

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® ASSOCIATION VOLUME XXXVI NUMBER 5 SEPTEMBER/OCTOBER, 1993



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## Scots n' Water

### COVER:

Close quarters racing at NAC  
Pensacola, FL 1993

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# CONTENTS

September/October 1993

Volume XXXVI Number 5

---

## 4 TO THE EDITOR

---

## 5 SUPPORTING OUR BOAT BUILDER

---

## 6 MINUTES OF MEETINGS

---

## 10 1993 WOMEN'S NATIONAL

---

## 11 THE SIGHTS AND SOUNDS OF FS

---

## 12 FLEETS IN

---

## 13 1993 NATIONAL PICTORIAL REPORT

---

## 16 WOMEN'S DIVISION, MASTER'S DIVISION

---

## 17 CHALLENGER DIVISION

---

## 18 CHAMPIONSHIP DIVISION

---

## 19 JUNIOR DIVISION

---

## 20 FSSA NEW MEMBERS

---

## 21 FLYING SCOT® ORDER FORM

---

## 22 THIS ONES FOR YOU, JACK!

---

## 22 CAVEAT EMPTOR

---

## ADVERTISERS

|    |                          |    |                    |
|----|--------------------------|----|--------------------|
| 2  | North Sails              | 13 | Sailors Tailor     |
| 5  | Wanenmacher<br>Insurance | 14 | East Shore Sailing |
| 6  | Flying Scot®, Inc.       | 16 | Starboard Software |
| 8  | Ullman                   | 19 | Rooke Sails        |
| 9  | Midwest Aquatics         | 20 | Laylin Associates  |
| 12 | Sailing Angles           | 22 | Service Canvas     |
|    |                          | 23 | Schurr Sails       |

### Scots n' Water

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# TO THE EDITOR

## Lynne "Sunshine" Hartman

Dear Editor,

After growing up in the Flying Scot® family and recently rejoining after a long absence, it's great to be back. It's wonderful to see people from long ago and sail in awesome events like the Nationals and the Mid Winters. We've got a super organization and it's up to us to support and sustain it.

Participation in the publication of Scots-N-Water is currently at an all time low. Absolutely no articles have been submitted for the last two issues. We do not engage Sunshine Hartman to write; we ask her to edit our publication. We all need to make a sincere effort to contribute articles and photos. She has recently made several attempts to rally our enthusiasm by having photo contests, creating participation trophies, and frequently asking for articles about events we all attend.

I'm taking my first stab at writing an article by reporting on one of the most enjoyable regattas in which I have ever participated, the 1993 Woman's Nationals. So let's all make a big effort to make the Scots-N-Water something to look forward to seeing in the mailbox this year.

**Joni Seifrick  
Dallas, Texas**

Dear Editor,

I was sent to the end of my rope recently. After many years of doing things the way we were accustomed to do it at Fleet 16 I was sent to look at why.

At this year's Mid-Winters we were towed to the club from the course. The skipper behind our boat started to tie his painter to the ring of the boarding strap (one of the two rings on the back of the boat). This wasn't the way I or my crew normally did this. So we passed an extra line aft and he tied off at the bow fairlead (the fitting at the front of the boat on the deck).

Thinking there was something wrong with all of the foregoing I examined the reason. I crawled under the aft deck. I discovered I did the right thing by not allowing him to tow from the boarding strap ring (the builder calls this the transom ring). This ring is fastened to the hull with small nuts and washers less than 1 inch in diameter. This fitting obviously was not designed to tow the boat. I am convinced that towing from that point would lead to a hole or two in the hull.

I examined the bow fairlead. The fastening of this fitting to the hull is somewhat stronger. However, given my impression of the designer's usual

margin for safety it is not meant for towing.

At Fleet 16 we are used to towing up to 12 boats 4 miles to a general race course. Sandy Douglass knew this when he sold the Flying Scot® to our club. We also knew that if it is done the hard way on the Scot it is usually the wrong way.

In setting up tow, Fleet 16 passes the anchor line through the bow fairlead to the boat ahead. On the anchor end we tie a bowline around the tabernacle bolt (a bolt through the wooden stand separating the mast from the bottom of the boat). We then take the line from the boat astern. This we tie through the loop formed by the bowline going forward. We usually tie a loop of small line through the transom ring and around to line from the boat aft. This little touch keeps the line from sweeping the crew and or clothslining them.

When we tow we take a considerable length of line from the boat aft and ease the line out alternating pressure and relaxation. This places a gradual strain on the towing vessel. The arrangement of anchor line to anchor line (tow line from the boat aft to boat forward on the tow) places the strain on the line and not on the boat. The only strain is on the boat is its own resistance through the water.

We noted in taking delivery of our fleet's latest addition there was no bolt in the tabernacle. This was remedied at the local hardware store by the purchase of a carriage bolt 6 inches long and 5/8 inches in diameter.

Some of our compatriots at the Edison Boat Club pass their anchor line forward using the box fairlead as the place to attach with a bowline and tying the line from astern on the bowline going forward. We found the reason for our preference in the use of the tabernacle bolt is to have the connection close so that it may be undone without going out of the cockpit and a carriage bolt is a lot less expensive than the bow fitting should a replacement become necessary.

My compatriots suggest that the lines be clear and not wrapped around the boom crutch, rudder or centerboard, that the boom crutch be set in the seat and not the fantail position and that the centerboard be in the up position except as low speed when steerage is desirable.

I hope this article helps someone else.

**William B. McIntyre,  
Fleet 16**

Dear Editor,

**Never Raise Your Mast Without Knowing Where You Stand.**

For years I have thought sailing as much as philosophy for me as a favorite sport. Tack in the headers, stay with the lifts - that sort of thing. Of course, lites, lifts and headers are sometimes a little more difficult to identify, but you get the idea. Anyway, bits of sailing wisdom come along when least expected. The above truism became evidence at this year's North American Championships at Pensacola Yacht Club.

We pulled into the Yacht Club about noon on Sunday. After having our sails measured we went back to the parking lot to rig the boat. The temperature in the parking lot was over 100 degrees, but that seemed little deterrent to skippers and crews readying boats. Dan Goldberg and I began to rig, with many breaks to greet old friends. By the time we were ready to raise the mast, Dan Kolenich kindly volunteered to help us. All lines were checked to avoid tangles, and Dan G. sat on the bow to keep the front of the boat down. Dan K. began to lift the mast. With the mast halfway up, our volunteer

suggested hesitantly to Dan Goldberg that "something's not right". Dan G. had been looking at the top lift, noticing a slight twist. He confidently reassured Dan K. that there was nothing to worry about, that "it" would straighten out when the mast was up. "O.K." was the doubtful reply. The mast was almost up when Dan found, due to increasing discomfort, that he could raise the mast no longer. We saw the problem. Amidst gales of laughter and poor Dan K. still holding the mast, I grabbed my camera. Dan obligingly held his stance as I told him this is one for 'Scots and Water'!

**Joni Reis  
Pittsburg**



# SUPPORTING OUR BOAT BUILDER

## Bernie Knight

Compared to some other one design classes, the Flying Scot® is a strong, growing class, and we are constantly seeking ways to make it stronger and to grow faster. A variety of reasons has been documented for the demise of another one design classes in the past. Two of these reasons seem to be common to all faltering classes. One is the lack of a strong class association, and the other the absence of a dedicated, high quality builder. Fortunately, we all in the Flying Scot® class have both. However, these elements do not stay healthy without a lot of hard work on the part of many people.

Harry and Karen Carpenter and their crew in Deer Park, Maryland have dedicated their lives to building Flying Scots by carrying on the business tradition started by Sandy Douglass and Eric and Mary Amman. The economy has not been very nice to Flying Scots® Inc. Even though they are doing better than any other boat builders, they are building roughly half the number of boats they did 5 to 10 years ago. As boat owners, each of us has a stake in the continued health of the Flying Scot® class in the form of our continued pride and pleasure of owning and sailing our boats, and financially in the form of maintaining the resale value of our boats. As individuals there are two ways we can all help to strengthen our class and builder. One is by helping out at boat shows that come to your part of the country where Flying Scot® Inc. is

exhibiting. The other is in promoting the sale of new boats at home.

In the past, I have been to boat shows in New York and Washington, DC and observed Harry and Eric exhibiting a new Flying Scot®. Later I felt guilty for only visiting and chatting with them and not offering a hand. Many of us have personally worked at trade shows by pulling booth duty. And, I am here to tell you that working a trade show booth is TOUGH DUTY, even if you have only 3 to 4 hours shifts. Harry and John Clickener typically do these shows ALONE from beginning to end, including set up and break down. Most of these shows go on for 5 to 9 days. By spreading the load over a number of people, boat show duty can actually be fun. Where else can you hang out for a few hours and talk about something you love. I urge you to contact Harry and offer your services at some of the upcoming boat shows. He may even be able to get you in free with an exhibitor pass. Upcoming shows presently on the calendar include:

### Norwalk, CT

September 23-26, 1993

### Annapolis, MD

October 7-11, 1993

### Richmond, VA

January 19-23, 1994

### Baltimore (Chesapeake Bay)

Jan. 29 - Feb. 6, 1994

### Atlantic City (Sail Expo)

February 5-13, 1994

### Miami, FL

February 17-23, 1994

### Waukesha, WI (Strictly Sail)

February 25-27, 1994

I plan to be at Sail Expo and am offering now to do booth duty for 4 hours one day to give Harry a break. Please, contact Harry directly at "the boat company" and offer your services.

The other thing we all can do is to promote the sale of new boats when we are talking to people around the hoist at our clubs. People seeking to get into the sport frequently go to your sailing club and look around for somebody to talk to. That is how I got started. There are always a few good used boats on the market, and they represent a good way to get into a Flying Scot® if a person simply cannot afford a new boat. However, a new boat is an outstanding value. What other product on the market today will last through several generations and still be worth something on the resale market? I can tell you from the personal experience that my first Flying Scot (FS-3076) brought more from its second owner in 1985 than I paid for it new in 1977. In addition, FS-3076 frequently beats FS-4115 on the race course, an event of some consternation. There is nothing like the smell of fresh resin and a new boat with no dings. Not to mention, by buying a new boat the prospective owner can pick his own color, have the boat customized to his own liking, and enjoy the full manufacturer's warranty.



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# MINUTES OF MEETINGS

**BOARD OF GOVERNORS  
WEDNESDAY, JULY 21, 1993,  
8:30 A.M.  
PENSACOLA YACHT CLUB  
PENSACOLA, FLORIDA**

President Bernie Knight called the meeting to order. The roll was called and a quorum was established.

A motion was made, seconded and unanimously passed to dispense with reading the minutes, and a motion was made, seconded and unanimously passed to approve the minutes.

The Treasurer's Report was presented by Terry Dees-Kolenich. FSSA is on a tight budget. Royalties and boat numbers are down. A motion was made, seconded and unanimously passed to approve the financial reports.

## **REPORTS**

Bernie Knight reported on the Executive Committee. Regarding the request from Panama City to rename the Mid-Winters, since it is an FSSA class championship event, the executive committee recommends that the name not be changed, but will suggest they look at awarding a trophy in Allen Douglas's memory.

The Executive Committee accepted the White Rock Lake, Texas bid for the

Wife-Husband in 1994, and will seek to have Lake Norman host the Wife-Husband in 1995.

It was encouraged that in 1995 and 1996, the NAC be held in the Dallas-Fort Worth area one year and the New England/Long Island Sound area the other. Lake Norman has expressed interest in 1997. We will be looking for official bids by Mid-Winters.

Measurement issues were discussed at length by the Executive Committee. Primarily, we should have a better understanding of what one-design means. The philosophy of one-design in the Flying Scot® Class was reiterated to mean that boats are essentially the same but individuality has to be allowed for as long as it is safe and does not give an unfair racing advantage, consistent with our family day sailor purpose. A specification ruling on centerboards and rudder blades needs to be established to be approved at the Mid-Winters, and to be published before the next NAC so people will know what they are facing prior to traveling to the regatta.

## **MEASURER'S REPORT**

Bob Neff, Measurer, stated that his intent has always been to serve the Board of Governors. He apologized for

being controversial. He just recently received the historical file for the Chief Measurer that he has not had access to before. Regarding the two spinnakers aboard, the ruling should be that there will be no allowance made for carrying two spinnakers on board, as that would encourage the development of different reaching and running spinnaker.

Centerboard conformance was surprising. All non-conforming boards were able to be reworked at the 1993 NAC. Mr. Neff thinks we should continue to check centerboards. There were no public complaints on centerboard measurements. Much discussion centered around weighing the centerboard and rudder blade measurements.

A suggestion was made that the one-design spirit be kept with the freedom to experiment with new things that become available. People don't want to be locked into old technology. On the other hand, one change at a time over a period of years could do the same thing to Scots that has happened to Lightning, making your boat non-competitive if it is less than five years old. As a class we do not want such a scenario.

Rather than continuing to float trial



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## Minutes

(Continued from page 6)

balloons, the Chief Measurer should go ahead and issue CMR's, and let the Board of Governors vote on them. If the Measurer stays on the conservative side, then the Board can keep things in perspective, and should expect to vote down some CMR's if the Measurer is really doing his job.

### INTERNATIONAL RACE COMMITTEE

Dave Jacobsen reported that everything is going well. Three boats registered late. There was one controversy by a gentleman wanting to substitute a skipper for the day, which was not allowed.

The Chair of the International Race Committee will work very closely with the Chair of the 1994 NAC to be sure all items are covered.

### PUBLICITY/CLASS DEVELOPMENT

The report was presented by Cal Hudson, who states that things are looking up. This regatta was posted in several sailing magazines.

As an experiment, we are doing a modified Masters this year, and it seems to be working well. Bob Post suggested putting the Masters in the "A" division rather than "D". Age requirements need to be looked at again also. There may also be a need to look at whether to have NAC qualifying races or just declare what division one wants to race in. The need is to continue to experiment with the best way to handle the Masters.

The Wife-Husband trophy will be a permanent one designed by Charlotte Fisher and donated by Cal and Anita Hudson.

Bernie Knight has seen benefits for publicity from being a representative at USSA/ODCC. He has met several people including the Editor of Sailing World, which helps with publicity for the class. Everyone was urged to give Harry Carpenter a hand at upcoming boat shows and exhibits. Harry will give MaryAnn Eubanks a calendar to mail out to the Board of Governors. The FSSA may need to look into having more recognition for the association at these trade shows.

### SCOTS 'N WATER

Sunshine Hartman states articles have been slow coming in. Everyone was urged to send in regatta reports and articles. Magazines need to be available to hand out at boat shows.

### ITEMS TO SELL

Larry Taggart reports that ties, hats, polo shirts, lapel pins, and burgees will be purchased on the limited budget available. They will be advertised for sale in the magazine.

### REGATTAS

The 1994 Mid-Winters will be held at the St. Andrews Bay Yacht Club, in Panama City. The 1994 Wife-Husband bid from White Rock Lake was accepted and Lake Norman will be asked to host the 1995 Wife-Husband.

The 1994 NAC will be held at North Cape Yacht Club in Michigan. It is hoped that bids from Texas and New England will be received for 1995 and 1996. Lake Norman has expressed interest in the 1997 NAC.

### NOMINATING COMMITTEE

Larry Taggart reported that the present slate has been renominated with the addition of Dan Goldberg as Secretary, and John Pridmore as the At Large member of the Nominating Committee.

### REVOCAION/SUSPENSION

Fleets 38, 98, and 177 were up for suspension, but are up in membership and will not be suspended.

### BUDGET

It was suggested that consideration be given to discounts where possible for USSA membership and racing royalty tags, boat numbers, etc. The Board should check into having FSSA dues incorporate the USSA dues into the invoicing.

The budget was reviewed. It was suggested the updated handbook pages be sent only to those requesting them and postage will be paid by the member, except new members and Board of Governors who will receive updated rosters and handbooks at no charge. This information will go out with invoices.

A motion was made, seconded and passed to accept the budget as proposed.

There being no further business, the motion was made, seconded and passed to adjourn.



## ANNUAL MEETING THURSDAY, JULY 22, 1993 PENSACOLA YACHT CLUB PENSACOLA, FLORIDA

The meeting was called to order by Bernie Knight, President, who welcomed everyone. There was a moment of silence in Jack Orr's memory.

Thanks were given to the Pensacola Yacht Club for hosting the 1993 NAC and a plaque was presented to both the club and to Bill Pope as Chair. The Race Committee and judges were recognized and thanked.

The quorum roll call was reserved until the end of the meeting to be coincident with a roll call vote in the interest of time.

A motion was made and seconded to approve the last meeting's minutes. Per Executive Committee direction, minutes will be published in Scots 'N Water in the future.

### OFFICER REPORTS

1st Vice President Dave Jacobsen announced the Fleet of the Year Award. There were three contenders: Lake Carlyle, Fleet 83; Lake Massapoag, Fleet 76; and the winner - Upper Barnegat Bay, Fleet 31.

Terry Dees-Kolenich, Secretary/Treasurer reports that there is currently \$77,061.76 in income, and \$65,418.68 in expenses. We are on a tight budget. The budget for the coming year was approved at the Board Meeting. A motion was made, seconded and passed to approve the Treasurer's report.

Bob Neff, Measurer, thanked everyone for removing and checking centerboards. He also thanked Harry Carpenter and everyone for their cooperation.

### REVOCAION/SUSPENSION

The list of fleets to be suspended and revoked were read as follows:

#### Revoked

| Fleet | District | City               |
|-------|----------|--------------------|
| 63    | Capitol  | Havre De Grace, MD |
| 88    | Midwest  | Iowa City, IA      |
| 89    | Prairie  | Topeka, KS         |
| 92    | Gulf     | Pascagoula, MS     |
| 106   | Prairie  | North Platte, NE   |
| 131   | Florida  | Jacksonville, FL   |
| 138   | Texas    | Seabrook, TX       |

#### Suspended

|     |              |                |
|-----|--------------|----------------|
| 79  | Gulf         | Gulfport, MS   |
| 116 | N.England    | Manchester, NH |
| 156 | N. England   | Plymouth, MA   |
| 159 | N. York Lake | Oswego, NY     |
| 168 | Florida      | Clearwater, FL |
| 172 | N. England   | Bass River, MA |

Bernie Knight read the .5 ounce

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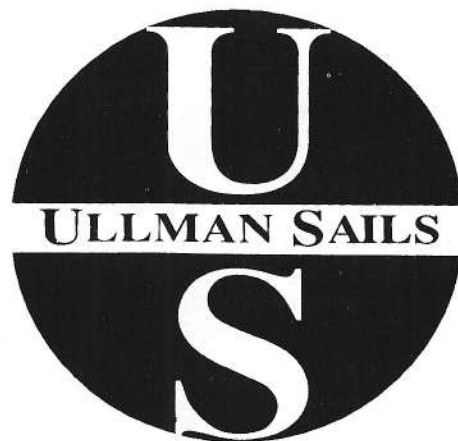
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## Minutes

(Continued from page 7)

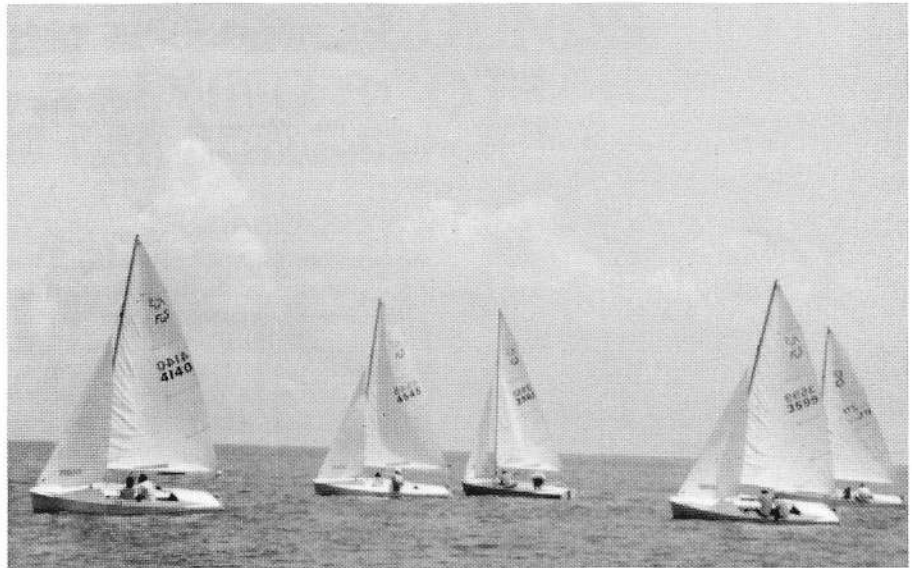
spinnaker item to be voted on: "The motion was made to add the following sentence to Article SIV #1 "No spinnaker made of cloth weighing less than .75 ounces per square yard greige cloth weight nor made of any other material than nylon can be used after 12-31-94."

### **EXECUTIVE COMMITTEE REPORT**

Bernie Knight reported that the Executive Committee had accepted the St. Andrews Bay Yacht Club's bid for the Mid-Winters and the White Rock Lake (Dallas, Texas) bid was accepted for the 1994 Wife-Husband Championship.

We are looking for bids for NAC from Texas and New England for 1995 and 1996. Lake Norman has expressed interest in the 1997 NAC. Greg Fisher reported on the 1994 NAC at North Cape Yacht Club near Toledo, Ohio.

The Nominating Committee was made up of Larry Taggart, Paul Moore and Dan Goldberg. The report was presented by Larry Taggart, Chair. The 1993-94 slate was nominated as follows: President - Bernie Knight, 1st Vice President - Dave Jacobsen, 2nd Vice President - Cal Hudson, Secretary



- Dan Goldberg, Treasurer - Terry Dees-Kolenich, Nominating Committee - John Pridmore.

The floor was opened for nominations and Fleet 173 nominated Forest Rogers, Fleet 177, for Chief Measurer.

The roll call and votes were received in one roll call. The fleets to be revoked

and suspended were approved. The .5 oz. spinnaker item was approved. The Slate of Officers presented by the nominating committee were approved.

There being no further business, the meeting was adjourned.

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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.

**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.**

# 1993 Womens National

By Joni Seifrick



*Joni and Crew*

Shelly Killeen is the 1993 Woman's National Champion! Shelly competed against thirteen other women in light and variable winds on Pensacola Bay the Sunday prior to the Nationals. Terri Swift came in a close second, and Eilene Ewing finished third. Many of us who competed were quite perplexed by the fluky wind, changing conditions, and most of all, the killer current.

I've only recently started steering the Flying Scot®. This was my first regatta at the helm, so I set my goals realistically. After capsizing a Rebel in a rogue puff, I wanted to finish up-right. During the skipper's meeting when they demonstrated the towing bridle, that nervous feeling in my stomach grew. Most of all Kate, Christina and I wanted to be competitive and have fun.

The first race was sailed in light, shifting winds. The pin end of the line was favored on starboard tack, so of course we started at the boat end on port. This was not good, but it did give us an opportunity to recover. At the windmark mark we had picked up a couple of boats, (and we were still up-right). Kelly, Terri, and others were several boat lengths ahead, but we could still make out their numbers. We continued to sail the Triangle course gaining position and confidence. We were lucky to get an incredible lift on the last beat which took us into fifth place. The only problem we had was

finding the blasted finishing pin. We took a bad tack away from the pin and ended up sixth in the first race.

The wind diminished after the first race, so we went in to the club to wait for more wind. While debriefing in the pool, everyone on our boat decided we had the most fun, even though several critical mistakes were made. To everyone's surprise we were called back out onto the course for a second race. The wind had not improved very much, but the committee was trying their best to give us at least two races.

After our problem locating the finishing pin in the first race, we were feeling legally blind at the beginning of the second race when we could not find the starting pin! Everyone was searching frantically (not just on our boat) when we discovered the pin about 200 yards away. I rounded up on the line to check the wind at my crew's request, and found the pin heavily favored. But why were ten of the boats crowded around the committee boat? I decided to go for a pin end start, and tried to gain as much momentum as I could while approaching the pin. Well, we gained a lot of momentum; more than I thought we would in the light winds. We ended up going beyond the pin and jibing to come back and start. It is important to realize that we were not alone out there by the pin. Jane Allen, Whitney Hall,

and another boat were already in the same position. After jibing I knew something was very wrong. We were not going forward. We were caught in the current going backward, away from the pin. This was not good. The rest of the boats that started at the boat were well on their way to the windward (?) mark. I don't think they were actually sailing, more like drifting in the current. We gave it a good try down at the pin, and gave up after awhile with no forward progress. The race was canceled halfway up the second leg, and no more races were attempted.

Most competitive sailors would think that this regatta was a major disappointment, but we had a blast! Sailing with Kate and her daughter, Christina was a joy. We never once felt so frustrated that we yelled or got angry, and at the end of the day we were still up-right! Special thanks goes to the race committee for trying to give us a second three race series. My personal gratitude goes to Jerry Hartman for lending me his boat, sails and for rescuing us after the second race.

Participation is up in Women's Sailing events around the country. Let's make a big effort to have even more participation in the Women's Nationals on Lake Erie in '94.



*The four boats trying to get to the start in current, 2nd race Women's NAC.*

# THE SIGHTS AND SOUNDS OF A FLYING SCOT®

BY CANDY SIMONS

SAN LEON, TEXAS 'ON GALVESTON BAY

CREW—FERRET/JULY,93 PENSACOLA YACHT CLUB

ARE YOU FREE THIS WEEKEND?

Would you like to try?  
Too kind to say ballast,  
I found out later why.

Get the time off!! — Join us if you can.  
By the way,  
Here's a few exercises—  
I hope you understand.

He says sure, go for it!, but as you know, I abhor it!,  
The crunch of the stone  
as I sharpen my knife,  
makes me thankful, that I am his wife.

Delays, sizzle, and grease was packed,  
Debbie changed the tire when it went flat—  
We kept on a-truckin' as the trailer was a-buckin',  
As state after state we kept up the pace.

Pensacola Yacht Club greets us with warmth, charm and  
grace.  
There were Scot and sailors with trailers, all over the place.  
Swan Song, Blue Streak, Rights of Crew Not!,  
Ferret, The Sloop John B, lined the parking lot.

Here, have a beer! I think not—  
I have PMS and am already too hot!  
The friendly natives, a jolly lot—  
say drink lots of water—it's never too hot!

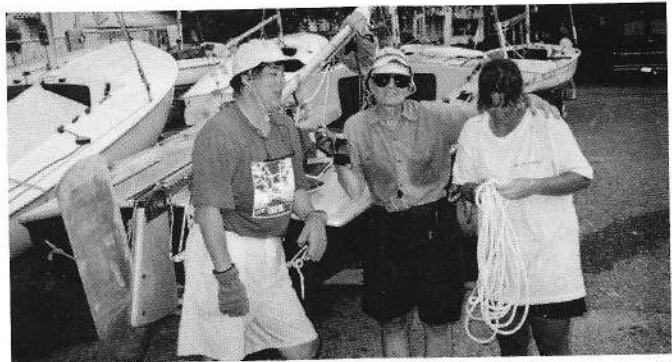
Weigh the centerboard? What's a harness?  
Measure two suits of sails?  
A template, a stamp?  
Oh well, now that mess is done, let's make camp.

The first night, we got Bushwacked—  
and after the first one I lost track.  
Seems the old hands welcomed you to their family,  
indeed, we persuaded one to do our laundry!

The sound of old creaky sailors with rusty, balky trailers,  
rusty chain hoists and lifting bridles, Make ready your  
chocks!  
This puzzle made simple by a man named Hunter,  
just before he went over the docks.

The R.C.,  
people who worked for months for no pay,  
made the race run smoothly,  
the soft southern way.

Handling emergencies aplenty, and lots of wind, or none,



*Pat Shields, Skipper, and crew Candy Simons and Debbie Caste after capsizing in heavy winds. In Texas they call this "Rode Hard and Put Up Wet"!*

they managed to always make it fun!  
Their seamanship and camaraderie was truly tried,  
as they sat still and slowly, slowly fried!

Flying a Scot—a boat without a keel,  
makes my heart beat faster as she planes and heels.  
She hisses and hums as the race is run—  
A lot of patience it takes for a few moments of fun.

Ouch!, ouch!, wipe it off me before it sets up fast,  
we're operating on Ferret with Pat's fiberglass!  
Oh, thank God, it's only your hot sweat!  
The fiberglass twister sisters will get back in the race yet!

This baby, she's fixed now,  
let's get back in the race  
to accomplish our skipper's goal  
of not being in last place!

So glad you could come,  
to see us turn turtle,  
and flop up on a stranger's boat  
in my bicycle girdle.

Do you want a tow?, as lightning cracks open the dark sky,  
Suddenly, I see fear in my competitor's eye.  
Maybe I'm not cut out for this after all—  
My instinct is to comfort her now, and forget this all.

I loved it, and hated it,  
but would I do it again?  
You bet I would!,  
I'll see you then!

# FLEETS IN

## The 31st Annual Oriental Sailing Social

**July 10 and 11, 1993**  
**Waldo Johnson**  
**Captain, Fleet 27**

As the second week of the hottest North Carolina July on record came to a close, 23 Flying Scots and their crews boiled their way to the Carolina Coast to participate in the 31st Annual Oriental Sailing Social hosted by Fleet 27 of the Carolina Sailing Club. Lured by the prospect of better winds than those on our summer-slick inland waters, the chance to see old friends and make new ones, and the charm of this harbor town on the Neuse River, the Scot sailors were joined by impressive fleets of lightnings, lasers, isotopes, etchels, and assorted other craft to comprise a total race fleet of 57 boats in five classes...an impressive and gratifying armada for such a torrid time of year. (Thanks for coming, y'all!)

If it was wind we hoped for, we were not to be disappointed, especially on Saturday. Summarily postponing the start of the first race for an hour to await the afternoon sea breeze that had been the pattern all week long, the starting guns sent all fleets off to the southwest on a building breeze and rising chop, and as early as the first windward mark it was clear the perennial regional champion Larry Lewis, even with son Tim replacing wife Starr, would be the sailor to beat. He would get his first of two bullets for the series in this race, with Dick Schultz and Rob Eberle finishing close behind, and the pack splashing across the finish line soon after with many boats in contention.

Despite the wishes of the two-up crews, the wind continued to intensify as we began the second race and were soon splashing through a chop of which the Oriental Dinghy Club

members are quite proud. With spray lashing the decks and the bows shuddering in the wave troughs, the blue water sailors among us could close our eyes and, at least for a brief moment, relive bygone days in the Gulf Stream or off Cape Sable that were probably not as pleasant as we now remember them to be. As we followed the trio of Rob Eberly, Larry Lewis and Larry Vitez across the finish line, all of us were thankful that the ominous thunderheads upwinds of the course had held off, and looking forward to resting some very weary bones.

At the Social hosted by the members of Fleet 27 at Oriental's hospitable Trawl Door Restaurant, discussion about the day's events and other topics was animated and, for me as regatta chairman, sobering. It was there that I learned that a boat in our fleet had experienced an especially unpleasant rescue after a capsize, that eight boats had foregone the second race because of rising winds and incipient thunder, and that a 23' crash boat had swamped while retrieving the marks after the races. Despite our emphasis on safety in our Race Committee and Skipper's meetings, I winced to think that there could have been injuries or damages after all.

Sunday's finale was a fitting contrast to Saturday's tempests. Starting under bright skies in a moderate but veering southwesterly breeze, the Race Committee wisely decided to let us sail a slightly skewed course rather than postpone and fall victim to the noon doldrums. Though the two-up crews fared better, the stalwarts from the previous day held their ground and it was again a Lewis first followed by Dick Schultz and Fleet 27's Bob and Bev Murdock.

Back at the Trawl Door, five skippers received awards for the series:

- 5th...Lee Currin
- 4th...Larry Vitez
- 3rd...Rob Eberle
- 2nd...Dick Schultz
- 1st...Larry Lewis

The Bill Myatt trophy for the winner of the fleet was the highest number of starters was once again presented to Larry Lewis.

The sailors of Fleet 27 hope everyone had a great time, and will join us again next July in beautiful Oriental!



### BREAKER SAILING SHORTS AND LONG PANTS WITH REMOVEABLE FANNY & KNEE FENDERS

Rugged, Bermuda-length shorts and slacks have been developed by Sailing Angles to protect your body from the rigors of competitive sailing.

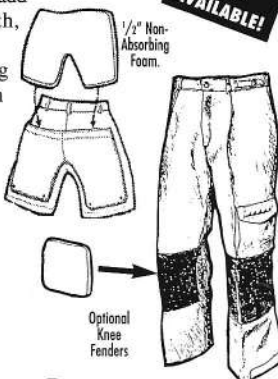
Our unique options—the Fanny and Knee Fenders—distinguish this handsome clothing. Fenders are made of 1/2" closed cell foam to give full buttock, thigh and knee protection. They're completely removable!

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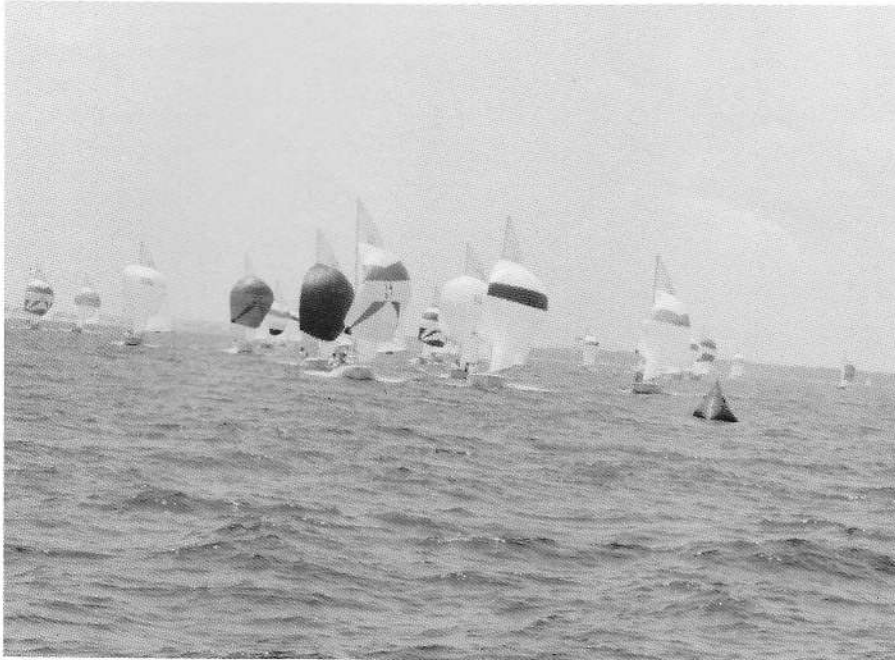
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# 1993 Nationals Pensacola, Florida

A great time was had by all who ventured to Pensacola this July for the Nationals. A great committee, Frank Vaillant, Bill Pope, Doc Bellows, and many others provided excellent racing plus activities. The courses were well set up and although the weather was hot the winds cooperated for the most part.



Sailing! Mark Rounding at Nationals



Carrie Hyden during the squirt gun war Monday afternoon

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

6 STYLES:

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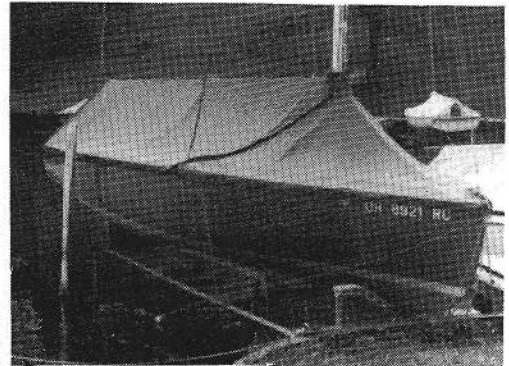
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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

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

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

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

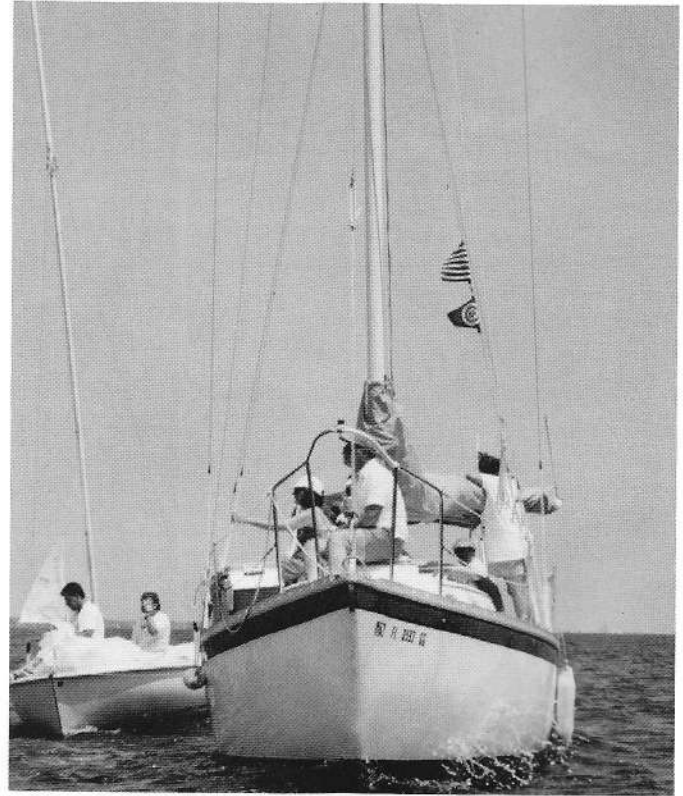


 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305



Judges, Race Committee and rescue boats were pressed into service early in the week when heavy winds caused several capsizes. They all did an excellent job!



Refreshments were available after each race and with the heat, they were needed!

## FERNHURST BOOKS

**Dinghy Helming** Lawrie Smith \$14.95  
Olympic helmsman Lawrie Smith gives specific advice on making a boat go in all wind strengths, sea conditions and points of sail and key skills to master. 64pp 106 b/w photos

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The crew of a modern racing dinghy plays a primary role in getting the best from the boat. This book shows how to carry out every maneuver. 64pp 120 b/w photos

**The Rules in Practice 1993-1996** Bryan Willis \$14.95  
The new Racing Rules applied to real life situations and illustrated with helpful photographs. Contains key sections of the rules and notes the 1993 changes. 80pp 101 b/w photos

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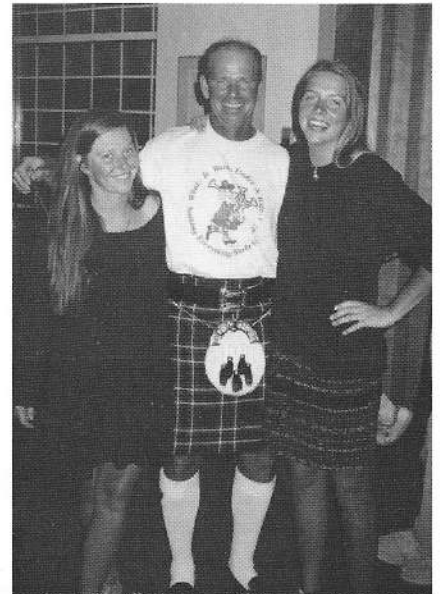
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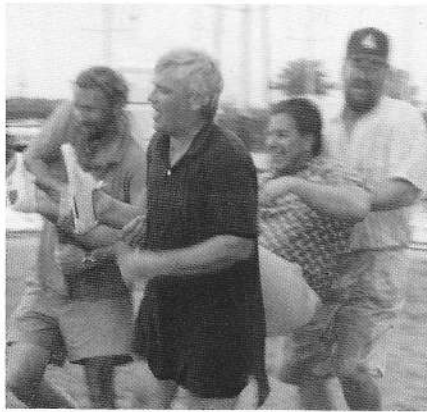
*Race Committee Chairman Frank Vaillant and future Flying Scot sailor.*



*Florence Glass and Jim Harris, Masters division winner and Scots N' Water photo contest winner, enjoy the famous seafood buffet served by the Pensacola Yacht Club.*



*Graham Hall and daughters. It was great to see them all back together in a Flying Scot!®*



*To old Pensacola Tradition, "Throw the winner in the pool" was very well attended. Here Greg Fisher, Bubby Egan and Jerry Hartman throw John Domagala in as the Challenger winner. Notice how wet they all are!*



*After racing Bar Side*



*After racing Poolside (seemed like a "Guy Thing".)*



*After racing in pool (seemed like a women and family thing) Please notice Chuck Barnes on the edge - Its great having him back in a Scots.*

# Women's Division

| Sail # | Name             | Race 1 | Race 2 | Race 3 | Total | Place |
|--------|------------------|--------|--------|--------|-------|-------|
| 38     | Shelly Killeen   | .75    | 0      | 0      | 0.75  | 1     |
| 69     | Terri Swift      | 2      | 0      | 0      | 2.00  | 2     |
| 4246   | Eileen Ewing     | 3      | 0      | 0      | 3.00  | 3     |
| 75     | Trin Ollinger    | 4      | 0      | 0      | 4.00  | 4     |
| 460    | Whitney Hall     | 5      | 0      | 0      | 5.00  | 5     |
| 3605   | Joni Seifrick    | 6      | 0      | 0      | 6.00  | 6     |
| 281    | Jane Allen       | 7      | 0      | 0      | 7.00  | 7     |
| 4296   | Felicia Bamer    | 8      | 0      | 0      | 8.00  | 8     |
| 60     | Cathy Penewitt   | 9      | 0      | 0      | 9.00  | 9     |
| 1199   | Patricia Shields | 10     | 0      | 0      | 10.00 | 10    |
| 172    | Nina Koehler     | 11     | 0      | 0      | 11.00 | 11    |
| 12     | Pam Schurr       | 12 DNF | 0      | 0      | 12.00 | 12    |
| 3720   | Melanie Dunham   | 14 DNS | 0      | 0      | 14.00 | 13    |



Angie Pope, Granny Dees and Jane Allen Champion, Women's NAC competitors

# Master's Division

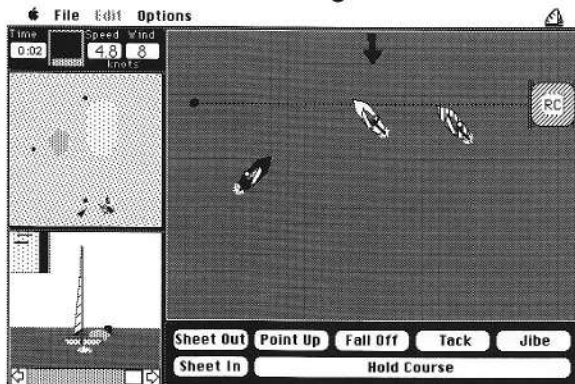
| Sail # | Name           | Race 1 | Race 2 | Race 3 | Total | Place |
|--------|----------------|--------|--------|--------|-------|-------|
| 4296   | Jim Harris     | .75    | 2      | 2      | 4.75  | 1     |
| 4115   | Bernie Knight  | .2     | 3      | .75    | 5.75  | 2     |
| 1342   | Jack Stewart   | 4      | .75    | 7PMS   | 11.75 | 3     |
| 3029   | Donald Hott    | 5      | 7DNS   | 3      | 15.00 | 4     |
| 4689   | Bob Harrington | 3      | 7DNS   | 7DNS   | 17.00 | 5     |
| 4777   | Ted Glass      | 7DNF   | 7DNS   | 7DNS   | 21.00 | 6     |



Women's National Participants and Winners

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November 13 and 14

Start planning your fall jaunt to beautiful Pensacola Bay to sail the Jubilee. Pensacola Yacht Club will host the event for Scots and Thistles, now in the fourth year of its resurrection. The objective is three races Saturday, two Sunday with a social activity Saturday evening for those with boundless energy. Limited camping facilities are available at PYC. RV's and campers welcome, but there are neither electrical nor sanitary hookups.

Motel accommodations within ten minutes of PYC: Days Inn (904-438-4922), Holiday Inn Gulf Breeze-Bay (904-932-2214), Seville Inn (904-433-8331), Room rates per night range from \$30 - \$47 (plus 10% Tax). Phone well in advance to take advantage of these special rates and be sure to mention your connection with the Jubilee Regatta.

Contact: LLOYD Stagg (904-944-3302) or PYC office (904-433-8804). PYC address: 1897 West Cypress Street.



# Championship Division



*Trophy Winners, 1993 NAC Championship Division*

| Sail # | Name               | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Total  | Place |
|--------|--------------------|--------|--------|--------|--------|--------|--------|-------|
| 3599   | Rod Stieffel       | .75    | .75    | .75    | .75    | 0      | 3.00   | 1     |
| 4916   | Greg Fisher        | 3      | 9      | 6      | 9      | 0      | 27.00  | 2     |
| 38     | Danny Killeen, Jr. | 2      | 4      | 3      | 21     | 0      | 30.00  | 3     |
| 33     | Kevin Northrop     | 16     | 5      | 5      | 6      | 0      | 32.00  | 4     |
| 11     | Steve Bellows      | 9      | 3      | 19     | 2      | 0      | 33.00  | 5     |
| 101    | Kelly Faget        | 8      | 2      | 2      | 22     | 0      | 34.00  | 6     |
| 99     | Charlie Merrigan   | 5      | 20     | 11     | 3      | 0      | 39.00  | 7     |
| 4123   | Donnie Brennan     | 4      | 10     | 15     | 16     | 0      | 45.00  | 8     |
| 129    | Jerry Boulin       | 6      | 6      | 22     | 11     | 0      | 45.00  | 9     |
| 4205   | John F. Dane       | 23     | 15     | 8      | 5      | 0      | 51.00  | 10    |
| 460    | Graham Hill        | 14     | 8      | 9      | 20     | 0      | 51.00  | 11    |
| 4771   | Paul Newton        | 12     | 19     | 10     | 10     | 0      | 51.00  | 12    |
| 4209   | Bishop Stieffel    | 15     | 14     | 17     | 8      | 0      | 54.00  | 13    |
| 4510   | Larry Taggart      | 11     | 17     | 12     | 14     | 0      | 54.00  | 14    |
| 3525   | Doug Sansom        | 10     | 34 DNS | 7      | 4      | 0      | 55.00  | 15    |
| 14     | Chuck Barnes       | 19     | 7      | 4      | 26     | 0      | 56.00  | 16    |
| 29     | Tommy Taggart      | 20     | 24     | 13     | 7      | 0      | 64.00  | 17    |
| 4343   | Ira Cohen          | 21     | 16     | 14     | 13     | 0      | 64.00  | 18    |
| 4246   | Bill Ewing         | 7      | 18     | 23     | 24     | 0      | 72.00  | 19    |
| 4801   | John Meredith      | 22     | 11     | 28     | 15     | 0      | 76.00  | 20    |
| 281    | Dunkin McLane      | 17     | 13     | 21     | 27     | 0      | 78.00  | 21    |
| 4211   | Dan Kolenich       | 29     | 12     | 30     | 12     | 0      | 83.00  | 22    |
| 4819   | Harry Carpenter    | 28     | 21     | 18     | 18     | 0      | 85.00  | 23    |
| 4124   | Judson Chamberlain | 13     | 28     | 26     | 19     | 0      | 86.00  | 24    |
| 4261   | Pat Manicchia      | 26     | 26     | 16     | 25     | 0      | 93.00  | 25    |
| 4884   | David Neff         | 18     | 27     | 25     | 23     | 0      | 93.00  | 26    |
| 4497   | Michael Linck      | 24     | 25     | 34 WD  | 17     | 0      | 100.00 | 27    |
| 4901   | Kris Smith         | 30     | 22     | 24     | 28     | 0      | 104.00 | 28    |
| 3076   | Barry Moore        | 31     | 23     | 20     | 30     | 0      | 104.00 | 29    |
| 2095   | Rob Fowler         | 25     | 31     | 27     | 34 WD  | 0      | 117.00 | 30    |
| 80     | Steve McClure      | 33     | 30     | 29     | 29     | 0      | 121.00 | 31    |
| 4296   | Jim Harris         | 32     | 29     | 31     | 34 WD  | 0      | 126.00 | 32    |
| 3720   | David Jacobsen     | 27     | 34 DNS | 34 DNS | 34 DNS | 0      | 129.00 | 33    |

# Challenger Division



*Trophy Winners, 1993 NAC Challenger Division*

| Sail # | Name             | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Total  | Place |
|--------|------------------|--------|--------|--------|--------|--------|--------|-------|
| 3577   | John Domagala    | 6      | 3      | 2      | .75    | 0      | 11.75  | 1     |
| 1736   | Jim Signor       | .75    | 12     | 4      | 2      | 0      | 18.75  | 2     |
| 2324   | David Batchelor  | 3      | .75    | 7      | 9      | 0      | 19.75  | 3     |
| 65     | Pete Sylvester   | 2      | 4      | 10     | 8      | 0      | 24.00  | 4     |
| 12     | Pam Schurr       | 7      | 11     | 9      | 4      | 0      | 31.00  | 5     |
| 3201   | Bob Post         | 11     | 2      | 14     | 7      | 0      | 34.00  | 6     |
| 3028   | Stuart Sumpton   | 4      | 10     | 8      | 14     | 0      | 36.00  | 7     |
| 4115   | Bernie Knight    | 13     | 7      | 11     | 6      | 0      | 37.00  | 8     |
| 4109   | Jerry Dees       | 14     | 6      | 6      | 12     | 0      | 38.00  | 9     |
| 151    | Leroy McMillan   | 10     | 28 WD  | .75    | 3      | 0      | 41.75  | 10    |
| 3856   | Bob New          | 21     | 8      | 15     | 5      | 0      | 49.00  | 11    |
| 2068   | Charles Fowler   | 8      | 14     | 17     | 10     | 0      | 49.00  | 12    |
| 4761   | Dan Goldberg     | 9      | 28 DNF | 3      | 11     | 0      | 51.00  | 13    |
| 4619   | John Pridmore    | 18     | 16     | 12     | 15     | 0      | 61.00  | 14    |
| 264    | Bob Summerfeldt  | 17     | 9      | 19     | 19     | 0      | 64.00  | 15    |
| 4393   | Robert Rich      | 19     | 5      | 28 DSQ | 13     | 0      | 65.00  | 16    |
| 4689   | Bob Harrington   | 5      | 28 WD  | 5      | 28 DSQ | 0      | 66.00  | 17    |
| 283    | Jonathan Clarke  | 23     | 15     | 13     | 16     | 0      | 67.00  | 18    |
| 4660   | Cal Hudson       | 15     | 17     | 16     | 21     | 0      | 69.00  | 19    |
| 1342   | Jack Stewart     | 12     | 13     | 18     | 28 DNS | 0      | 71.00  | 20    |
| 4647   | Myra Brown       | 16     | 28 DNS | 22     | 18     | 0      | 84.00  | 21    |
| 1199   | Patricia Shields | 28 DNS | 18     | 20     | 20     | 0      | 86.00  | 22    |
| 4786   | Bill Huffman     | 25     | 19     | 25     | 22     | 0      | 91.00  | 23    |
| 4777   | Ted Glass        | 28 DNF | 28 DNS | 21     | 17     | 0      | 94.00  | 24    |
| 4720   | Bob Murdock      | 20     | 28 DNS | 23     | 28 WD  | 0      | 99.00  | 25    |
| 4257   | John Beery       | 22     | 28 DNF | 24     | 28 DNS | 0      | 102.00 | 26    |
| 3029   | Donald Hott      | 24     | 28 DNS | 26     | 28 DNS | 0      | 106.00 | 27    |

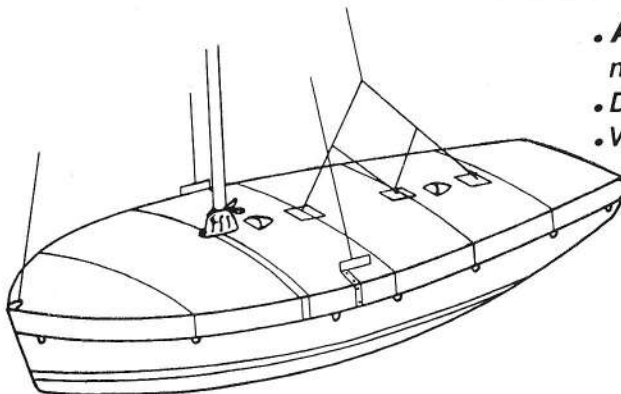
# Junior Division



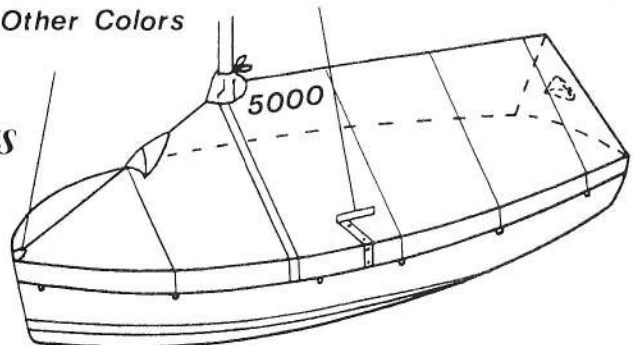
Junior Winners and Competitors

| Sail # | Name              | Race 1 | Race 2 | Race 3 | Total | Place |
|--------|-------------------|--------|--------|--------|-------|-------|
| 4205   | John F. Dane      | .75    | 0      | 0      | 0.75  | 1     |
| 99     | Kippy Chamberlain | 2      | 0      | 0      | 2.00  | 2     |
| 62     | Jeremy Mullis     | 3      | 0      | 0      | 3.00  | 3     |
| 287    | Jonathan Clarke   | 4 DNF  | 0      | 0      | 4.00  | 4     |

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| Tent 6" Skirt    | 325.00           | 330.00 | 345.00       |
| Tent Full Side   | 418.00           | 431.00 | 452.00       |
| Sail # Installed | 25 <sup>00</sup> |        |              |

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| Fleet #                     | Boat #   | Name                                 | Address                                  | City                  | State    | Zip            |
|-----------------------------|----------|--------------------------------------|--|-----------------------|----------|----------------|
| <b>Capitol District</b>     |          |                                      |  |                       |          |                |
|                             | 4634     | Ronald J. Quayle                     | 3934 Ft. Worth Avenue                    | Alexandria            | VA       | 22304          |
|                             | 42 4894  | Jan Van Bennekum                     | 7909 Derby Drive                         | Clinton               | MD       | 20735          |
|                             | 139 2959 | Mike Gaizauskas                      | 1140 Andersontown Road                   | Mechanicsburg         | PA       | 17055          |
|                             | 160 4869 | Robert W. Sjogren                    | HC 73 Box 856 B                          | Locust Grove          | VA       | 22508          |
| <b>Carolinas District</b>   |          |                                      |  |                       |          |                |
|                             | 4056     | Dean D. Proper                       | 2301 Front Street                        | Beaufort              | NC       | 28516          |
|                             | 78 3736  | E.T. Ridgeway                        | P.O. Box 502                             | Harkers Island        | NC       | 28531          |
| <b>Greater NY District</b>  |          |                                      |  |                       |          |                |
|                             | 0316     | Robert H. Haber                      | 36 Wildwood Road                         | Woodcliff Lake        | NJ       | 07675          |
|                             | 0214     | Ray Laird                            | 4108 Long Beach Boulevard                | Brant Beach           | NJ       | 08008          |
|                             | 7 3913   | Martin Waine                         | 9 Cameron Drive                          | Greenwich             | CT       | 06831          |
| <b>Gulf District</b>        |          |                                      |  |                       |          |                |
|                             | 12 3687  | Bill Berry                           | 4635 Northland Lane                      | Chattanooga           | TN       | 37416          |
|                             | 13 4012  | Wes Ezzell                           | 3701 Woodcrest Circle                    | Cleveland             | TN       | 37312          |
|                             | 98       | Kippy Chamberlain                    | 648 N. Beach Boulevard                   | Bay St. Louis         | MS       | 39520          |
| <b>Midwestern District</b>  |          |                                      |  |                       |          |                |
|                             | 114      | Richard & Kay Beers                  | 221 Southeast Avenue                     | Oak Park              | IL       | 60301          |
|                             | 114      | Scott & Michelle Harms               | 670 Alder Avenue                         | Delavan               | WI       | 53115          |
| <b>New England District</b> |          |                                      |  |                       |          |                |
|                             | 1702     | Todd Mower                           | 6 Pinewood Loop                          | Kingston              | NH       | 03848          |
|                             | 3844     | George W. & Linda Bacon              | 54 Seminole Road                         | Acton                 | MA       | 01720          |
|                             | 4699     | Edward J. Herman                     | 23 Dane Road                             | Lexington             | MA       | 02173          |
| <b>N.Y. Lakes District</b>  |          |                                      |  |                       |          |                |
|                             | 147 2951 | Carl A. Bergmann                     | Arrowhead Road                           | Piseco                | NY       | 12139          |
| <b>Pacific District</b>     |          |                                      |  |                       |          |                |
|                             | 176      | Christopher Barker<br>Lilli Ingrassi | 529 Benton Street<br>910 Woodgrove Drive | Santa Rosa<br>Cardiff | CA<br>CA | 95404<br>92007 |

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# This One's For You, Jack!

## Cathy and Ira Cohen, FS 4343

Seyville Yacht Club hosted the N.E.R.D. and Greater New York Districts August 6, 7, and 8, but the real drive to win was the newly created Jack Orr Trophy (at least for all those registered who knew him). The trophy was purchased by donations from clubs throughout the district and would be awarded to the skipper with the most first place finishes.

I know Ira and I wanted to win this with the greatest honor to Jack - 6 firsts, but reality, great competition, and light winds made this just a dream. When the series was over we had won it, but only by one more first than four other determined skippers.

When it came time to receive the award, the dedication written by Forest Rogers was read leaving hardly a dry eye. Ira asked me to say something, since he was too choked up. I tried, fighting back my own emotions, without much success.

As we packed up the boat and drove home, the words I wished I had said ran through my mind over and over. so I thought I would briefly say them now ("Better late than never").

Jack was a friend and competitor to us for at least 13 years. If there was a regatta, Jack would be there. I remember once meeting him at Lake Norman, North Carolina where he had driven eleven hours by himself just for a weekend race. His love for the sport and the people he'd met through his years of sailing always shined through - win or lose. He is not on the starting lines with us now, but he will forever be in our hearts and minds. Ira and I, along with the help of Steve Bellows, are very honored to be the first recipients of this memorial trophy and will strive to carry on Jack's spirited devotion to sailing.

## Caveat Emptor

Submissions for "Caveat Emptor" 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 #2291, 1973 Flying Scot, Douglass w/trailer white deck, blue hull red VC 17 Bottom - 2 transom ports shimmed centerboard - 3 sets of sails - 2 spinnakers asking \$3750 negotiable. Jack Lee St. Louis Mo. 314-843-9625.

FS #2712, Douglass: like new white, yellow deck, 2 suits sails and 2 spinnakers; Galv. tilt sterling trailer dry sailed excellent condition, new cockpit tent, harken fittings. Anchor, etc, asking \$5,000. James McHaney, 602 Themis, Cape Girardeau, MO 63701 (314) 334-5259 or 334-8357. Sails, jib & main with windows; brand new never used \$475. James McHaney, 602 Themis, Cape Girardeau, MO 63701 (314) 334-5259 or 334-8357.

FS #2804, Douglass, new North main/jib, Sobstad spinnaker 1991, hinged mast, anchor, pole, 2 compasses, 2HP Suzuki, Sterling trailer, all running/standing rigging. \$3800 Bayside Marine, Duxbury, Mass 02332, 617/934-2051.

FS #2852, Customflex. White deck, blue hull. Main, Jib, Spinnaker. Pamco trailer, motor mount, boom tent cover: all in good condition. \$3000 or best offer. Andy Kurrasch 904 Allegan, Saugatuck, MI (616) 857-2618.

FS #3603, Douglas White Hull and Blue deck. Dry sailed fresh water only. Hull and sails excellent condition. Trailer, motor bracket. Dry sail cover duck (blue) - \$3,750.00. Clinton Curtis, 1950 Alternate 27 West, Babson Park, FL 33827. Office: 813/297-5111; Home: 813/638-3100.

FS #4151, 1987, Mint-condition; sailed less than 10 times; blue hull w/ivory deck; Schurr sails (main, jib, spinnaker); Tee-Neer trailer, new tires; trailing/mooring cover; Mast-up; dry sailed and covered storage; \$7,300. Diane Truman, Centerville, OH (513) 436-1575

(Continued on page 24)

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**Place:** Pensacola, Florida  
**Subject:** Flying Scot  
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**Boat:** Built by  
 Gordon Douglass  
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**Sails:** Schurr Sails  
**Results:** Rod Steiffel with  
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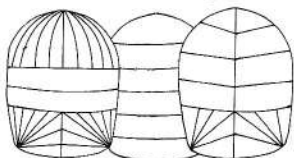
Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

|   |   |   |         |
|---|---|---|---------|
| <input type="checkbox"/> 4.4 oz. Racing Cloth | <input type="checkbox"/> 5.3 oz. Cruising Cloth | Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White |         |
| <input type="checkbox"/> Main & Jib           | \$745   | <input type="checkbox"/> Spinnaker Triradial/Biradial   | \$420   |
| <input type="checkbox"/> Main                 | \$523   | <input type="checkbox"/> Spinnaker Crosscut   | \$325   |
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| <input type="checkbox"/> Mainsail Reef        | \$35  | <input type="checkbox"/> Brummels on Spinnaker  | \$15    |
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|   |   | <input type="checkbox"/> Telltale Window each   | \$10    |
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# Caveat Emptor

(Continued from page 22)

FS # 4298, 87 Douglass white hull/deck, red stripe. Schurr windowed sails. Lifting bridle, mast hinge, motor mount, compass, and more. TEENEE trailer. Cruise & Carry 2.7 motor. One owner. Dry sailed, lightly used, never raced. \$7,000. Contact M. McMahon, E. Hanover, NJ 201-386-0440.

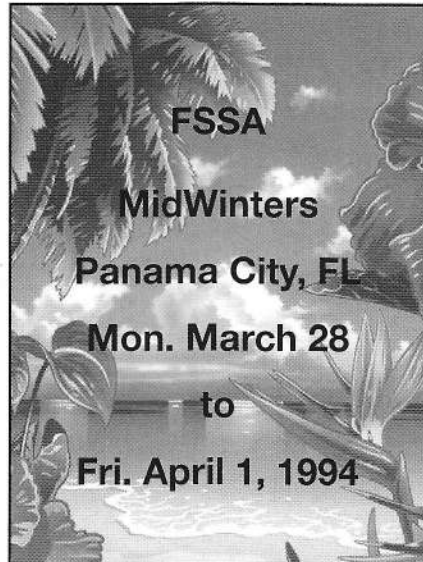
FS # 4418, white hull & deck. 2 complete sets of sails. Tee Nee Trailer. Full cover. Perfect condition. \$6700. Brian Davis Severna Park, MD. Days (202) 737-2290, Evenings (410) 544-7455.

FS #4494, Douglass, Ivory w/red stripe, dry sailed. Tee-Nee trailer, 2.2 hp Mercury motor, mast hinge, Schurr sails, jiffy-reefing, etc. Priced to sell at \$7,250. Call George in NJ at (908) 735-8377 Home or (908) 730-8927 Bus.

FS #4561, "Cannie Deuk", 1989 Douglass. White Deck, Silver hull, blue boot stripe. Schurr main and see-thru jib, full cover. Galvanized Tee-Nee trailer, 2 HP electric motor and mount. Life jackets, compass, anchor, more. \$7,000.00. Malden Whipple, 2745 Canby, Harrisburg, PA 17103 (717) 238-6099 evenings (717) 790-9565 weekdays.

FS #4800, Blue hull white deck. Lots of very fast sails. Bottom cover. Great trailer. Fully rigged for top level racing. Excellent condition. This boat is very fast! Asking \$8,000.00. Call Brian Pace Home: (614) 870-1720, Work: (614) 292-3947.

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