 oz. So the class decided in the interest of one-design philosophy and cost to restrict all spinnakers made after January 1988 to .75 oz. cloth (Article S-IV 1.) Because a large number of .5 oz. spinnakers were purchased before the change the class decided to "Grandfather" ie, allow continued use of these sails. This seemed a fair thing to do since the demonstrated life of a .5 oz. spinnaker wasn't that long and the problem would solve itself. However, it has turned out that people are taking extremely good care of the .5 oz. and these spinnakers are still in use at major regattas. Fleet One has proposed that no spinnakers weighing less than .75 oz. may be used after December 31, 1994. We intend to forward this proposal with a recommendation, to the Board of Governors at the 1993 Mid-winters for approval. We also intend to limit the cloth to specifically .75 oz. Nylon, since light weight Dacron is coming into use. Dacron has been ruled illegal in the J22 and J24 classes for spinnakers for cost and durability reasons, and we believe we should do the same. On a related matter, the committee has been asked to review the limitations of allowing only one spinnaker aboard while racing. We do not intend to address this area until the half ounce spinnaker issue is resolved.

Another area we want to address by the '93 Midwinters is the minimum weight of the cloth for main and jib. The class has ruled out laminated materials for making the sails and believe we should also set a minimum weight. Technology is increasing the strength of sailcloth which means the weight of the cloth can be reduced while maintaining the same or sufficient strength. Reduced weight aloft equates to improved performance. Also reduced weight cloths may cost more and not be as durable. The sailmakers suggest setting the minimum weight at 3.7 oz. per square yard. If we find that a material comes along that is cheaper, more durable and lighter than 3.7 oz. we can review this requirement. But until that time we can establish some control in this area.

We would like comments on a suggestion to establish a minimum line size of 1/4" for running rigging. This is another area where technology has increased the strength of line, thereby allowing a reduction in size, but at an increase in cost with some reduction in durability. Size reduction can improve performance by reducing windage, weight and stretch. From a one design perspective it looks like it may be a good idea. We understand that other classes have taken this action. Please let the committee know if you think we should pursue this proposal.

On another matter, for your information, we discovered a technique this summer when trying to tow a swamped Scot about 3 miles back to the harbor. Mary Ellen was helping and I rigged a bridle to lift the bow, but every time I tried to get any speed (1/2 knots) the boat would turn sideways, submarine, etc. After watching me struggle with readjusting the bridle she suggested I tow it from the stern, (we use a bridle attached to the rings and shipped the rudder) since it seemed to want to go that way. We tried it and to my surprise it worked. It turns out that the "V" of the bow acts as a skag and the wide after section lifted out of the water for easy towing.

Look to future Scots 'n Water issues for continued updates from your measurement committee.

FLEETS IN

FLEET 162

Flying Scot fleet 162, based in the Toms River region of Barnaget Bay New Jersey, recently completed another successful year. Many additional boats joined the fleet this season and we expanded our activities. Several of the new members of the fleet regularly sail big boat and found the one design philosophy of the Flying Scot more to their liking. As in the past, Fleet 162 has managed to balance a full schedule of racing and social activities.

This year the fleet's season began in early March with a frostbite series at the Toms River Yacht Club. As one might imagine, the term frostbiting is appropriate for sailing in New Jersey at this time of year. During the races, the small, but hearty group of sailors experienced high winds, spray forming ice on the deck and snow! After racing, the sailors retired to the clubhouse for refreshments to warm the soul! Bruce Kohut (FS 3869) took first place honors.

The premier event during the season on Barnaget Bay is the Barnaget Bay Yacht Racing Association (BBYRA) series. This is multiclass series sponsored by the dozen clubs on the bay. The Flying Scot classes produced twelve to fifteen boats a race with about half the boats from Fleet 162. The other Scots are from one of the outstanding Scot fleets in the country, Fleet 31, based at the Shore Acres Yacht Club. Allan Terhune, Sr. (FS 709), sailing the oldest boat on the bay, narrowly took first place. Allen's boat was literally rescued from the weeds before the start of the season!

In addition to competing in the BBYRA and the Greater New York Districts, fleet members enjoyed club races. The first series was the Toms River Yacht Club Spring series. This series was won by Jim Leggette (FS 1518) sailing a boat originally owned by his father. During the summer months, members competed in the Pine Beach Yacht Club Summer series. Trophy winners were: first place, Jim Leggette, second place: Ed Summerfield (FS 4736) and third place Bob Foster (FS 3421). At the Beachwood Yacht Club Fall series, the first place was decided by a four level tie breaker with Jim Leggette taking first place and Drew Seibert (FS 3977) in second place. Third place went to thirteen year old

Allan Terhune, Jr. (FS 709).

In addition, to the racing schedule the fleet had a full slate of social activities. These activities ranged from dinner at a member's home after the races, parties at local clubs and a raft-up cruise. Fleet members also chartered three boats for a long weekend cruise on the Chesapeake. During the winter months, fifteen to twenty sailors took a ski trip to Vermont.

For the 1993 season, the fleet is planning a similar schedule. Sailors interested in joining, please contact Jim Leggette at (908) 234-0716.

WHITE ROCK REGATTA

By John Domagala
and Suzie Knight
FS 3577

Why would anybody from the mid-west district go all the way to Texas for a weekend regatta? It seemed like the thing to do. If Pat Manicchia, Joni Siefriek, Roland, Bonnie, and Jeff Forester can drive to Illinois for the Glow in the Dark Regatta, the least we could do is fly down and enjoy some Texas hospitality for a couple of days. We had wondered about the state which brought us Hagar, Helga and the Texas Tornadoes. We quickly found out. Greeting us at the airport were Helga, Jeff, and a distant relative of Becky and Buck. They were determined to show us a good time. After closing down the party at the club Pat took us on a bar tour of Dallas. We

ended the night with a 3:00 AM Whataburger tribute to midwinters (only without Gumby and the camera).

Saturday morning we made it back down to the club just in time to catch the end of the skippers meeting, Pat had graciously taken us out to breakfast, 7-11 microwave burritos, his treat! Once the meeting was over Pat then directed us towards his boat which he had generously given up for us. He had taken his chances with a black boat and needed a tow to the line after making several required rigging changes. The fleet was broken down into championship and challenger divisions, about 15 boats each, with separate starts. White Rock Lake is a small (about twice the size of Cowan) restricted horsepower lake that sits in Dallas with elegant homes surrounding the lake. A nice clubhouse is located on the water out beyond the docks. Not every club is designed such that you can sail within reach of the keg. With its convenient location and excellent facilities White Rock is a great place to sail.

Just a few minutes into the first beat we discovered why Roland likes the Glow so much. White Rock is definitely lake sailing! Given our performance on the first Beat we decided that since we came all this way we should visit with whole fleet, not just those in the front (Suzie drew the line at visiting the Challenger fleet, but we came close).

(Continued on page 8)



White Rock Regatta

(Continued from page 7)

The race quickly came down to a competition for third place as Roland and Kelly Gough jumped out to a good lead. White Rock conditions made it exciting as you could gain, or lose, several boats without really knowing why. We managed to get back into the thick of things without any knowledge of the lake or which side was favored. Both were at one point, but then again so was the middle.

The afternoon races, again with light and shifty winds, turned out to be more interesting than the morning's. Stuart Walker says that if you can cross the fleet after a good start, do so to protect your lead. Obviously he never sailed White Rock. We seemed to always hit the headers and holes on the beats and look back at trailing breezes on the reaches. Our trip to the left side during the last beat of Saturday's races even brought us pity and sympathetic gestures from the locals as we fell from our position in third and lost numerous boats. Joni imbedded that little piece of local knowledge with numerous toasts to the left upon return to the dock.

The club hosted an excellent steak dinner after the races. Becky and Buck's cousin had made a return as toastmasters Kelly and Fluffy Gough kept things lively. The highlight of the night was when Pat's (rookie) crew asked if it was really customary for all female crew to remove their tops at the start of each race. Pat seemed to think it was vital to their performance. Nice try Pat! Once the jug was dry we headed out for real Mexican food (and margaritas!). Seems that nobody remembered that steak dinner.

Sunday morning's races were of course far too early. We were hoping to find that October breeze that enticed the change in regatta date. A stiff breeze would have gotten things over quicker (we were just hoping to survive). We had two more races in more of the same light and shifty stuff only to see the breeze pick up on the way back to the club. We ended up a respectable fourth behind Kelly, Roland, and Richard Wade. The challenger division was won by Bob Harrington. Sorry about that midwinter's rule Bob. Trophies were given to the top three in each division while traveling trophy and door prizes were generously provided

by Ullman sails.

Thanks to Pat and all the folks at White Rock who went out of their way to make it a great weekend for us. Like most nightmares, we'll be back.

**MASSAPOAG YACHT CLUB
43RD REGATTA
Sharon Massachusetts/Sept. 12 &
13, 1992**

By Mike Ryan, Flying Scot # 3709

Just another two tricky days on Lake Massapoag! That basically sums up this MYC member's feelings. Some of those that from other clubs to compete in MYC's annual regatta felt the frustration of our lake's shiftiness but also light air didn't help too much either. One particular sailor boasted being auto tacked nine times on his last leg of the second race. **Nine times!**

Even though the wind was not ideal this year's regatta was successful as ever! Great people, great food, great beer, all the necessary ingredients for good time. On Saturday morning the wind was really blowing steady at about 12-15 knots. Massapoag's vice commodore Morey Waltuck decided on

(Continued on page 9)

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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.

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The Canadian Nationals — A Unique Experience

Dan Goldberg FS 4761



Stoney Lake Yacht Club

We travel to a lot of regattas, but the Canadian Nationals are truly different. We had a great time in 1986 and 1988, and this year (1992) we decided to return to document the beautiful locale of Stoney Lake.

We pull into Stoney Lake around 6:30 P.M. We load up at the pier into our Massapoag looking like a mill pond and others with a very slight ripple and those of us that were lucky enough to find these puffs (like Gary and Henriette Werden in the fourth race, how the hell did you guys do that anyway!) ended up kicking butt.

Now what could be better than after four hours of frustrating sailing to come back to the club house to a buffet spread of barbecued chicken, burgers, texas ribs and other assorted good stuff? Now would some one like to talk about something besides sailing for a while? No, probably not!

This is my first year racing and skippering a Flying Scot. I won't go into details on our outcome at the regatta although I will say that light air sailing drives me to drink heavily (actually, so does heavy and moderate air!) What I'm trying to say is, no matter what the outcome, this sailor is just happy to be part of it. The boat and the people

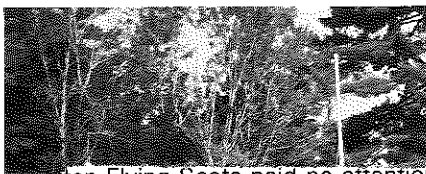
TOP GUNS

race	1	2	3	4
1st place Jim Cavanagh (alias Ernie Bock)	3	1	2	2
2nd place Dan Waltuck	1	3	3	3
3rd place Gary Werden	5	4	6	1
4th place Jay McNeff	4	2	8	8
5th place Dave Jacobson	2	7	10	4

boat (photo 3). They are not sailors but are extremely gracious and are genuinely interested in the local Scot Fleet and our racing experience. Hugh even says he'll hoist the American flag over their cottage if we win the regatta!

We settle in, me in the main cottage and Joni and Patti in the guest room over the boat house (Hugh has 2 motorboats, one of which is ours for the weekend). The cottage is 100 years old but in mint condition.

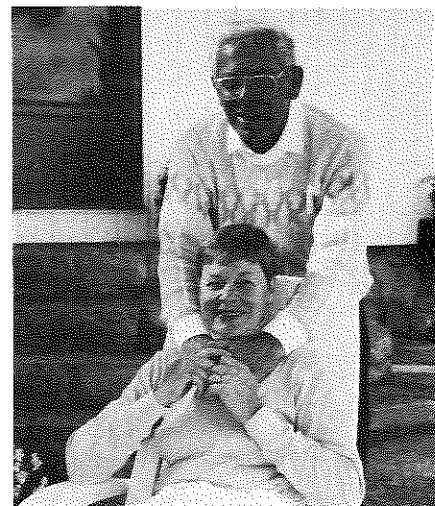
Saturday morning Doreen prepares a delicious breakfast for us, then Hugh gives us a motorboat trip around part of the lake. We pass one of the new cottages, one of the larger cottages (photo 4) a pontoon airplane (photo 5), and St. Peter's Church (photo 6). Hugh



ten Flying Scots paid no attention to the weather forecast in Kentucky (cold & rainy) and were pleasantly surprised to find sunny (55°-60°) and breezy weather (most of the time) at Cave Run Lake for our Grand Annual Regatta. The fall colors were at their brightest this weekend and the mountain scenery around the lake in the Daniel Boone National Forest was spectacular. Three modified olympic course races were held on Saturday and one "Down the Lake" race was held on Sunday. Sunday's race counted as two scores. The best four scores were counted in determining the regatta champion.

The winds for the first race on Saturday were 5-10 mph. Rick and Jo Baugher sailed well enough to cross the finish line three boat lengths ahead of Brian and Pam Pace. The second race was shortened to one triangle due to light winds and the Baughers, again, finished first just one boat length ahead of Jack and Nancy Rudy. Saturday's last race saw the winds range from 1-12 mph with lots of "Cave Run Holes" and 120° shifts interspersed randomly across the lake. Local sailor Doug Kuller and his wife Lori finished first followed by Jim Starr.

The cookout on Saturday night and the campfire that followed witnessed everyone re-sailing the races in their



Hugh and Doreen Jones

fleet. The course is full Olympic, with beats of about a mile. After the race, we are "served" an on-the-water brown bag lunch and race a second back-to-back. This time we tank the start and are dead last off the line. However we play the shifts just right and work our way up to 7th.

Final Standings

Race	1	2	3	4	5
1 Doug & Lori Kuller	4	6	1	1	1
2 Rick & Jo Baugher	1	1	3	4	4
3 Jack & Nancy Rudy	6	2	4	3	3
4 George Leet/ Steve Yovan	5	5	7	2	2
5 Brian & Pam Pace	2	3	8	5	5
6 Mike & Charlie Cullen	3	7	5	7	7

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(Continued from page 7)

The race quickly came down to a competition for third place as Roland and Kelly Gough jumped out to a good lead. White Rock conditions made it exciting as you could gain, or lose, several boats without really knowing why. We managed to get back into the thick of things without any knowledge of the lake or which side was favored. Both were at one point, but then again so was the middle.

The afternoon races, again with light and shifty winds, turned out to be more interesting than the morning's. Stuart Walker says that if you can cross the fleet after a good start, do so to protect your lead. Obviously he never sailed White Rock. We seemed to always hit the headers and holes on the beats and look back at trailing breezes on the reaches. Our trip to the left side during the last beat of Saturday's races even brought us pity and sympathetic gestures from the locals as we fell from our position in third and lost numerous boats. Joni imbedded that little piece of

The club hosted an excellent steak dinner after the races. Becky and Buck's cousin had made a return as toastmasters Kelly and Fluffy Gough kept things lively. The highlight of the night was when Pat's (rookie) crew asked if it was really customary for all female crew to remove their tops at the start of each race. Pat seemed to think it was vital to their performance. Nice try Pat! Once the jug was dry we headed out for real Mexican food (and margaritas!). Seems that nobody remembered that steak dinner.

Sunday morning's races were of course far too early. We were hoping to find that October breeze that enticed the change in regatta date. A stiff breeze would have gotten things over quicker (we were just hoping to survive). We had two more races in more of the same light and shifty stuff only to see the breeze pick up on the way back to the club. We ended up a respectable fourth behind Kelly, Roland, and Richard Wade. The challenger division was won by Bob Harrington. Sorry about that midwinter's rule Bob. Trophies were given to the top three in

by Ullman sails.

Thanks to Pat and all the folks at White Rock who went out of their way to make it a great weekend for us. Like most nightmares, we'll be back.

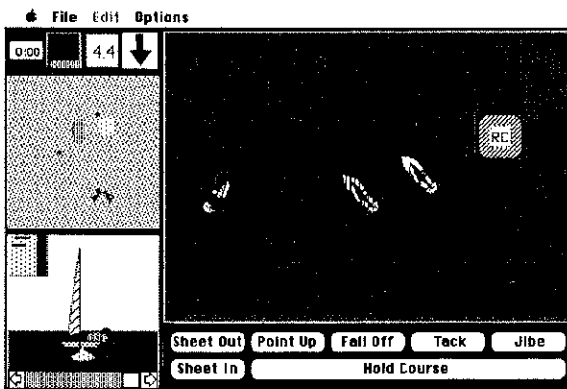
**MASSAPOAG YACHT CLUB
43RD REGATTA
Sharon Massachusetts/Sept. 12 &
13, 1992**

By Mike Ryan, Flying Scot # 3709

Just another two tricky days on Lake Massapoag! That basically sums up this MYC member's feelings. Some of those that from other clubs to compete in MYC's annual regatta felt the frustration of our lake's shiftiness but also light air didn't help too much either. One particular sailor boasted being auto tacked nine times on his last leg of the second race. **Nine times!**

Even though the wind was not ideal this year's regatta was successful as ever! Great people, great food, great beer, all the necessary ingredients for good time. On Saturday morning the wind was really blowing steady at about 12-15 knots. Massapoag's vice commodore Morev Waltuck decided on

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We will miss you.

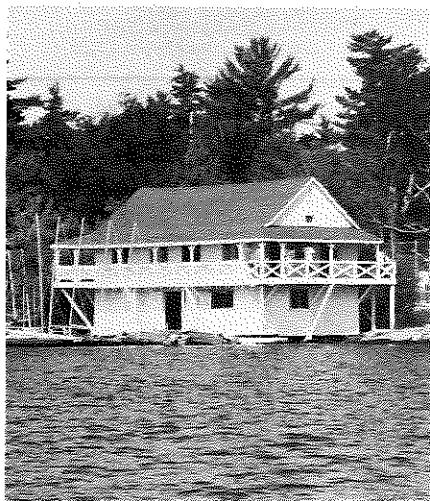
If you have never been and can get away, it is an experience that no matter how you do racing, you will have the time of your life and the sailing inside information will be invaluable.

Betty and Bo Smith, Allen Douglass and Terry Swift plus all the St. Andrews Yacht Club members spend all year planning events for this week and every year they out do the next.

**HOPE TO SEE YOU AT THE
FLYING SCOT MIDWINTERS.**

The Canadian Nationals — A Unique Experience

Dan Goldberg FS 4761

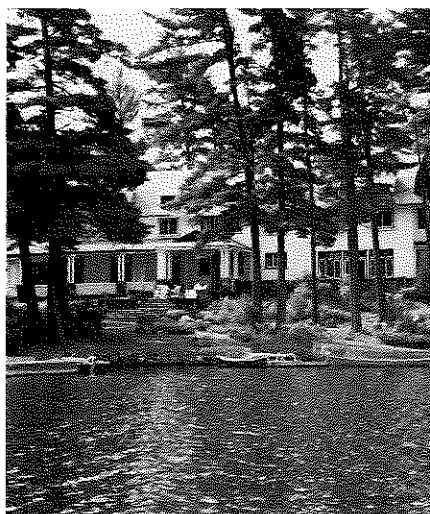


Stoney Lake Yacht Club

We travel to a lot of regattas, but the Canadian Nationals are truly different. We had a great time in 1986 and 1988, and this year (1992) we decided to return to document the beautiful locale of Stoney Lake.

We pull into Stoney Lake around 6:30 PM. We load all our gear into our boat and I get to the yacht club, where dinner is being served (photo 1). The only access to the yacht club and to all our host's cottages, scattered throughout various small islands on the lake, is by boat. There are no motels, and local cottages have volunteered to host all the out-of-town sailors.

After a chili dinner, during which we renew acquaintances with our Canadian friends from four years ago and some friends from the NAC's (Dave Jacobson, Jack Orr, Bill Ewing, Doc Bellows), we get towed again to the cottage of our hosts, Hugh and Doreen Jones (photo 2), where we dock our

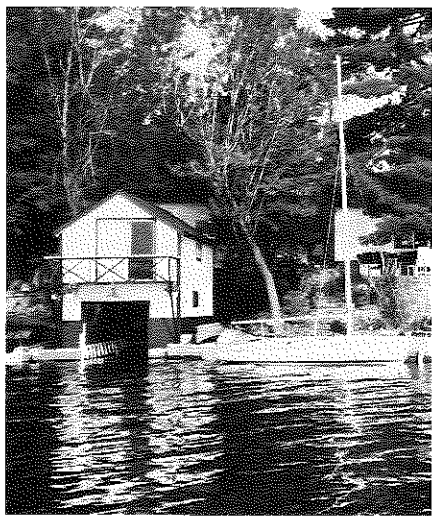


A large cottage

boat (photo 3). They are not sailors but are extremely gracious and are genuinely interested in the local Scot Fleet and our racing experience. Hugh even says he'll hoist the American flag over their cottage if we win the regatta!

We settle in, me in the main cottage and Joni and Patti in the guest room over the boat house (Hugh has 2 motorboats, one of which is ours for the weekend). The cottage is 100 years old but in mint condition.

Saturday morning Doreen prepares a delicious breakfast for us, then Hugh gives us a motorboat trip around part of the lake. We pass one of the new cottages, one of the larger cottages (photo 4) a pontoon airplane (photo 5), and St. Peter's Church (photo 6). Hugh

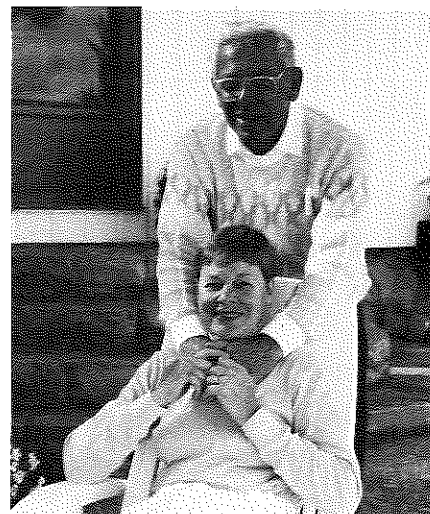


Docked at Hugh and Doreen's

has a book on the history of St. Peter's (built in 1914), including old photos of people arriving by canoe. One funeral held there was a bit tricky because the coffin barely fit on the canoe, and one of the pallbearers fell in! Unfortunately, he was a non-swimmer, so the funeral was delayed while they rescued him.

At any rate, we then motored to the yacht club. After the skippers meeting, we motor back to our cottage and pass a beautiful old wooden canoe. We rig our Scot and sail to the race course less than 10 minutes away! The water is crystal clear and we can see bottom in the calm areas near the shorelines.

The wind is perfect for us — 8-12 knots with big shifts. We eat a header too long to clear our air on the second beat but still finish 5th in the 20 boat



Hugh and Doreen Jones

fleet. The course is full Olympic, with beats of about a mile. After the race, we are "served" an on-the-water brown bag lunch and race a second back-to-back. This time we tank the start and are dead last off the line. However we play the shifts just right and work our way up to 7th.

After a leisurely shower, we motor back to the yacht club for a steak dinner — char-grilled and perfect! The local fleet is friendly beyond belief — "Southern Hospitality" has nothing over these folks! We eat with our old friends Mike Cullen, his crew Jonathan, and Ann and Peter Seidman — all part of our "extended" family of Scot sailors.

Sunday morning the wind is nice again, but it's raining. We are consistent again, with two 6ths, and end up 6th overall, just behind Jack Orr. Next time, Jack!

(Continued on page 12)



Pontoon airplane

Canadian Nationals
(Continued from page 11)



St. Peter's church

Stoney Lake is by far the most pristine, beautiful place we have ever raced, and all the locals are incredibly gracious and accommodating. We'll be back in 1994!

P.S. Unfortunately, there won't be a "next time" with Jack Orr. Shortly after writing this article, I heard the shocking news of Jack Orr's death. Jack, of course, was an outstanding sailor and a true gentleman. We sailed in many regattas with him and he'll be sorely missed. One good example of his sailing skill I distinctly remember was in the 1992 North Americans. He rounded the

jibe mark around the 20th. Most of the boats ahead of him (including us) luffed high, as most people do on the second reach. When we finally bore off for the leeward mark, we were all on a dead run in each other's bad air. Jack stayed low, right on the rhumbline, sailing in clear air on a broad reach, passed fifteen boats, and rounded the leeward mark in fifth! Off the water he was friendly and warm, and we always enjoyed talking with him. He would have made a fine class president.

See you in heaven Jack!

**1992 FLYING SCOT
CANADIAN CHAMPIONSHIP
Fleet 148Stony Lake Yacht Club**

PLACE	NAME	SAIL #	TOTAL
1.	Gary Sullins	4100	7.50
2.	Steve Bellows	4246	9.75
3.	Bill Ewing		
	Dan Vought	4096	15.75
4.	Forest Rogers		
	Melanie Dunham	4620	19.00
5.	Mike Cullen		
	Jonathon Vehar	3877	22.00
6.	Jack Orr		
	Bill Dunham	4761	24.00
7.	Dan Goldberg		
	Joni Reis	964	26.00
8.	Patti Jahns		
	Joe Gulick	4249	35.00
9.	Patti Gulick		
	Robin Collins	3720	38.00
10.	Colin Kinnear		
	David Jacobsen	4254	48.00
11.	Dave Jacobsen		
	Peter Seidman	4147	51.00
12.	Ann Seidman		
	Alick Ryder	3692	52.00
13.	Leslie Ryder		
	Doug McTavish	442	54.00
14.	Elan Emerson		
	Sandy Beatty	3691	55.00
15.	David McCumber		
	Susan Beatty	3532	56.00
16.	Doug Smith		
	Susan Hauth	693	63.00
17.	Richard Fleury		
	Karen Fleury	4389	63.00
18.	Kenzie Dickson		
	Dave Miller	3302	65.00
19.	Alan Wotherspoon		
	Scott Avery	4480	67.00
20.	Jim Collins		
	Gord Collins	4320	78.00
	Garry Braund		
	George Baird		
	Rob Welsh		
	Marty Welsh		
	Matt Welsh		



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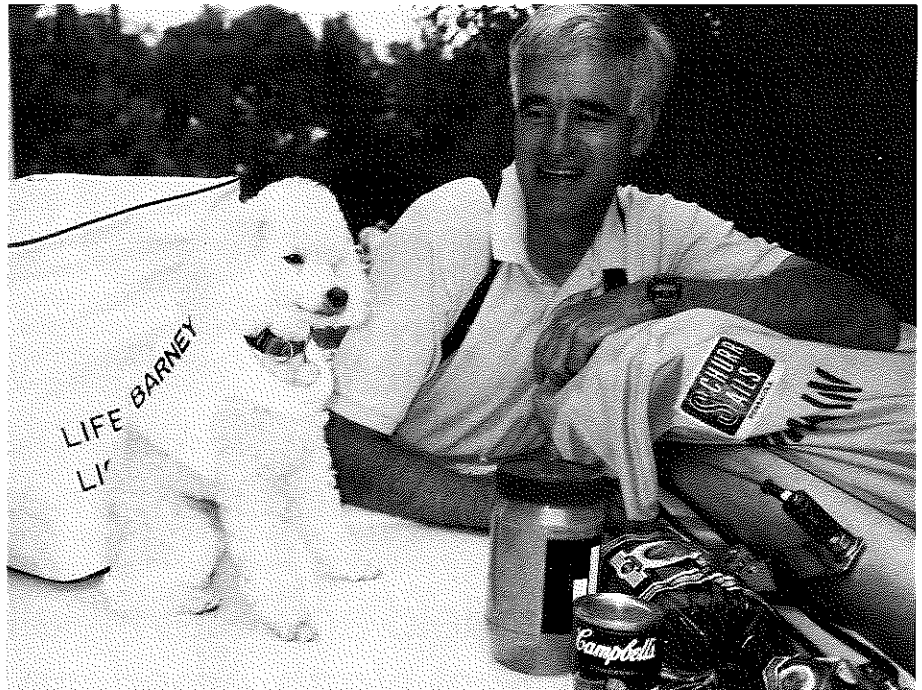
NOT HOME ALONE or TRAVELS WITH BARNEY

by Waldo Johnston
Flying Scot 4668

My chance came when my wife, Candy, announced she would visit her mother for two days in Florida. "Have a nice time," I said as she checked her bags at Raleigh-Durham airport" and by the way, don't try calling me as I won't be home this weekend." I couldn't tell whether she looked more worried or disapproving when I told her I was taking our Flying Scot Chipcock and Barnacle (the small white irritating poodle who had grown on me with time) to go "cruising" on Kerr Lake on the NC-VA border. "Have a nice time yourself," she replied.

The fact is, I had yearned to cruise for some time. You see, I had cruised for a month or so every summer since the age of twelve when my dad packed my family on the creaky wooden yawl Sequin (which later sank in a storm). Though my sisters and I often claimed that a whole month away from friends and normal teenage "hanging out" was retarding our social development, Dad was not dissuaded. Henceforth, every July we headed off to some foggy and faraway coast, usually in Maine, though one summer found us in the North and Baltic Seas where we lost three months of critical social development — no wonder I'm an introvert! Alas, my days of cruising ended with marriage, career, fatherhood and the like, and as the years passed I came to appreciate, with the benefit of selective hindsight, the peaceful days at sea — the quiet evenings at anchor in rock-rimmed harbors with the smell of kelp and pine trees — the family chatting amiably in the cockpit while the shadows lengthened — and the rush below to yank the burning Dinty Moore stew off the galley stove. Eventually I found myself wanting to cruise again and relive the memories, but this time on Chipcock. The first cruise would be solo since Candy's last cruise with my parents 20 years ago had included encounters with sharks, a mud flat, and low flying fighter planes.

With Candy airborne, Barney and I hitched Chipcock to the van and threw in the sails and a sleeping bag. Finding provisions was more difficult, but some creative foraging produced two cans of



chicken soup, half a loaf of old bread, a large jar of peanut butter, a chunk of cheese, a can of lemonade, some crackers, seven bananas, and a dollop of scotch (for medicinal purposes, of course). With Barney acting rather weirdly, we set off for Kerr Lake and arrived at Henderson Point as a glorious full moon rose in the East and an unseasonably cool and brisk wind came in off the dam. While I rigged the boat and Barney fertilized the bushes, a large sloop knifed down the lake with running lights ablaze. "This is going to be great!" I mused.

We launched in the dark and were soon booming along on port tack. When I picked up the white channel marker off the bow, and then the shadow of the little islands that lie west of our usual race course, I resolved to tuck in behind them for the night and flopped onto starboard for the final leg. After several exceptionally clumsy attempts (which I hoped to keep secret), I finally got the anchor and the sails down at the same time and promptly celebrated the achievement and the beautiful evening with a cracker and a nip of scotch. I wondered how Candy's flight had been and what our children were doing. I wondered if I

should feel guilty for having such a peaceful time while everyone else in the world was working so hard. I wondered if Barney could make it through the night. I also wondered where he would go if he could not. It's amazing what crosses one's mind in idle moments!

Finally it was time to hit the sack — or sole. I unrolled my little trail pad, sleeping bag and pillow and snuggled down against the centerboard trunk with my head under the tiller. My hips and knees wedged down, down, ever down, eventually bonding to the centerboard trunk. I realized I should have measured first. I couldn't change position, as my shoulders were pinned firmly under the seats. I ruefully concluded that I was trapped in a position fit only for poodles or stinkpotters. As the wind strengthened and the waves smacked noisily against the hull, Barney gazed down at me with a baleful look. I tried to induce sleep imagining I was in my bed at home.

Aborting that effort, I sought other places on the boat. The deck would be spacious, I realized, but eventually I would roll overboard. How about under the foredeck? I winched myself away

(Continued on page 15)

SCHURR ENOUGH...

Rod Stieffel and Charlie Merrigan win The Flying Scot
1992 Midwinter Warmups and place second in the
1992 Midwinter Championships



Pete Merrifield and Steve Bellows win the
1991 Flying Scot North American Championships



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



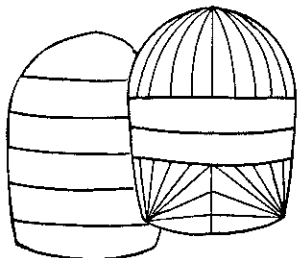
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from the centerboard trunk, and reset my sleeping gear with my feet practically in the peak. Bountiful fortuna! The new arrangement proved sufficiently comfortable to get some sleep, though I awakened when a shivering Barney wriggled his way into the sleeping bag with me. A poodle partner? It was a long night.

We awoke to a beautiful dawn with Kerr Lake sparkling under the same breeze that blew all night. After putting a very grateful Barney ashore, I ate a banana and washed down a peanut butter sandwich with some warm lemonade. Then we set sail to begin a magnificent Saturday on the lake. I was surprised to see so few boats and vaguely wondered if it was a weekday and if I was missing work. After a bracing spinnaker run up to the middle of the lake, I piloted into a little side channel. As I had hoped, this channel led into another, and yet another. I was struck by how solitary these little meandering waterways were, and I decided to return to this one for the night where I would be out of the wind and surf.

Around noon, Barney and I anchored for lunch in the lee of a small island with an inviting sandy beach. After exploring the flora, we ate lunch and I read a few chapters of Zen and the Art of Motorcycle Maintenance which my son had recommended I read. Though I have always considered it a fatherly duty to try to unravel the mysteries of my children's minds, this book provided me precious few distinct clues. Eventually conceding that he was not truly on his own, I put Zen aside and set the sails for our return. Barney dozed.

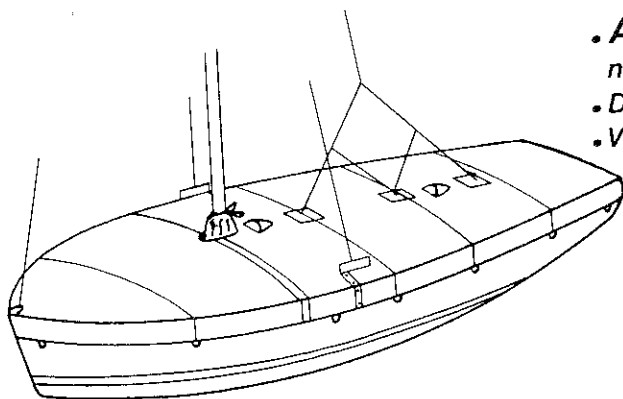
Our second evening was as pleasant and, luckily, more restful than the first. Following a can of raw soup and some crackers, I chanced a twilight skinny dip sans Fergie. After setting the jib as a cockpit tent to keep out the moonlight, I unrolled my sleeping bag at about 7:30, this time putting my feet way up under the afterdeck. To my delight, there was nothing to impale my bruised hips, and my head cleared the end of the centerboard trunk as long as I remained in a sideways position. Had

Barney's efforts to climb inside my sleeping bag not intensified as the temperature dropped, I would have had a truly restful night.

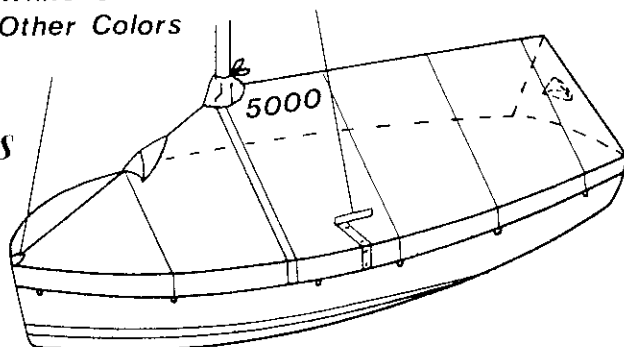
Sunday dawned bright and calm, and my return to Henderson Point was peaceful. As I unrigged Chipcock and began my drive back to Durham, I was glad I had finally made my "cruise," but I was also excited about picking up Candy at the airport later in the day. While I had enjoyed my weekend Not Home Alone, I realized that it was my family and friends that truly sustain me. I thought about how much I value them, and yet how seldom I really let them know. I must do better.

Postscript: I have learned that a Scot is more comfortable when a plywood "bed" is laid across the cockpit on the seats. I welcome your suggestions. I also plan to take a tastier assortment of food next time — and maybe leave Barney home (alone).

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Ten Years with Fleet 27... and What About the Next Ten Years?

Karl Kleeman FS 4121

It hardly seems possible but we are now in our tenth year of sailing our Flying Scot. It has been an interesting ten years. Our sailing, and my "mid-life crisis" years overlapped. Maybe some of you can identify with the struggle, "I don't know how many years I have left and I must be sure I make the most of them..."

I was the one who initiated our interest (or obsession?) with sailing. I remember suggesting to my wife, Edwina, that we get a sailboat. I was dreaming of sailing the seven seas, Edwina was picturing something that we would put on top of the car. Anyway, I remember the day I took Edwina to Bill Myatt's place in Raleigh to see this wonderful sailboat, a Flying Scot. She was incredulous that I would even suggest such a huge boat and would not even get out of the car to look at it.

When we finally got our Flying Scot, we were not interested in racing, but were convinced by fleet members (who I am sure had only our best interest at heart) that this was the best way to learn to sail. How many of you joined your FSSA Fleet to "learn to sail" by racing? Overall, we have survived and actually enjoyed our racing (most of the time anyway), and in particular, have enjoyed the relationship we have developed with many new and some now "old" friends.

Of course, my dreams of sailing the seven seas would not die, so it did not take too long before I was trying to generate some interest in "cruising" on the Flying Scot. We had a wonderful week long "FSSA Scot cruise" in the Thousand Island region between Canada and the U.S. That really got my "juices" going. The following year Edwina was Fleet Captain and at my urging, we made a couple "winter" trips to the coast to "scout" good places to launch and "cruise" in the Scot. We then put a couple of Scot "cruises" on

the Fleet calendar. My hopes were dashed when only one boat turned up for the first Pungo River cruise. After a Kerr Lake camping "cruise" also failed, I gave up on trying to organize Flying Scot cruises in NC. We decided that we would just have to cruise on our own and also decided if we were going alone, we would be better off to get a little "coastal cruising" boat.

But we still enjoyed our Scot and decided to keep up our Fleet activities. Can you both race and cruise? Well, to do well and win trophies would require a 100% racing commitment for us (at our age and skill level), so I am sure our racing has suffered as a result of the time we have spent cruising. However, cruising tended to be relaxing and we have really enjoyed our time together on our little 26 foot Westerly "coastal cruiser".

Now as I approach 50 (panic), our sailing has matured. We are doing less but perhaps enjoying our "Flying Scot racing" more. We are trying to settle into a balance of activities.

Our story is just one of many FSSA stories. Has our Fleet and the FSSA served us well? Yes and no. Has FSSA served each of you well? What do we as individuals and as a group want from the FSSA? What are we willing to give to our Fleets and to the FSSA? These are questions that we need to consider as we plan for the future.

I am sure that there are as many different answers to these questions as there are FSSA members. It seems to me that the Fleets and the FSSA must remain flexible, must try to be inclusive, not exclusive. We must constantly review our objectives and assure that our programs meet both "current" and "potential" members' needs in today's ever changing world.

Should the Fleets and FSSA operate the same way over the next ten years as we have over the past ten years?

I recently read an article, "The New

Society of Organizations" from the Harvard Business Review. The author states that the modern organization must be innovative to survive and describes innovation as "creative destruction". The author goes on to say, "Indeed, organizations increasingly will have to plan abandonment rather than try to prolong the life of a successful product, policy or practice. Every organization has to build the management of change into its very structure." Every couple of years, an organization should sit down with a blank sheet of paper and say, if we were starting fresh, how would we set up our organization to meet "today's" needs.

And don't forget, as the author states, in a democracy, "joining an organization is always voluntary". Many organization leaders are determined to do things the way they have always done them rather than looking at the "real needs" of its current and future membership.

Like it or not, "The New Society of Organizations" impacts and challenges us all!

So, I challenge each of you to sit down with a blank sheet of paper and write down how your Fleet and the FSSA can best serve your needs in the 90s. Send the information to your editor for inclusion in a future newsletter, perhaps in a special issue entitled "FSSA - A Fresh Look for the 90's".

"The New Society of Organizations" by Peter F. Drucker, Harvard Business Review, September-October, 1992. (Send me a self addressed stamped envelope for a copy if you are interested in learning more about the forces shaping our world today! Address: 619 Yarmouth Rd., Raleigh, NC 27607).

"Where Do You Put It?"

Jerry Hartman
FS 4140,3605

The spinnaker when its not put up that is . . .

Over the last 15 years I've been sailing and racing our beautiful boats. I've seen a multitude of methods to store the chute, when it's not flying. There's the ole throw it in the bottom of the boat and give it a good kick forward. Then the old standby, laundry basket with a shock cord around it. Then there are those who are really P. Oed at it and throw it in the garbage can.

Next we come to the in the corner of the seat methods. This is the best method I've used to get a clean fast launch without a lot of extra hands and fumbling around. I've seen red and green thistle spinnaker turtle bags mounted with sharp hooks and snaps. Permanent shock cords stretched diagonally with special fabric to hold it. I've tried these, but it kept blowing out of the bag. We also had to drop the chute early enough so the crew could slowly and methodically use this bag provided. This method, although efficient was unattractive and uncomfortable while cruising.

The best way, I've seen is to stuff the chute in the corner of the seat, but keeping it there was a trick. I've found

if you keep the port and starboard clean patches out a little on each side, the stuff the chute in the corner until you get to the head patch, just use these three edge patches to form a kind of shell over the rest of the spinnaker. To keep it in place, simply bring the spinnaker trim nearest the shroud and pull it tight over the top of the shell, then loop it around two grooves approximately one inch apart cut under the bottom edge of the seat. The grooves were approximately 1/2" deep and shaped like a "V" made wide enough to hold the size of trims I use. I showed Harry (Carpenter) my grooves and he suggested using a rat tailed file to make the slots, which I would do if I had thought of it. He also didn't think it would structurally damage the boat as long as they were just deep enough to hold the trim and to make a smooth groove so it wouldn't catch on anything. The grooves can be placed a little futher forward if you have jib seat cleating.

There are benefits for the racers and cruisers. When you're racing, coil approx. 4 feet of extra spinnaker guy and tuck it under the taunt line. This enables the person to set the pole without anyone uncleating anything or pulling the chute out of the bag. It's real easy to launch, the best part is, one person hoists, the other pulls the guy to a marked position and cleats it, to a close reach position. The cleated other spinnaker trim is perfectly adjusted to the closest reach position,

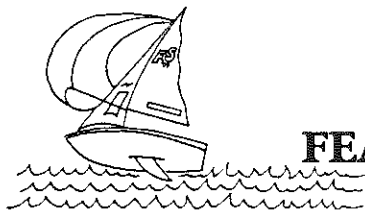


automatically, it actually pops full, then just uncleat and fly it. When you take it down, we just put it on the bottom of the boat and repack it upwind. The cruiser has more room for coolers and makes an excellent pillow.

Paul Newton has a great method for folding the chute that works great, but I can't remember how to do it. Ha, Crash, how about an article on folding spinnakers?

I cannot take credit for this method. Mike Johnson, Jr. of Ft. Walton Beach, Florida, published an article approximately ten years ago just like this. The only difference is he used a small jam cleat under the lip of the seat. I found out when we didn't repack it after the first launch and just hoisted from the bottom of the boat, it would sometimes get caught on the cleat. Sometimes this could cause tearing the chute.

I hope this method helps some of y'all. I like it because it doesn't cost anything, it's efficient, simple, invisible, and doesn't cause any structural damage. I would like to think even Sandy would approve.



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MEMBERSHIP LIST

Flying Scot New Membership List through 01/12/93

FLEET #	BOAT #	NAME	ADDRESS	CITY	STATE	ZIP
Capitol District						
4811		Marlin Miller	15 Jeffrey Road, Greenfields	Reading	PA	19601
	2901	Alan Armstrong	108 Alpha Drive	Johnstown	PA	15904
42	3460	Michael M. Brown	16 Parkview Terrace	Westminster	MD	21157
64		John F. Rybczynski	2008 Fleet Street	Baltimore	MD	21231
155	co4185	Tom Torrence	12811 Framar Dr.	Midlothian	VA	23113
155	Co3990	William J. McClintock	111 S. Royal Ridge Road	Midlothian	VA	23113
155	4870	Gregory Woods	13900 West Bay Drive	Midlothian	VA	23112
Greater NY District						
	2462	Joseph Miranda	Pheasant Lane	Remsenburg	NY	11960
	3036	Paul T. Aronson	505 East 79th Street	New York	NY	10021
	2476	Mary M. Watson	21 Delaware Road	Easton	CT	06612
		Bruce Cattanch	15 N. Brookside Drive	Rockaway	NJ	07866
162	4827	Thomas J. Mascenik	75 Thornley Drive	Chatham	NJ	07928
178		Michael Friedman	3431 Lindbergh Ave.	Oceanside	NY	11572
Gulf District						
	0011	John P. Knoll	900 S E Street #112	Pensacola	FL	32501
		Shelly Armstrong	102 Darwin	Lafayette	LA	70508
85		Scott Hanson	750 Lee Road 395	Auburn	AL	36830
96		Carrie Haydel	318 Lake Marina Ave. #212	New Orleans	LA	70124
127		Dutch Hutchins	3000 Hillsboro Rd. #66	Nashville	TN	37215
Mich.-Ontario District						
16		George H. Robinson	9000 E. Jefferson, Apt. 267	Detroit	MI	48214
41	also1764	Gerrit Bakker	2973 E. Pierce Road	Ithaca	MI	48847
Midwestern District						
135	3929	Bill Vogler	1902 E. Taylor Drive	Bloomington	IN	61701
New England District						
	1146	David Swett	P.O. Box 102	N Sutton	NH	03260
	co2473	Richard Grinnell	63 Sohier Street	Cohasset	MA	02025
	2208	David A. Pellegrini	P.O. Box 2867	Duxbury	MA	02331
57	1203	David E. Mahan	95 Beacon Street #11	Boston	MA	02108
76		Dennis Dobe	HCR-64 Box 240	Andover		03216
N.Y. Lakes District						
		Steve Johnson	2225 Lexington Parkway	Niskayuma	NY	12309
109	4866	Melody Daubenberger	P.O. Box 128	Davenport	NY	13750
Ohio District						
		R. Brooks Howard	12 Brownsboro Hill Road	Louisville	KY	40207
		Dean Keesee	2774 N. Dayton-Lakeview	New Carlisle	OH	45344
65		John S. Klein	17412 Winslow Road	Shaker Heights	OH	44120
Pacific District						
176	3479	Peter H. Atkins	2561 Fidelidad Drive	Hacienda Hgts.	CA	91745
176	4367	C. Lance Gucwa	13198 Treecrest Street	Poway	CA	92064
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	4857	John Burke	7014 E. Appleton Circle	Englewood	CO	80112
	4057	Steven E. Williamson	2961 Grove Street	Denver	CO	80211
Texas District						
23		Joni Seifrick	5721 Martel Apt. D	Dallas	TX	75206
Florida District						
		Brian Mannix	110 Orlando Blvd.	Indialantic	FL	32903
		Richard Ash	47 Dolphin Drive	St. Augustine	FL	32084

Meeting Schedules Mid Winters & NAC

The Board of Directors has approved the following guidelines for host fleets to use in scheduling meetings and Board dinners at future NAC and Mid-Winters Regattas.

NAC

Executive Committee

Tuesday, 3:00 PM

Board of Governors

Tuesday 4:30 PM

Board of Governors Dinner

Tuesday, 7:30 PM

Annual Meeting & Dinner

Thursday

MID-WINTERS

Executive Committee

Monday, 2:30 PM

Board of Directors

Monday, 4:30 PM

Board of Governors Dinner

Monday, 6:30 PM

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-1777 - Douglass, orange hull, white deck, trailer with new tires/bearings, mast hinge, motor mount, 2 sets of sails, 1 main with reef points, nearby delivery negotiable, \$2,600. Call Bruce Pennino, 508-829-7131, Holden, MA. 01520.

FS-1925 - Douglass hull, race equipped, good sails & spinnaker, harken blocks, motor mount. \$2750.00 w/trailer, \$2500.00 without. Telephone (813)992-6013 Jan. thru April, (517)856-3688 May thru Dec. Earl Stevens

FS-2408 - Douglass, light blue hull with grey deck, 3 hp Evinrude motor, dry sailed in lakes, everything well maintained, new bearings and tires on Sterling trailer, full set of sails with spinnaker, anchor, fenders, compass, lines. \$2750. Greensboro, NC (919) 855-0885.

FS 2543, custom flex, white/white, main, jib, spinnaker, pole, cover, motor bracket. \$2995.00 Trailer has new wiring and painted and lights. Bottom paint - in Ohio call George Rootring
Office: 216-879-2686,
Home: 216-494-3395

FS-3054, Douglas, yellow hull and deck, good condition, dry sailed. Fowler sails and spinnaker, fully equipped, trailer, motor bracket and motor, cover. \$3750 obo. Miami, FL 305-447-1172 (h), 305-757-4582 (o) Ken Niejadlik.

(continued on page 20)

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

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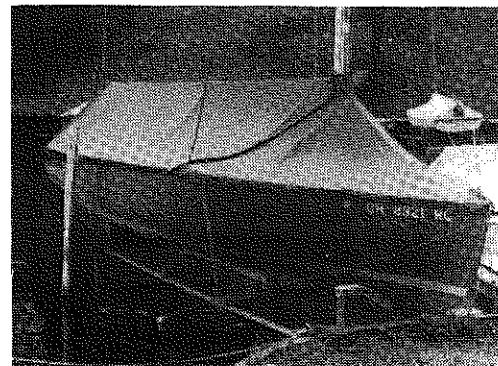
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Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!



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191-FS Bellecrest, Bellbrook, OH 45305

Caveat Emptor

(Continued from page 19)

FS-3989 Douglass, Ivory hull and deck with Red Stripe. Main, Jib and Spinnaker sails. Tee-Nee Trailer, 2 hp Suzuki outboard and full mooring cover included. Excellent condition. Asking \$4950. Contact Tom Fischer (404) 393-6069 W, (404) 623-3348 H.

FS-4195 - 1986. Meticulously maintained and looks brand new. White with red stripes. Mahogany center-board cap. Schurr sails, including spinnaker. Tee Nee galvanized trailer with spare. Tent cover. Mercury 2.2 auxiliary. Lots of extras. Never in salt water or raced. Garaged for last 4 years. Will deliver. \$7,000 neg. (415) 812-4024 or (510) 743-1057. Bill Skinner

FS 4430, '88 Douglass. White hull/deck, red boot and cove stripe. Dry sailed in excellent condition. Schurr sails: main, jib, cross cut spinn. Mooring cockpit cover. Tee Nee tilt trailer. Priced to sell at \$6500. Contact David Ryan, Boston, Mass. area. (617) 826-6275.

FS4540 - Douglass. Silver w/dark blue stripe. Schurr main & jib w/ jib window. Factory motor mount, mast hinge, windex, large cockpit cover. VC-17 epoxy bottom paint. Tee-Nee Trailer. Used fresh water only. Excellent condition. \$6800. Greg Coronis, Merrimack, N.H. 603-424-4434.

FOR SALE: Skirted trailing cover by Sailor's Tailor, grey, used one season, \$235. Main and jib by Shore, very good, \$325. Spinnaker, \$150. Complete set Harken cheek ratchets, 150 cleats and mounting blocks for jib sheets, never used, \$80. 215-565-2871. Pennsylvania.

DEADLINE FOR SCOTS N' WATER

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

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. Lynne H "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853

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Please send change of address to:

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4140 FSSA #135 931 23c Act

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 MAHOMET IL 61853

Flying Scots Sailing Association
 3008 Millwood Avenue
 Columbia, SC 29205

Address Correction Requested

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