

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIV NUMBER 4 JULY/AUGUST 1992



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## Scots n' Water

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## DEADLINE FOR SCOTS N' WATER

If you want yours to be in the	Needs to be to me by
<b>JANUARY/February issue</b>	<b>November 1st</b>
<b>MARCH/April</b>	<b>January 1st</b>
<b>MAY/June</b>	<b>March 1st</b>
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<b>NOVEMBER/December</b>	<b>September 1st</b>
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.	

## Scots n' Water

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# TO THE EDITOR

Dear Editor

Since 1987 I have been very disturbed about our failure as an association to limit use of the .5 oz. spinnaker as well as the manufacture. Allowing boats to use .5 oz. spinnakers is an absolute failure in the one-design philosophy of the FSSA. When this original specification was voted on; my vote was "no" based solely on the fact that there was no end use date. Instead we allowed everyone several months to go purchase a new sail to be saved and used sparingly as one felt important. Five years later, I hope everyone who has saved a .5 oz. spinnaker for extended use is starting to get a guilty one-design conscious.

In April I wrote our FSSA Measurer requesting that spinnaker weight be noted as part of the measurement so that we as a class could have some idea of the extent of the .5 oz. use at the NAC. I personally will not be participating and part of my choice not to participate was based on the .5 oz. spinnaker issue. Yes, I have an old .5 oz. spinnaker, built in 1984 and very well used. It was at Carlyle in the 1987 NAC that I really saw what a difference a .5 oz. chute made in light air performance and why I believe their use should be banned for the Flying Scot to again be a one-design class.

Sincerely,  
Paul Nickerson, FS 3911

Dear Editor

"Please Let Me wear it OUT"

My 1/2 oz. spinnaker that is...

I think that it is time to get behind Sandy Eustus to do something about getting rid of the 1/2 oz. chutes.

I still have our "almost new chute (used at the 1987 NAC's in 2 races) waiting to be used in this year's Nationals. I, like many others didn't want to be caught at a disadvantage by not having a new 1/2 oz. at a major light air regatta. Then, I figured out how dumb I was not to blow it out and send it off to be repaired. If I'm not mistaken, I could repair all but one square foot where the labels and stamps are. Who could know what the original shape was, as long as it still measures in. So please let us wear them out and bury them all, not just 1/2.

Jerry Hartman  
FS 4140

Dear Editor

I have received comments and been the brunt of several remarks concerning the effort put forth attempting to qualify for the Championship Division of the NAC. I have also observed sailors who did not sail the third race on Tuesday in order to assure placement in the Challenger Division. I assume that this is done to sail for a trophy. Last year I was the cut boat, the year before I was one below the cut boat and I will tell you that this is not an easy qualifying spot to get. In both cases I did not win the regatta but finished behind someone who qualified below me. I am sure that this is as it should be.

I would like to propose a change to the format of this regatta in an effort to make the qualifying races as important to each racer as the last race on Friday. The idea is simple, at the end of qualifying each boat is given points relative to his qualifying position and those points are scored as one race toward the now six race NAC. Boats in the challenger division are scored from the top down, ie; the cut boat gets one point in the challenger division and the next boat two and so on. Likewise the championship division would be scored from the top down. The boats just above the cut would have a large number of points and the winner of the qualifying series just one.

When racing starts on Wednesday each boat has x number of points to start with. This places a premium on getting a good position on Monday and Tuesday if you want a chance to win. There will be no motivation to "sand bag" qualifying.

I have talked to other people about this and received a generally positive response. One of the suggestions made is that if we go to six races, a throw out be instituted. This would bring us back to a five race score. I think this idea has merit as it would give someone who sailed badly in the qualifier a chance to get back if he sailed well the rest of the week.

Thank you for your attention and I wish all of you good sailing.

Bob Post

Governor  
Capital District

Dear Editor

I wish to add my name to the list of Scot owners seeking some means of recovering from a capsize (turtle) without the need of being towed.

I have turtled my boat twice in the past thirteen (13) years. I had been sailing my own boats (15 to 21 feet long) for fourteen years before buying the Scot. True, I was able to understand how I could have avoided both capsizes afterward, as most of us do. I believe that whether or not we could have avoided the capsize is not pertinent, the point is that we did, and others also continue to do the same, and there is a way for all of us to recover without assistance from others if we seek it.

Safety is the primary reason for an independent means of recovery. For those daysailors not racing, who will help them? More than likely, they are like me and never venture out if the breeze hits 14 or 15 mph unless they are racing and have crash boats available. The second reason is that when the wind is blowing and the water is cold, the boat owner must usually have help in the water to get his boat back to the docks. Who among us wants others to have to dive into cold water with high winds to help them recover their boat, especially when they realize that the capsize was caused by their own error.

I believe an easy method to recover the Scots is available, but it will take time and a team effort. I would be willing to pay any reasonable amount, either before or after the research, to fund the effort. I suspect any Scot sailor who has capsized once would also be willing to contribute. After all, we have quite an investment in the boats, and this might increase the value of the boat to others. I recall when I purchased the Scot, it was my first boat that did not have a self bailing cockpit and it was some concern to me even then. Perhaps other people have decided on other boats for that same reason.

I read an article in another sailing magazine several years ago about a lady sailor in a Lightning that cruised her boat in remote areas all alone, facing high winds as they came. I wrote her to obtain her method of recovering from capsizes. As I recall, she had deflated air bags installed in her bow, and would blow them up with CO<sup>2</sup> when she capsized. I'm not sure if that would work in Scots as it may push the bow deck off the boat if it wasn't done very slowly, and the boat could become unstable, as the water pushed to the rear of the boat, and capsize again.

However, it may be possible to attach CO<sup>2</sup> inflatable air bags to a band of sail-

*(Continued on page 5)*

## To The Editor

(continued from page 4)

cloth that could be portable. The band of sailcloth could be put under the boat, after righting. With the air bags sufficiently under water when the sailcloth is slightly forward of amidships, and tied tight to the shrouds, the air bags could be inflated and possibly lift the centerboard cap above the outside water level. If this worked, almost all clubs would hopefully be interested in purchasing it, and most of the Scot sailors that have capsized.

Surely there are other methods, perhaps simpler and less expensive, that have been theorized by others. Hopefully, this letter and others written on the same subject will prompt our association officers to address the problem centrally. I don't believe it will ever be solved any other way. And it is a problem to some of us.

Sandy designed a wonderful boat and his strong-willed ownership of all boats ever made have kept it a family boat. We owe him a debt of gratitude for both services.

Thank you for a very enjoyable magazine. I look forward to each issue and read it cover to cover.

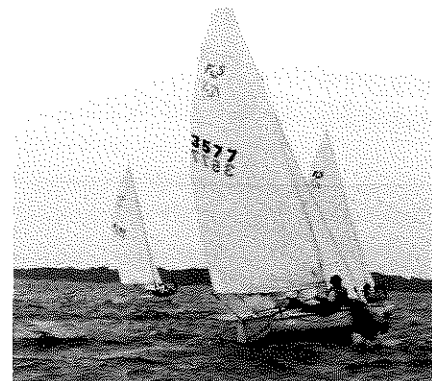
Yours truly,

Ernest H. McConnell  
FS 3406/Fleet # 119

Dear Ms. Hartman,

From the time that I took delivery of Flying Scot #4642, the centerboard would usually bind when lowered. "Snapping" the line or the centerboard pennant would usually get it to MOVE. Other fleet members, as well as the manufacturer, suggested several remedies from the simple to the drastic. The simple ones were to check the direction that the pennant wound on the axle and to lubricate the pennant with petroleum jelly. They didn't work. The drastic included sanding the centerboard or the edges of the centerboard trunk. I was hesitant to do those so endured the binding for two seasons.

Before sailing this season, I found the solution. The problem was diagnosed as friction between the centerboard winch drum and the tabernacle. The solution was to remove the centerboard winch from the tabernacle and, using one of the large metal washers as a template, cut two plastic washers from an old Tupperware



container to place between the winch drum and the tabernacle. Rather than disassemble the winch assembly, I cut both washers at an angle and slipped them over the winch axle.

The whole job took less than an hour and the centerboard moves up and down like it was built with ballbearings. If anyone else is having the problem this is the fix.

Sincerely,

Robert E. Thompson  
Fleet #31

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# FROM THE EDITOR

## Lynne "Sunshine" Hartman

HELP!! I desperately need old pictures. If you have any of regattas, people, Sandy Douglas or clubs active that race Scots, please let me borrow them immediately...

I also am instigating a photo contest. This is your opportunity to have your favorite shot on the Cover of a Major (to us) Magazine.....Entries should be sent to me by February 1, 1993. I am going to ask the board to be Judges at the Midwinters and the winner will be published on the following cover. A first place trophy will be awarded to the winning photographer. Other entries will be published space allows, both before and after the winner is announced. If possible, please send copies that we may keep. If you do not have the negative, and want the picture returned to you, please put your name and address on the back and that you need the picture back.

I received a note from a John Gaasland that was originally an ad to buy a Scot. He then noted on his letter to skip the ad, he had already found and purchased a Scot. However, he did have several questions that I thought you all might help him with...

1. On building a boat dolly, where is the balance point and how do you support it?
2. Can the boat be stored using the lifting points?
3. How to install extra flotation so the boat can be bailed.

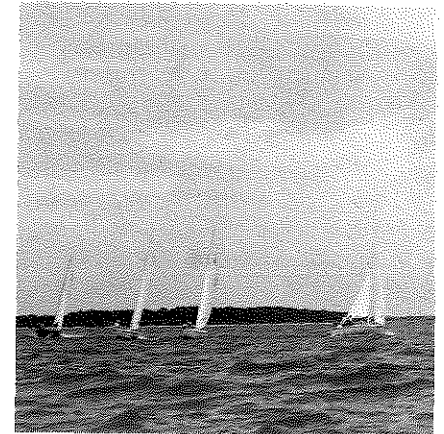
Send me your thoughts and ideas or other questions that you have about Scots. Of course, all these questions can be directed to the Flying Scot Inc. They spend a lot of time with boat owners (new and old) helping answer these type of questions and perhaps we can have Harry and Karen do articles concerning the most asked questions or new ideas that are sent in that could help everyone.

# PEOPLE PROFILE

Ellen McBride and Steve were married at St. Andrea Bay Yacht Club, April 25, 1992 Congratulations!



Sue Clark & Charlotte Fisher comparing tummys. John and Sue Clark are expecting their first child while Greg and Charlotte are expecting a new baby to join Martha and Curt. The Flying Scot Class is growing —



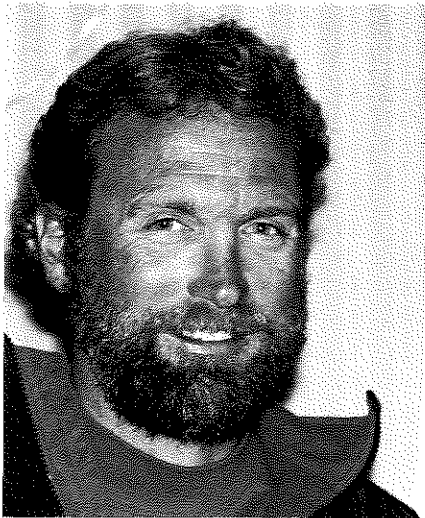
## 1992 NAC HIGHLIGHTS

**The Board and I wish to express a big thank you to Harry Carpenter and Don Smith for all the work they did in presenting the Good Idea - Bad Idea - Jib Seat Cleating articles in the last issue of Scots n' Water.**

**The articles were researched and presented by these two gentlemen in an excellent manner. It took many hours and phone calls to come up with the two sides of the issue. We are all indebted to them. THANK YOU**

# MIDWINTERS 1992

By Ryan Malmgren & Taylor Smith



1st Place Midwinter Championship Race - Greg Fisher

When Sunshine called me last February to ask if I'd like to co-write a story about the upcoming midwinter regatta with my friend Taylor Smith my immediate response was: "Sure! That'll be great! We can take pictures and do play-by-play on individual races and, and..." Blah, blah, blah.

Problem is that Taylor and I have nearly cornered the market on procrastination. And when you stir in a healthy dose of old friends, new friends, sunshine, beaches, oyster slurping, and wind, well...the week went by pretty quickly. Add a dash of post-regatta back-to-the-

office blues, and more than three-thousand miles of America (Taylor lives in Boston, I live in Seattle), and, well...the week went by pretty quickly.

So now it's the middle of June and Sunshine wants to know how the article is coming along...But have faith, Flying Scot aficionados! Taylor and I managed, somehow, to chisel out a short period of industriousness during that seven day festival of Florida fun and, yes: actually recorded some of our day-to-day thoughts and happenings as they unraveled. Following is our humble introspection of the 1992 Midwinters, and some theories we have regarding its outrageous, ongoing success:

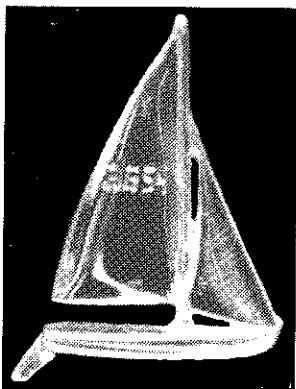
#### TAYLOR REMEMBERS THAT LAST, MEMORABLE RACE:

The ten boats up front that had gotten around the weather mark were pushed merrily down current toward the jibe mark — really stretching out the fleet. We managed to get around the weather mark with the second tier of boats and that was it. The wind completely died and those who were unfortunate enough to be in the third tier were forced to anchor. Rod Stieffel, who was the leader of our middle tier reached the jibe mark about the time the last vestige of breeze went on vacation. People started bumming cigarettes and holding them up in the air lit as a ritual for the beckoning of breeze. Spinnakers were doused or drooping. Fisher had gone inside, Hartman was on

the outside while we were in the middle in front of Jerry. John asked Jerry playfully what to do. Jerry shrugged and looked out toward the opening to the Gulf. We both oriented our boats in that direction and flickers of breeze started dancing towards us. Greg caught on and quickly joined us as the sails began filling in. The first group of boats had been pushed below the rhumb line to the leeward mark so the freshening breeze carried our middle group of boats past the jibe mark and on the way to what now was the finish line since the committee had shortened the course. Benz just  
*(Continued to page 8)*



2nd Place Midwinter Championship Race - Rod Stieffel



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## MIDWINTERS 1992

(Continued from page 7)



1st Place Midwinter Challenge Race -  
Mike Hartenar

managed to nose us out at the finish and we ended that bizarre race with a second — our best finish of the series, putting us in fourth overall.

### RYAN REMEMBERS:

An unforgettable race that I'd rather forget. The race committee had set a particularly long pin-end favored line. Because of the long line there was tremendous mid-line sag. We were able to take advantage of this by setting up

early, well above the "saggers" — a third of the way up from the pin. It seemed like we were over, but a nobby hill on the horizon (our line-sight) assured us that we weren't. Harry nailed the start and we tacked to Port. When the wind started veering to the right we tacked back and enjoyed a lift all the way up to the starboard lavine. We rounded in third with the front pack.

Then the wind died. But the current didn't. We were swept mercilessly past the jibe mark into a black windless hole. Fatefully, it filled in from behind... We watched as John Clark and Taylor got the first of the new sea breeze followed by a few other suspiciously lucky people including Greg Fisher (Greg later described their position as "Lucky, but a skillful bit of luck...") anyway, those guys flew their chutes gleefully while we sat glued to the water like motionless figures in a Monet painting. Things got exciting when Jerry Hartman and Sunshine appeared out of nowhere on their spooky "Gray Ghost," coming fitfully close (1/4 boat length) from making the tie breaking difference for Greg. We salvaged a tenth for ourselves and headed South for the cocktail party.

FOUR REASONS WE KEEP COMING BACK:

Ryan: I think the main reason people keep coming back is the people. The friends. The initial draw is the racing, but the sailing becomes a secondary motive after you've developed friendships with so many people. You see it when you arrive in the parking lot for the first time — everybody is waving, smiling, catching up on new business; talking and interacting with one another as if the passed twelve months had never been. It's like a massive joint family vacation.

Number two is the sailing. The sailing in Panama City is always competitive and this year was no exception. We had a record seventy boats competing — split right down the middle 35/35 in the two divisions. The warm-up regatta in Fort Walton Beach was, as always, a good time for all — and a must-go for all those rusty, snow-bound Northerners who need to focus on relearning sailing fundamentals; and also how to focus on not focusing too much. Both regattas provide a well balanced venue of onshore Southern hospitality and offshore sparring.

Personally, number three is sailing with Harry and Karen Carpenter. They are fantastic people to sail with. I came to my first three midwinters as a skipper and my last four have been as crew. I guess that seems a little backward, but I like it that way. There is less pressure and just as much to learn. I really think it's an advantage crewing for different people because you learn their strengths and can apply them to your own racing. But sailing with Harry and Karen the last two years has been especially rewarding; they are excellent sailors and excellent people.

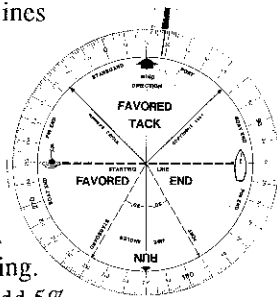
Number four is the food. Way too much food.



2nd Place Midwinter Challenge Race -  
John Pridemore

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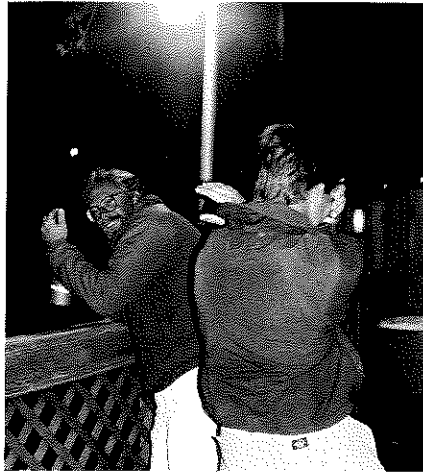
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Taylor: It is a vacation mixed with sailing. Most people who go to Florida on vacation just sit on the beach. That seems potentially boring to me. When you're sailing you really forget about problems left on shore. It's a vacation away from the vacationers. An escape. And when you get back to shore its time to relax and relive what happened on the water. Having spent a day out on the water you now have something in common that you can share with the other sailors.



Greg Fisher & Ellen McBride Fitzgibbon (dancing or discussing the wind) at the cocktail party.



Pete Merrifield and Doc Bellows (Dancing?) at the Midwinters cocktail party.

Crewing for John Clark is good because he's competitive yet he's really got the proper attitude, which basically entails not getting too excited and keeping a positive attitude when things get bad so we can dig out. We had to dig out from deep in the pack in four out of the six races this year and we wound up fourth overall. That's digging! And, like you said, there's the food and the partying. Those Gulf people really take care of us. Also, there's the oysters.

#### RANDOM DEFINITIONS OF MIDWINTERS 1992, TWENTY WORDS OR LESS:

- Sipping coffee in front of a tent barefoot on a white sand beach watching a Blue Heron wading in the water.
- Getting carried into the weather mark by current and doing the 720 degree "Dance of idiots," with four other hapless souls.
- The oysters.
- Lapping Jim Cavanaugh twice in go-carts.
- Running into Gumby in the What-a-burger at 1:30 A.M. in the morning.
- Forgetting to put the guy in the hook. Twenty or thirty times.
- Jimmy Ruthven's baked chicken. Or is it boiled? (Just kidding, Jimmy!)
- The oysters.
- Getting inside overlap at the cocktail party guacamole table. Getting a jumpstart on summer.
- Listening to Bo and Betty and their accents.
- Jerry and Sunshine's Bay Hilton: the barometer of the Midwinter social scene.
- Shrimp gumbo at J. Michaels.
- Stuffing face at the cocktail party. See you, and the oysters, next April!



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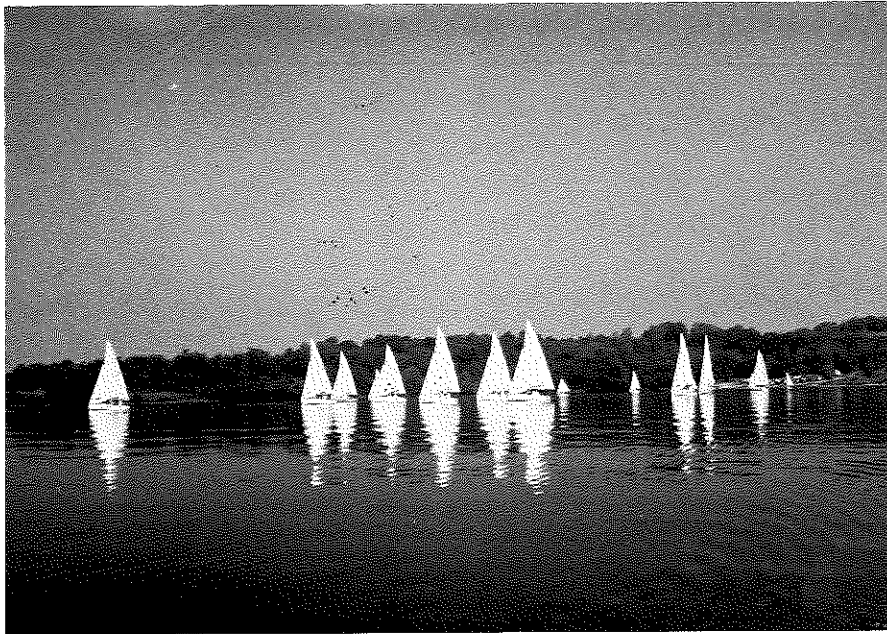
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# NIGHTSAIL

By Bob Murdock



The lapping of gentle waves under the soft chine and the infrequent rattle of the

main halyard against the mast indicated that a comfortable breeze awaited us on

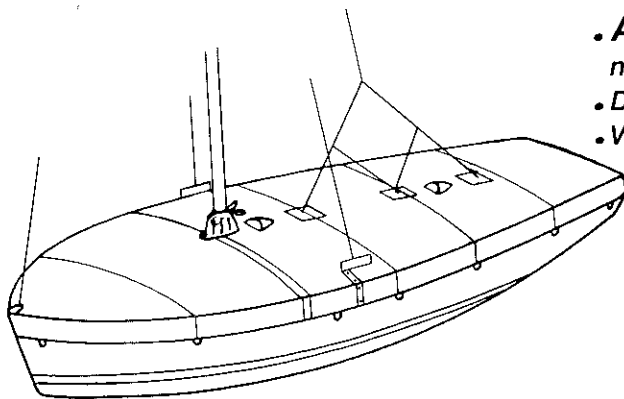
the river. The nearby flag that snapped in the breeze earlier in the day could be heard no longer, quieted by the passing of a front.

Although the light from the screened porch was dim, familiarity with rigging allowed us to work confidently without seeing everything – we could feel that main was bent on correctly, jib sheets were in place, rudder blade down, and sheets and lines coiled neatly underfoot. We attached the suction cup of the bow light to the deck and taped the stern light to the top of the rudder.

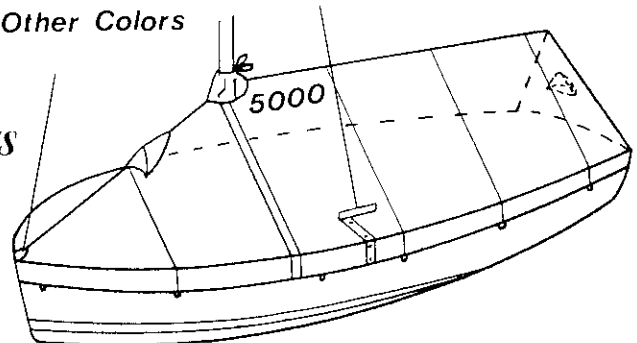
Hoisting sails, we freed ourselves from the dock and ghosted out to the middle of Green's Creek. Shadows on the sails created by the lights from the cottage cutting through the trees disappeared as we faded into the darkness. We trimmed the sails to put us on course for the Neuse, our playground for the next two hours. Conversation aboard was jovial, yet somewhat tempered by a need to stay attuned to activity on the water.

(Continued on page 11)

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## NIGHTSAIL

(Continued from page 10)

Unable to see in the dark of night, we were extremely dependent on our hearing. Every couple of minutes we flashed the mainsail with a strong beam of light to warn approaching boats of our presence, and we occasionally scanned the water with our beacon to look for unlighted channel markers or boats without running lights.

Passing under the bridge in the dark aroused the senses. The noise of traffic overhead, the change in sounds from the water as we left the creek, the adjustment of sails caused by a redirecting of wind as it filtered through the bridge pilings – they all caused us to sit up straighter and listen more intently to the sounds for which there were no visual aids.

The bow rose and fell as it cut through the waves beyond the bridge. Marker 8 glowed red at the end of the stone breakwater near Oriental Harbor, and, in the lightest moments of the evening's sail, beams from spotlights aboard trawlers reflected off the water's surface, robbing us of our night vision. We glanced only momentarily toward the lights to be assured that no vessels approached from the harbor, and then looked away to protect our eyes from being blinded by the light. Two quick tacks were necessary to avoid stone and shallow, and then it was off to frolic on the Neuse.

Sailing under a full moon is a wonderful experience, rivalled only by sailing under a new moon. The full moon illuminates the river and, for the newcomer to night sailing, provides comfort in being able to see fair distances. But the new moon means a sky of stars unlike anything seen ashore. The effect that even one street light has on star gazing is remarkable. In the middle of the Neuse, on a starry night, one is reminded of how full the heavens are of sparkling sights.

Night sailing requires sailors to feel the boat, feel the sails and hear things they were never conscious of before. The sound of the water under the hull, the rise and fall on waves hidden in the night, the rustle of dacron, the rattle of rigging, the hum of the breeze on the sails, and the varying tension of the sheets in the hands all without benefit of sight develops a new appreciation for one's encounter with nature. It arouses the senses like no other sailing experience, and its memories make us long for another exhilarating trip into darkness.

# FLEETS IN

## IRONMAN FINALS: TAGGART GETS 3 BULLETS

The Ironman Regatta, May 16-17, was held this year with winds beginning (on both days) around 10 mph and slowly decreasing to around 5 mph or so. The winds were easterly give or take 90 degrees on occasion. As it happened, there was a lot of fingernail biting about whether or not to raise the spinnaker on several of the very close reaches of the course. When it was over, Larry Taggart, from New Orleans, won with three bullets. In second place was Rob Fowler from Chattanooga with Berkeley Merrill from Birmingham in third. Whit Kendell, out of Atlanta, took fourth while Bob Kasper, also from Birmingham, secured fifth place. There was a Saturday evening dinner of Chicken terriyaki for the competitors. In all 18 Scots raced with out-of-town sailors from Mississippi, Louisiana, Tennessee and Georgia. The results are shown below:

SKIPPER	RACE					POINTS
	1	2	3	4	5	
1. L. Taggart	1	4	2	1	1	8.25
2. R. Fowler	4	1	4	2	3	13.75
3. B. Merrill	8	5	6	4	3	25
4. W. Kendell	7	2	3	3	15	30
5. B. Kasper	5	6	7	8	14	30

## EGYPTIAN CUP

by Bernie Knight

The Egyptian Cup Regatta has had a long and varied history. Sailed in Crab Orchard Lake in Carbondale, Illinois, the regatta has developed a reputation for delivering variety and challenging conditions. I personally have been going since about 1980, and I have seen a little bit of everything; flat water, big lumpy powerboat wakes, 100 degree drifters, blow outs, and tornadoes. Yes, we even sailed during the famous Marion, IL tornado. Sandy Douglass even came one time and won the regatta many years ago. This year (June 6, 7) there was a new element – fog. Actually conditions were delightful with SSW 3-8 knots of wind, overcast, and flat water on Saturday. On Sunday, we had NW 3-5 knots with fog, drizzle, and VERY flat water. First time in a small

lake that a compass was required to do well – find the marks for that matter.

Eighteen boats turned up for the 33rd Egyptian Cup. Gerry Hartman ripped off two bullets and a third on Saturday, hosted a tailgate party, and did not get a wake up call at his hotel on Sunday am, missing the last two races. The last two races were sailed at 8:45 back to back in the fog and rain. John Pohlman and his crew of locals did their usual great job of hosting the social events and organizing a good race management team. The rest of us had varying degrees of fun, depending on where we were on the race course at any given time.

Results:

1. Mike Hartman and son Chris
2. Bernie and Barbara Knight
3. Jim Harris and Betty Struckhoff
4. Paul Moore, Jr. and Paul Moore III
5. John Domagala and Susie Knight

This has been, over the years a great Regatta, however the lake has been sold and has been taken over by motor boaters. The new management if anything has alienated sailboats. Perhaps this was the last year of the Egyptian Cup at Crab Orchard, however, rather than dying it might be moved to another location.

## ATLANTA YACHT CLUB INVITATIONAL REGATTA,

April 25-26th

Steve Bellows from Pensacola and crew, Lillian Fletcher from Birmingham teamed up to win an exciting regatta at Atlanta Yacht Club, the first stop of the BACN Circuit. Lisa and Whit Kendall from AYC finished second, Kent Hassell, also from AYC finished third, and Rob and Patricia Fowler from PYC in Chattanooga finished fourth.

Throughout the weekend winds blew a steady 15-20+ knots with gust over 25. In the first race, Bellows took the start at the committee boat to beat a tight pack to the weather mark. Those brave enough (or stupid enough!) to fly their spinnakers quickly charged after him in a close group. At the leeward mark,

Bellows still lead followed by Rob Fowler, Darren Cooke from Pensacola, and Whit Kendall. Approaching the second leeward mark with already blistered hands, two boats were caught by a rogue gust which rocked and then flipped their boats. Thanks to quick rescue efforts, both crews and boats were safely returned to the dock.

Meanwhile, Fowler was forced to drop from the race and second place due to a broken mainsheet block. Bellows held on to win the first race with Cooke taking second, followed closely by Kendall, Hassell, and Mark McCormack of AYC.

After a short breather and a few war stories at the dock, most everyone headed out for the second race. Having fixed his mainsheet, Rob Fowler, his expectant wife Patricia, and Marie Coolidge won the 2nd race by an impressive margin. Bellows finished second, after catching the Kendalls following a broach at the gybe mark. They were the only ones to fly their spinnaker on the 3rd leg and lost control while rounding the mark among several Y-Flyers. Kent Hassell's consistency landed a fourth, followed by Cooke, McCormick, and B.W. Ruffner from PYC.

As usual, AYC provided a super dinner preceded by cocktails and a fabulous crab dip. Dancing followed dinner, with the young children leading the way. A shrewd observer noted that while the "thirty something" group sat in rockers nursing blistered hands and bruised bodies, the older and wiser generation danced the night away.

Waking to Sunday weather reports of similar conditions, most people decided to try again while mentally convincing themselves of warm and balmy conditions. A fleet split up the weather leg saw no one boat distancing itself from a tight pack rounding at the weather mark. Approaching the leeward mark, Bellows continued to lead. With gusts and shifts rolling in from behind, Kendall was able to get up on a screaming plane to slide by Fowler into second place. The rest of the race quickly passed with Bellows winning once again.

This regatta was made up of six fleets and more than 70 boats, including Thistles, Y-Flyers and Snipes. Of all the boats racing, the Scot class had the least knockdowns and boat damage. There were none of the collisions seen in other classes, and other than a small sail tear, a lost batten and a mangled mainsheet "bail", the boats and crews showed great stability and skill. Some people have

gone on record as saying that the Scot is a potential safety hazard waiting to happen, but it was by far, the best boat on the water this past weekend. Race results:

Skipper Crew	Race 1	Race 2	Race 3	Total Points
1. S. Bellows/L. Fletcher	1	2	1	3.5
2. W. Kendall/L. Kendall	3	3	2	8.0
3. K. Hassell/D. Knapp L. Knapp	4	4	4	12.0
4. R. Fowler/P. Fowler	DNF	1	3	13.7
5. D. Cooke/K. Marcum	2	5	DNS	17.0

## '91 JUBILEE REGATTA

The November '91 Jubilee Regatta was successful with respect to both participation (13 Scots, 11 Thistles) and being able to sail at least three of the five races planned. Entrants from afar included Harry and Karen Carpenter (Flying Scot, Inc.) from Maryland; Kris and Diane Smith and Bob Van Orden from New Jersey; and John Domagala and Susie Knight from Indiana. Saturday racing was postponed by fog which greeted the sailors in the morning. Clearing conditions made it possible to sail two races in the afternoon, though the second one the race committee wisely shortened due to a lack of wind. The

spirits of sailors returning to the launching area were lifted by the sight of a keg of beer sponsored by Schurr Sails and boat hauling certainly seemed a lighter, less onerous task because of the refreshment provided. Sunday dawned bright and clear, one race was sailed in 5-8 knots of breeze.

Scot Trophy Awards	Points
1. Rod Stieffel, Libby Doyle	3 1/2
2. Harry & Karen Carpenter	4 3/4
3. Fred & Debbie Meno	13
4. Larry Taggart, Carrie Heydel, Monica Cuevas	17
5. Darren Cooke, Keith Marcum	20
Cock-of-the-Walk - Rod Stieffel	

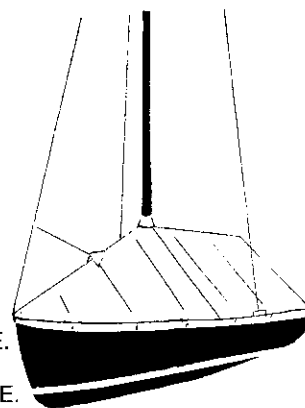
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## CHAMPIONSHIP RESULTS

	Skipper/Crew	FS#	1	2	3	4	5	Total
1	Greg Fisher/ Jeff Riber	4816	.75	3.00	2.00	2.00	5.00	12.75
2	Lawrence Taggart Carie Haydel	4510	9.00	8.00	5.00	5.00	3.00	30.00
3	Ira Cohen Dianne Klotz	4343	4.00	2.00	.75	9.00	15.00	30.75
4	Graham Hall John Meredith	460	9.00	10.00	7.00	.75	4.00	30.75
5	Steve Bellows Hank Williams	GYA 11	2.00	6.00	11.00	17.00	.75	36.75
6	Jack Orr Bill Dunham	3877	8.00	15.00	3.00	4.00	7.00	37.00
7	Harry Carpenter Karen E. Carpenter	4819	6.00	5.00	14.00	6.00	6.00	37.00
8	Bill Ewing Eileen Ewing, Marc Aljets	4246	7.00	18.00	4.00	15.00	2.00	46.00
9	David Neff Bob Neff	4722	11.00	14.00	6.00	12.00	8.00	51.00
10	Gerry Hartman Sunshine Hartman	4140	13.00	4.00	12.00	19.00	13.00	61.00
11	Jack Stewart Martha Lee Stewart	1342	10.00	17.00	23.00	7.00	19.00	76.00
12	Mike Hartman Bob McKenzie	3204	5.00	.75	21.00	24.00	26.00	76.75
13	Bernie Knight Peg Woodworth	4115	27.00	7.00	13.00	3.00	27.00	77.00
14	Jim Harris Betty Struckhoff Carol Aljets	4296	14.00	22.00	18.00	14.00	18.00	86.00
15	Steve Dehalow Kevin Sweeney	3453	26.00	9.00	15.00	27.00	11.00	88.00
16	Bob Harrington Roland Foerester	4689	12.00	20.00	17.00	30.00	10.00	89.00
17	John Dornagaia Suzie Knight	3577	25.00	27.00	8.00	10.00	22.00	92.00
18	Whit Kendall Lisa Kendall	1790	20.00	13.00	10.00	26.00	23.00	92.00
19	Michael Faugust Paul Newton	4771	30.00	11.00	16.00	19.00	17.00	93.00
20	Charles A. Fowler Nancy Fowlers	2068	16.00	23.00	24.00	25.00	9.00	97.00
21	Bob Post Brad Post	3201	23.00	19.00	9.00	21.00	25.00	97.00
22	Pat Manicchia Joni Selfrick	2714	24.00	12.00	22.00	23.00	20.00	101.00
23	Dan Kolenich Terry Dees Kolenich	4211	19.00	25.00	27.00	22.00	12.00	105.00
24	Dan Goldberg Joni Reis Patti Johns	4761	28.00	21.00	29.00	8.00	21.00	107.00
25	Barry Moore Steve Ohims	3076	18.00	29.00	25.00	11.00	24.00	107.00
26	Sandy Eustis Scott Litwin	4710	15.00	28.00	19.00	16.00	30.00	108.00
27	John Pridemore Mike Bonaparte	4619	22.00	26.00	20.00	29.00	16.00	113.00
28	Paul E. Moore Jr. Paul E. Moore III	4700	17.00	16.00	26.00	37.00	31.00	127.00
29	Dave Jacobsen Melanie Dunham	3720	21.00	32.00	32.00	18.00	28.00	131.00
30	Larry Klick Merk Mulich	4530	29.00	31.00	30.00	28.00	14.00	132.00
31	Dennis Dugan Terry Swift	4419	31.00	24.00	28.00	32.00	29.00	144.00

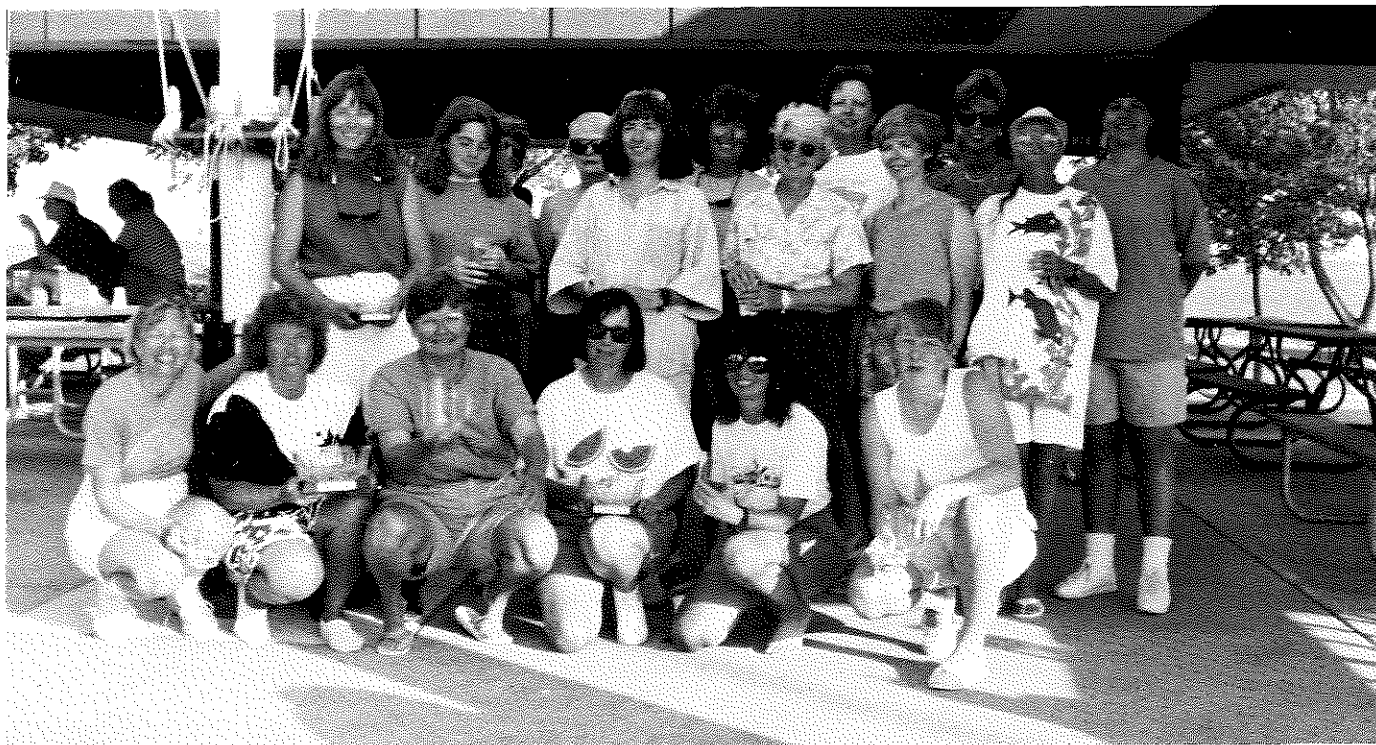
# NAC RESULTS

## Fleet 80 Proposal Voted Down

The vote that was taken at the Nationals to ban jib seat cleating on the seat, failed to do so! A very large percentage voted to not accept the proposal, thereby leaving it up to individual owners where to cleat the jib.

## CHALLENGER DIVISION RESULTS

	Skipper/Crew	FS#	1	2	3	4	5	Total
1	Jerry Dees Granny Dees	4109	4.00	.75	2.00	2.00	5.00	13.75
2	Don Griffin Barbara Griffin	2259	.75	5.00	4.00	3.00	3.00	15.75
3	John W. Eilers Jr. Mike Eilers	4799	8.00	3.00	3.00	.75	4.00	18.75
4	Peter Seidman Ann Seidman	4254	3.00	6.00	10.00	8.00	.75	27.75
5	Kris Smith Diane Smith	4341	2.00	4.00	16.00	4.00	2.00	28.00
6	Steve Branner Bob Summrefeldt	4348	6.00	9.00	10.00	5.00	6.00	36.00
7	Jack Rudy Nancy Rudy	4321	17.00	2.00	5.00	7.00	7.00	38.00
8	Gale Saint Nancy Saint	3019	5.00	10.00	.75	9.00	22.00	46.75
9	Parks Carpenter Jody Bradford Grant Bradford	4120	12.00	8.00	9.00	15.00	9.00	53.00
10	Patricia Shields Debbie Castle	1199	7.00	13.00	13.00	11.00	13.00	57.00
11	Ron Berkel Ginny Berkel	3040	11.00	19.00	15.00	10.00	11.00	66.00
12	Ted Glass Florence Glass	4777	10.00	14.00	18.00	14.00	12.00	68.00
13	Bryon Denhart Peter Hartman Ron Valencia	361	15.00	12.00	7.00	22.00	16.00	72.00
14	Mike Sullivan JoAnn	4300	13.00	18.00	17.00	17.00	8.00	73.00
15	Curt Elmer Carol Elmer	4294	23.00	7.00	16.00	6.00	22.00	74.00
16	Lynn Cook Kathy Cook	2611	16.00	15.00	20.00	13.00	10.00	74.00
17	Jodi Soloman Felicia Bamer	4310	9.00	20.00	11.00	20.00	15.00	75.00
18	Don Hott Charlotte Hott	3029	19.00	11.00	14.00	16.00	18.00	78.00
19	Steve Hartman Dennis Hartman	4305	18.00	17.00	19.00	12.00	14.00	80.00
20	Ken Waitsgott Marilyn Waitsgott	4851	21.00	22.00	8.00	18.00	19.00	88.00
21	Joseph Gerrity Marylin Gerrity	3474	14.00	16.00	21.00	21.00	17.00	89.00
22	Ed Clark Ron Leggett	1171	20.00	21.00	22.00	19.00	22.00	104.00



## WOMEN'S NAC RESULTS

Skipper/Crew	FS#	1	2	3	Total
1 Felicia Bamer/Betty Struckhoff, Jo Sullivan	4296	.75	2.00	2.00	4.75
2 Eileen Ewing/Diane Smith, Kelly Kaminski	4246	2.00	.75	4.00	6.75
3 Melanie Dunham/Chris Nickerson, Shannon Richerson	3720	3.00	4.00	.75	7.75
4 Suzie Knight/Terry Swift	3577	5.00	3.00	3.00	11.00
5 Ann K. Seidman/Sharon Denhart, Granny Deas	4254	7.00	5.00	5.00	17.00
6 Nancy Saint/Fran Eikenbrg, Marilyn Waldscott	4851	8.00	7.00	6.00	21.00
7 Patricia Shields/Debbie Castle	1199	9.00	6.00	7.00	22.00
8 Jodi Soloman/Abby Soloman	2950	6.00	9.00	8.00	23.00
9 Allison Woodworth/Peg Woodworth, Marlene Sexaner	3843	4.00	10.00	10.00	24.00



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6		4802	George E. Snider, Jr.	Route 4, Box 337A	Morgantown	WV	26505
		4704	Harry Zeigler	14693 Mustang Path	Glenwood	MD	21738
<b>Carolinas District</b>							
48		3438	Ed Sandke	Route 2 Box 725-A	Mooresville	NC	28115
		3467	J. J. Sly	1827 Belvedere Avenue	Charlotte	NC	28205
		2366	Peter & Barbara Wood	P.O. Box 208	Edenton	NC	27932
<b>Greater NY District</b>							
178		1783	P. Michael Fannan	52 W. Wilson Circle	Red Bank	NJ	07701
178		4037	Ira L. Friedman	10 Bingham Hill Circle	Rumson	NJ	07760
		c4816	Brian Hayes	40 Beers Place	Stratford	CT	06497
		4787	Edward C. Jablonski	35 Canterbury Court	Oakdale	NY	11769
7		2103	Michael Karfopoulos	60 Stirrup Lane	Riverside	CT	06878
173		0920	David L. Kennedy	102 West 9th Street	Huntington Station	NY	11746
178		4818	Richard J. Scott	707 Little Silver Point Road	Little Silver	NJ	07739
		4276	Robert H. Warner	51 Grand Avenue	Toms River	NJ	08753
<b>Gulf District</b>							
118		4853	Dan Howell	1120 Startrek Lane	Birmingham	AL	35215
96		a896	Nina Koehler	104 Wallis Court	Mandeville	LA	70448
96		4208	Current Skipper #4208	2501 Metairie Lawn #5-108	Metairie	LA	70002
<b>Mich.-Ontario District</b>							
		4781	David J. Cooper	4648 Brafferton Drive	Bloomfield Hill	MI	48302
8		a920	Lars M. Montag	807 Harcourt	Grosse Pointe	MI	48230
20		2826	Charles Morrison	429 Kensington Road	East Lansing	MI	48823
8		a924	Kerry F. Nielan	1968 Anita	Grosse Pointe	MI	48236
		c3850	Paul J. Phelan	8 Old Forest Hill Road	Toronto, Ont.	CN	M5P 2P7
41		2198	David Schuurmans	2620 Wilson Avenue	Lansing	MI	48906
<b>Midwestern District</b>							
		3562	David M. Goelzer	7307 North Bridge Lane	Fox Point	WI	53217
		3021	Gary W. Hoch	4510 Drexal Avenue South	Edina	MN	55424
95		4775	Roger Joys	118 Peninsula Road	Medicine Lake	MN	55441
3		c0876	Chris Kenney	1917 Noyes Street	Evanston	IL	60201
		0671	Rick Spafford	4374 Gettysburg Court	Hudsonville	MI	49426
		4836	David Spoelhof	644 Liecester Avenue	Duluth	MN	55803
<b>New England District</b>							
		0036	Liza Engelbrecht	1 Mayflower Road	Winchester	MA	01890
156		3835	Gregory L. Tolonen	169 R. Billington Street	Plymouth	MA	02360
		3262	John Yasaitis	20 Turning Mill Road	Lexington	MA	02173
<b>Ohio District</b>							
80		3700	Mike Higgins	400 Vineyard Drive	Gibson	PA	15044
65		4650	Dennis & Martha Rupp	3416 Westmoreland NW	Canton	OH	44718
<b>Pacific District</b>							
		0970	Ken Withrow	11112 Vernon Road	Lake Stevens	WA	98258
<b>Prairie District</b>							
83		a930	Felicia Bamer	1236 Orchard Village	Manchester	MO	63021

# 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



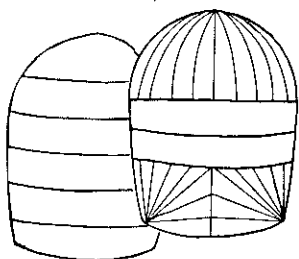
Schurr Enough...you too should be sailing with Schurr.

Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> 4.4 oz. Racing Cloth     | <input type="checkbox"/> 5.3 oz. Cruising Cloth     | <b>Number Color:</b> <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 \$420  | <input type="checkbox"/> Teltale Window each \$10  |  |
| <input type="checkbox"/> Main \$523               | <input type="checkbox"/> Spinnaker Crosscut \$325   | <input type="checkbox"/> Vision Window each \$15   |  |
| <input type="checkbox"/> Jib \$222                | <input type="checkbox"/> Spinnaker Turtle \$35      | <input type="checkbox"/> Mainsheet Retainer \$8.50   |  |
| <input type="checkbox"/> Mainsail Reef \$35       | <input type="checkbox"/> Brummels on Spinnaker \$10 | <input type="checkbox"/> Mainsail Cover \$70   |  |
| <input type="checkbox"/> Mainsail Foot Shelf \$30 | <input type="checkbox"/> Centerboard Gaskets \$12   | <input type="checkbox"/> Deluxe Tapered Battens \$22.50  |  |

Price includes bag, battens and royalty.

Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/ order, Sails shipped C.O.D. for balance.



**Spinnaker Colors:**

- |           |                   |
|-----------|-------------------|
| Red       | Black             |
| Green     | White             |
| Ice Blue  | Yellow            |
| Dark Blue | Ocean Blue        |
| Melon-Glo | Hot Pink          |
| Sunset    | Silver            |
| Violet    | Fluorescent Green |



*Pensacola Loft*  
490 South 'L' Street  
Pensacola, Florida 32501  
904.438.9354 / Fax: 904.438.8711



# Damage Control Report

By Vinny Sweeney 4825

"We've taken a hit on the port bow Scotty damage report, quick." "Cap'n the spinnaker pole is bent double and the vang rivets are overheating. We'll never make it," "Warp G, Mr. Zulu. We're going for the mark."

After racing an old Scot for the past several years I find it easy to sympathize with Scotty the pessimistic engineer of Star Trek fame. If there is any breakable hardware on my former 920, I found it the hard way. During the last two seasons I gave a lot of thought to breakdown prevention and the results have been good. Your damage control program should incorporate preparation, redundancy and T.L.C. Here are some ideas you may wish to put to use.

At my first Mid-Winters I was crewing in a 15-20 knot blow. Before the starting sequence began, we hardened up. The vang track dropped onto the centerboard trunk from the boom. This was not a pretty sight. Greg Fisher was patrolling that year and he suggested we slice the main, wrap a line, around the boom and refasten the shackle to the line. The skipper was reluctant to cut into a new mainsail however, so we raced vangless through 20 knots. We finished last.

The problem with the vang track design is that the rivets are aligned with the strain. At the first sign of looseness in your vang track, remove it and replace it with a stainless boom bail. This should be installed at an angle that approximates your vang system. The rivets are then perpendicular to the load and will not pull out. (See Ed. note)

The spinnaker pole and its related hardware are a never ending source of grief. Skillful crew work is the best prevention for spinnakers failures but mistakes do happen. Most of these mistakes do happen. Most of these mistakes bring the U.P.S. man waltzing up my drive with a package under his arm.

This year Flying Scot, Inc. is selling an improved spinnaker pole with more durable pole ends. The Australian tips on the older poles are pretty inadequate and prone to failure. Keep a spare tip in your tool box if you have this type of pole.

On our new Scot, I ordered the mast without the pole track. Instead we have 2 padeyes mounted. This provides redundancy for a common breakdown.

I've never trusted the outhaul systems I've used -- rope or wire. I keep a small

line from the boom end to the main crew as a "Stopper". This allows the foot to release only marginally in the event of a catastrophe. Yes, I learned this one the hard way also.

Replace your main Halyard at the beginning of each season. Give the old one to your closest competition. Keep a new spare in your kit.

Secure every nut and bolt with Loc-tite or a similar compound. Tape every cotter ring and pin. Nothing rattles the composure of a cool skipper like the sound of hardware hitting the deck.

My toolboxes -- both of them -- contain a spare of most breakable items. If your gooseneck is looking tired, why wait for an on the water failure or several days for the U.P.S. man? Don't just be prepared, be a pessimist!

Ed. note

The boom vang track is designed for easy removal, in the event you need to reef the main in accordance with class rules. Also the rivets are designed to break just before the boom does, which could cause much more damage and expense. Does U.P.S ship Booms?

## Fleet Building-Chicago Style

by Jack McClurkin FS 3404

Growing a fleet of Flying Scots in Chicago is just as hard as it is in many other areas of the country. We are fortunate that we have a large population base. However, shows are extremely expensive, inland lakes are far and few, and most people are extremely busy with long and irregular work schedules and many recreational activities to choose from.

We have two fleets which draw Chicago residents -- at Wilmette harbor, just north of Chicago, and Delavan Lake, in Southern Wisconsin, about 60 miles from the Chicago suburbs. We have 1 boat at Burnham harbor in downtown Chicago would like to start a fleet there.

We are fortunate to have a wintertime boat show in Milwaukee and a summertime show in Racine, Wisconsin in which our builder participates. Whenever pos-

sible, we try to have a fleet representative present to explain our local fleets and sailing programs.

Our most unique event is held in April each year by Chicago Yachting and navigation. CYN is a marine store for sailors. It is located in an industrial area on the north side of Chicago.

On April 30, one-design sailors from Chicago area fleets bring their boats to CYN for a weekend one-design sailboat display. Boats range in size from 8 foot optimists to 30 foot whatever's. All boats are displayed by their owners and range in age from almost new to antique. No boat dealers are invited, and some of the boats are not even manufactured today.

Fleets in Chicago have found new sailors from this show, and found new crew for the upcoming season. There is no cost to us, just the effort to bring a

Scot to CYN and the time spent at CYN for the two day show.

The events also include two days of seminars, such as learning to sail for children, adult sailing schools, the racing rules and advanced racing tactics. This year's attendance at the seminars was estimated to be 1100 people.

CYN does this to promote one-design sailing, which in turn promotes their business. Their biggest expense for the show is the advance publicity. This year there were two corporate sponsors to help underwrite those costs. There is no admission charge for either the seminars of the show. Is your fleet looking for a unique way to add fleet members? Is there a marine store in your area looking to build their business? Perhaps this idea will work in your area, too.

## Starting Line

**FLYING SCOT 1992  
INVITATIONAL REGATTA  
MARYLAND STATE CHAMPIONSHIP  
AUGUST 1 & 2  
DEDICATED TO THE  
MEMORY OF SANDY DOUGLASS  
BY HIS HOME FLEET  
DEEP CREEK YACHT CLUB,  
TURKEY NECK  
DEEP CREEK LAKE, MARYLAND**

Fleet 6 invites you to cool off this summer in the beautiful mountains of Western Maryland. A five race series with open house at the club Friday night and dinner Saturday night. Housing available with local sailors. Camping nearby (None on site). For more information contact Ted Rissell Rt. 1, Box 81F Swanton, MD 21581 or phone 301-387-8483.

**CANADIAN NATIONALS  
AUGUST 15 & 16, 1992**

Following the first FSCC in 1986, Scots n' Water Editor, Pat Barry, wrote: "...We were treated to the most hospitable, enjoyable, well-run regatta, with the most charming atmosphere, among the most beautiful scenery imaginable; a combination that few of

the participants could recall in their sailing pasts."

Fleet 148 and the Stony Lake Yacht Club are again pleased to be hosts, in 1992, for the fourth biennial Flying Scot Canadian Championship to be sailed on Stony Lake, August 15th and 16th, 1992. Every effort will be made to live up to that tribute paid to our first Scot regatta.

Previous Canadian Championships have attracted many well known Scot Sailors with Bubby Eagan and Mac Hadden winning in both 1986 and 1990, and local sailor Tam Matthews in 1988. We hope to have Bubby and Mac back to defend in 1992 with formidable competition from many others, including Greg Fisher, who has informed the Committee that he is including the FSCC 1992 on his schedule. With the quality of competition, we should be assured of a large fleet on the start line.

Wonderful opportunities exist for growth in Canadian Scot numbers, and want to use our regatta to promote the boat in this country. Our hope is that many U.S. Scot sailors and F.S.S.A. officers will join Canadian Scot sailors not only to help us with these efforts, but to enjoy a different sailing

experience and just to have a plain good time.

Stony Lake lies in south central Ontario, one hundred miles northeast of Toronto, and about the same distance northwest of Kingston. One of the oldest summer cottage communities in Ontario, Stony Lake, with eleven hundred odd islands, is renowned for its natural beauty, as well as for the informal relaxed lifestyles of its cottagers who summer after summer, and generation after generation- are drawn back to the lake from winter homes across North America. It's a great place to bring one's family for a holiday.

For the sailor, Stony Lake offers plenty of open water and reasonable reliable 12-15 mph August winds (with some oscillation). The lake's sailing traditions date to the beginning of the century, but since the 1940's, various one design classes have, at different times, formed the nucleus of the SLYC Fleet. Stony Lake sailors have represented Canada in Olympic and World regattas, and the lake itself has been the site of a number of national and international regattas for International 14's, Y-Flyers, and more recently, of course, the Scot.

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

6 STYLES:

**MOORING FROM \$296**

FULL DECK OVER THE BOOM  
(PICTURED)

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FULL DECK COVER FOR TRAILING &/OR  
FITS WITH MAST UP

**SKIRTED FROM \$334**

BOTH TRAILING & MOORING VERSIONS

**COCKPIT FROM \$186**

BOOM TENT THAT COVERS FROM MAST  
OF TRANSOM

**BOTTOM COVER \$247**

SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

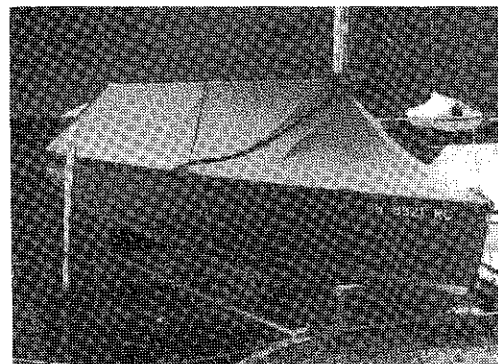
**Here are the simple facts:**

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

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

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

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



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

**INVEST IN THE BEST!**

VISA/MC ORDERS CALL  
SANDY: (513) 862-7781

 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305

As we all know, our Scot is the ideal cottage-lake boat offering both the opportunity for intense one-design competition, and as well (and just as important) an absolutely wonderful family day sail - or perhaps even that perfect night sail under the full August moon.

We do hope that you will be able "to shake out a reef or two", and join us for at least the former, if not the latter - but then perhaps we will have a full moon for you as well.

See you at Stony Lake August 15 - 16!!!

#### **KEY WEST YACHT CLUB**

is pleased to sponsor the third annual small boat-one design summer Regatta on: August 14, 15, and 16th Key West Yacht Club 2315 N. Roosevelt Boulevard Key West, Florida (305) 296-3446

#### **6TH ANNUAL FLYING SCOT INVITATIONAL REGATTA**

##### **AT SARATOGA LAKE**

August 29 & 30, 1992. . . Come for competitive sailing and lots of partying. Our regatta has grown from 6 Scots in 1987 to 25 Scots last year. The level of competition has remained high during that time; the first three places in 1987 went to John Clark, Jim Cavanagh, and Graham Hall; the first three places in 1991 went to Jim Cavanagh, Jack Orr, and Forest Rogers. The level of hospitality has also remained high. We feature a light supper and wine and cheese party on Friday, breakfast and lunch on Saturday and Sunday, and a Saturday night cocktail party and dinner. Camping is available at the Sailing Club, and we will arrange housing with fleet members. Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, 518-877-8731.

#### **HORROCKS/PALMER MEMORIAL REGATTA**

Thistles and Flying Scots  
Fleet 173 Sayville Yacht, Club, NY  
Fall sailing at its best. Beautiful Great South Bay, steady breezes, good times. Free beer and clams. Five races. Contact: Paul Patlin at 516 363-9069 or Bob Finta 516 472-0305 September 19-20 1992

#### **LABOR DAY OPEN SEPTEMBER 5TH & 6TH LAKE NORMAN - CHARLOTTE, NC**

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

Day R & R.  
Contact: Bill Ross (704) 664-9611

#### **MAYOR'S CUP SEPTEMBER 12-13, 1992 LAKE TOWNSEND YACHT CLUB LAKE TOWNSEND - GREENSBORO, NC**

This regatta is part of the Helmold/Singletary series and offers excellent competition between some of the region's finest Scot sailers. Lake Townsend is the home of fleet 126 and offers some of the best facilities in central North Carolina. Come join the fun.  
Contact: Fields C. Gunsett (919-299-2341) for additional details.

#### **FLEET 76 SHARON MA LAKE MASSAPOAG ANNUAL REGATTA SEPT. 12-13, 1992**

Located off Lakeview St. For info & Directions Contact: Jim Cavanagh 1-617-784-5088 Randy Rubinstein 1-617-784-3075

#### **BARNEGAT BAY FALL INVITATIONAL REGATTA**

##### **SEPTEMBER 12-13, 1992 FLEET 31, SHORE ACRES, NJ**

For information contact: Kris Smith (908) 234-9459 Fleet Captain

#### **HARVEST MOON REGATTA SEPTEMBER 12 AND 13 AT LAKE ATWOOD, DELLROY, OHIO**

contact George Rooting at 216-879-2686, evenings 216-494-3395.

#### **WHISKEY SOUR REGATTA LAKE ARTHUR MARINA SAILING CLUB FLEET 80 SEPTEMBER 19TH & 20TH, 1992**

Good Sailing, Great Fun  
3 races Saturday "Around the Lake"  
race Sunday. Contact Dan Goldberg:  
O (412) 829-8557 H (412) 831-1042

#### **THE "GLOW IN THE DARK" REGATTA CLINTON LAKE, ILLINOIS FLEET 153 SEPTEMBER 25-26 & 27**

Contact: Jerry or Sunshine Hartman  
(217) 586-3575 H (217) 355-1220 O  
Steve & Mike Hartman (217) 359-5828

#### **CAROLINAS DISTRICT CHAMPIONSHIP SEPTEMBER 26-27, 1992**

Hosted by Fleet 126 and the Lake Townsend Yacht Club Lake Townsend - Greensboro, NC  
Fleet 126 looks forward to hosting this year's Carolinas District Championship.

This will be a five race regatta, 3 on Saturday followed by 2 on Sunday - conditions permitting.  
Contact: Fields C. Gunsett - Carolinas District Governor for details and additional information (919-299-2341).

#### **FLYING SCOT 118 GREAT SCOT REGATTA OCTOBER 3RD AND 4TH ALSO HOSTING FLYING SCOT GULF DISTRICT CHAMPIONSHIP.**

This will be located at The Birmingham Sailing Club also sponsors Ironman regatta which takes place May 16th and 17th 1992. WENDELL HULL, FLEET 118 1736 CAROVEL CIRCLE, BIRMINGHAM, AL 35216 Days (205) 934-8811 Nights (205) 979-5533

#### **FLEET 7 INVITATIONAL REGATTA OCTOBER 10-11 1992**

Riverside Yacht Club  
Riverside/Old Greenwich, CT  
Fleet 7 will host its third annual fall regatta on Long Island Sound. Last year's event was well attended by fleet from the Greater New York, New England and the New York Lakes Districts.  
Contact: Alan Lovejoy (203) 637-8086  
John Pridmore (914) 381-2347

#### **FLYING SCOT OPEN HOUSE REGATTA OCTOBER 17TH & 18TH, 1992**

Corinthian Sailing Club  
White Rock Lake, Dallas, Texas

#### **JUBILEE REGATTA, NOV. 14-15 PENSACOLA YACHT CLUB PENSACOLA, FLORIDA**

Once again the tantalizing, sparkling, blue waters of Pensacola Bay are beckoning. It's time to plan sailing in the third running of the Jubilee, a growing mid-fall event (24 boats last year). If you have not been to PYC, come this November and check out the site for the 1993 NAC. You will find the sailing great, the club comfortable and casual. Launch by hoist or ramp. Limited facilities for RV's, campers and tenters. Contact: Steve Bellows, 490 South "L" Street, Pensacola, FL 32501 (R) 904-433-0865, (B) 904-438-9354.

# Caveat Emptor

Wanted: a used Flying Scot, I live in the Pacific Northwest Region so the boat has to be relatively close. Please call: John Gaasland, 206-866-3794, Olympia, WA.

FS-89, Douglas, blue/white deck, good condition, dry-sailed, Harken blocks, 2 suits sails, spinnaker, full boom tent cover, Gator trailer, \$1950. Call Jerry Gantzer, 214-931-9075.

FS 1729, Customflex, white/white, blue stripe, two sets sails, spinnaker, Pamco tilt-bed trailer, bridle, pockets, anchor and rode, cover, electric auxiliary and large deep cycle battery, PFDs, many extras. Asking \$3250 - Mert Lambert, (616) 527-0935 days or evenings or Ellen Lambert, (616) 942-3876 days.

FS 1995, white, red trim, 2 suits of sails - spinnaker, pole, rigging. Cover, trailer (new paint job), motor bracket, lights. \$2795.00 Clean bottom - in Ohio. George Rootring. Office: 216-879-2686, Home: 216-494-3395.

FS - 2147 - Douglass, North Sails, dry sailed last 4 yrs, Waco, international outhaul, auto spin hayardtack up, pole, rudder kick-up, bridle, pockets, all Harken race equip'd, 10:1 vang aft, shimmed trunk, Tee Nee trailer \$3250 - Mike Mossburg, Long Island (516) 678-4282, fax (516) 678-6382.

FS-2408 - Douglass, light blue hull with beige 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. \$3500 Greensboro, NC (919) 855-0885.

FS-3378 - Douglass orange hull, white deck. Schurr sails, Schreck Spinnaker, custom cover, center board compass, mahogany center board cap, motor mount, always stored, covered and dry sailed. Tee Nee galvanized trailer also other equipment. \$4250.00 Tulsa, Ok. 74105 (918) 749-1576.

FS-3530. Equipped to race. Has yellow hull, window main and jib, spinnaker, pole, all lines, anchor & rode, paddles, compass, flotation cushion & line, Freon horn and new vang. Tee Nee trailer has new wiring & lights, jack, unused spare wheel. \$3000. Dick Walker, Morristown, NJ 201-539-3218.

FS-4117, 19 ft. One Design, tan hull, red stripe, jib, main & spinnaker schurr sails, jiffy reefing, motor bracket mount, Mercury 2 HP motor, tilt trailer, compass, hinge mast step, cockpit cover, windex, 75 lb. mushroom. Winters spent indoors in barn. Price \$5200. Call Wes Wallace 603-883-6370 (H) 603-253-9046 (wknds).

FS-4637, Douglass 1989, silver hull and deck with blue boot top and cove stripe. Two sets sails, two spinnakers. Tee Nee trailer. All extras including Cruise 'N Carry outboard. Very good condition. \$7,500. Morris Hill, Kitty Hawk, NC (919) 261-1416.

FS-4748, Douglass, Built 4/91: Brand new, sailed once. Garage stored. Spinnaker rigged with pole. Forward servo cam cleats. Schurr main and jib, no spinnaker, jib window, mast hinge, factory installed motor mount. Hercules galvanized tilt trailer with toungue jack and spare tire. \$7900 Woody Naman: Davidson, NC (704) 882-4474.

# District Governors

## CAPITOL DISTRICT

Robert J. Post, Jr.  
Box 581 Lake of the Woods  
Locust Grove, VA 22508  
(703) 972-7134

## CAROLINAS DISTRICT

Fields C. Gunsett  
1200 Monticello St.  
Greensboro, NC 27410  
(919) 299-2341

## FLORIDA DISTRICT

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Palm Bay, FL 32907  
(407) 727-5117

## GREATER NY DISTRICT

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Ballston Lake, NY 12019  
(518) 877-8731

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(513) 745-3429

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Flying Scots Sailing Association  
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