

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIV NUMBER 6 NOVEMBER/DECEMBER 1992





# North Sweeps North Americans

## FLYING SCOT '92 NORTH AMERICANS

### Championship Division

1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15

### Challenger Division

1, 2, 3, 6, 7, 8, 10

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## Scots n' Water

**COVER:** FS 4104 Patty & Joe Thorpe, FS 4150 Audrey & Doug MacMillan, FS FS 3708 Kathy Kennedy & Greg Madzelonka & FS 270 Marilyn & Harry Filemyr battle it out at NAC.

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### Scots n' Water

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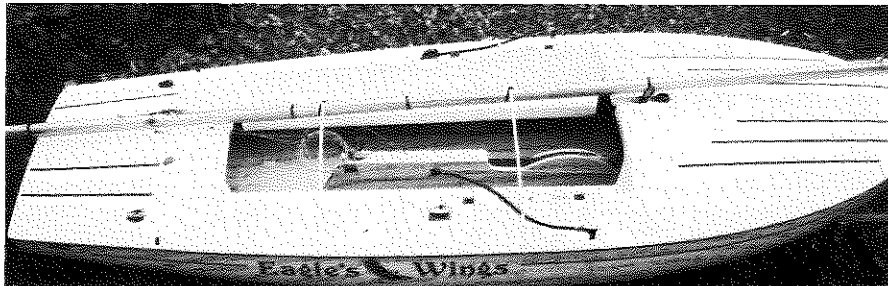
**EDITOR:** Lynne "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853, Tel. (217) 586-3575 (H), (217) 355-1220 (O), Fax (217) 355-2581 **LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrup.

# TO THE EDITOR

## Lynne "Sunshine" Hartman

Dear Editor:

I got tired of emptying the water and ice puddles out of our boat cover here in southwestern Pennsylvania the previous winter. I came up with a system



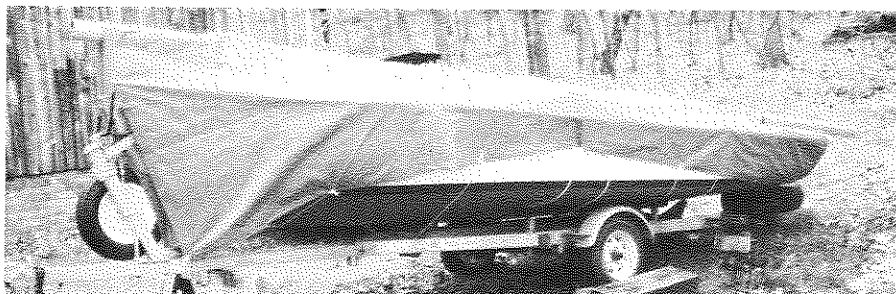
View from above showing rib positions

to solve the problem that maybe would be useful to others. Trying to decide what to use for inexpensive cross ribs. I bought two 10 foot lengths of half inch plastic water pipe and a 50 foot bundle of clothesline-type polypropylene rope in a hardware store. This all totaled about \$6.00.

After determining the exact points at where the ribs should cross, I marked the gunnels with pencil. A steel tape was then run from one of these points over top of the mast to the opposite one for an exact measurement for each of the two ribs.

The pipe itself could be used to measure in place of the tape.

So as to avoid sharp angles, I cut the pipe at a 45° angle with a hacksaw and miter box using the boat-width measurement as the longest point (this did not seem to really be a necessary step since I found the cover doesn't really fit that tightly). After melting the rope end, it fed easily through the pipe. I found that the pipes need to be taped over the mast or they will slide. The photos show the points I chose and some of the results. The ropes were cinched up under the boat using a sliding keeper knot and we were ready for



Cover on - Job Completed! Note: Bungee pulling top front close to bow point.

the cover.

The previous year I had purchased a 20' x 15' (actually 19'3" long) plastic tarp. This worked okay but was cumbersome because it needed to be folded to use. This time I cut it to 6 foot wide, leaving a double-thick seam and two end grommets. I then doubled



Ribs over mast with rope ties

three inches of tarp back onto that seam and pounded in 5 new grommets opposite the existing ones on the other side. The tarp is tied down with the excess rope and some plastic clothesline. Two old tennis balls were split open and pushed over the shroud mounts. One rubber bungee was used at the top front ahead of the halyard winches and down under the trailer winch. It worked well all winter. Snow

collected but no puddles formed as it melted.

The only problem was that now I couldn't think of any excuse to go out and mess around with the boat. All I could do was look at it and think - COME ON SPRING!

**Dave Coe, # 3554, Fleet 6**

Dear Editor;

It is the consensus of many that the Flying Scot is one of the leaders of one design sailing.

In keeping with that theme, may I strongly suggest that the Flying Scot sailors display their honors awards on their sails and that all officers and governors display their stars on their sails.

Chevrons are to be displayed as follows; Three chevrons for first place, two chevrons for second place, one for third place, North American Championship chevrons are gold, Regional/National Championship are blue, District Championship are red

and Fleet Champion is one black chevron.

Stars for Governors and National Officers are as follows; Governor, one red star, National Officers, one blue star, President, two blue stars and Commodore, three blue stars.

All past national officers and governors will indicate their rank by affixing a white spot prominently in the center of each star.

Chevrons and stars can be obtained from sail makers or you can contact FSSA Headquarters. For additional information see pages 19 and 20 of the handbook.

You sailors have earned it so why not display it. Lets get tradition back on track.

**FSSA Treasurer**

*(Continued on page 5)*

(Continued from page 4)

Dear Editor

There has been a new trend in the Flying Scot regattas that I have been going to that deals with five races a weekend rather than the usual three. I love this trend when the regattas are at my "home" lake (s) (do I have a home anymore?) There is one problem . . . I live in the mid west and must travel quite extensively (especially in the fall) to continue my sailing season to a bearable length.

Many times this means flying or driving more than 10 hours. By the time we are off the water and have the boat put away I am dead beat and don't feel like I can make the long journey home (where is that???). In the days of the three race regattas I had just enough energy to make it home. This makes five race regattas hard to bear.

All I hear in the circles of people talking is how tired they are after all the races. All they want to do is go to bed and rest their aching bones. Half the fun of going to away regattas is seeing friends that haven't been in months (years?). This is so discouraging. Isn't the Flying Scot class supposed to be a

family class that is laid back and deals with the person as much as or more than the racing? Heck, if all I wanted to do is race sailboats and have no socialization I would have stayed with my old boyfriend and kept racing Lightnings. Then I'd be sure to get my fill of racing.

All I'm asking of regatta organizers is to consider what the people want. I'm not pointing fingers at any one specific regatta because all the regattas I've been to this season have been this way. What's up with this trend?

Suzie Knight

## Update Roster

In lieu of printing 2000 new rosters to mail to everyone, the Board has voted to mail them only to those requesting one. There will be a \$5.00 charge for printing and mailing the roster. A place will be noted on the dues invoices to check if one is requested and prepayment is required. New members are automatically sent an updated roster in their handbook.

## Handbook Corrections

*It has been pointed out that Specification 9, Article S-11 pertaining to transom ports was in error in the 1990 FSSA Handbook revision. See page 21. The Board of Governors reviewed that paragraph at the Mid Winters, 1992, and agreed that the following editorial correction should be made. Simply cut out the section (or photocopy the page and then cut it out) and paste the corrected transom port specification in your handbook if you want to be up to date.*

**"Transom ports are permitted. One or two ports may be installed. Transom ports must be outboard of the rudderpost, and the opening must be a minimum of one inch above the molded waterline. The transom ports must not exceed six inches inside diameter, must be manufactured of opaque material, and must be round with water tight screw thread closures. Transom ports must be closed at all times when racing."**

Seven sailing seasons ago, during my first weekend at the Candlewood Yacht Club, my thirteen year old daughter was running on the dock and picked up a nasty splinter in her big toe. I sent out the word, "Is there a doctor in the house?" Jack Orr came running. Not exactly running - but walking at a brisk pace. (I later found that he traveled faster on water than on land). His bedside manner, in this case dockside manner, was both helpful and compassionate.

He carried this wherever he went. Which was everywhere from Canada to Florida. And we went with him. I never stopped to think why. But looking back at my first year in the club, I remember how amazed I was to see that people copied him in many things he did. The way he rigged his boat. If he went left, everyone went left. Didn't anyone have a mind of his own? Soon, I became one of the everyone.

Jack was the person that us ordinary folk wanted to be around. We wanted him on the protest committee - he was the last word on interpreting the rules. We liked to empty a beer keg with him. If we threw a party, we wanted Jack to be there. No meeting or social event was quite complete without Jack there.

## Remembering Jack Orr

Above all others, we wanted to crew for him, or compete against him.

On the evening of our most tragic day, I mentioned to Jim Cavanagh that he had lost a good competitor. He said he had lost more than that - a good friend.

Jack Orr was a good friend. We all loved Jack. But he was more than that. There has to be something special about a person we all emulated.

One day, years ago, I was right behind Jack at the last leeward mark. 30 boat lengths behind. And I watched him carefully as he doubled his lead all the way to the finish line. He was adjusting everything. Catching every little wind shift perfectly all the way. At the dock I asked him why he continued to work that way if he had the race won. He told me that if he couldn't race as hard as he could and the best that he could, that he would rather not compete at all. I later realized that this was Jack's way of living life to the fullest. And he certainly lived life to the fullest right up to his last race.

When Jack had turned sixty, he and I were at the club one weekday fidgit-

ing with our boats. This occurred often back then, as I sneaked out of work to keep my sanity, and Jack had retired and was there nearly every day cleaning the bottom of his boat or re-rigging the rigging he had re-rigged last year. I enjoyed our little talks very much and this did much to draw me to him. On this day, out of the blue, he told me he was afraid he was too old to ever become a champion sailor. All I could think was - I thought you were! Is 60 another crises year like 40?

So Jack had a handicap. From that time forward I think he worked harder than ever to improve his sailing skills. He traveled to many more regattas for the competition and different racing conditions. I thank God he lived long enough to realize his dream at the 1992 NACs.

He sailed with integrity, honesty, fair play and a drive to become the best he could be. Jack Orr was the epitome of the Corinthian spirit of sailing. And that IS the best a man can be. It seems ironic that Jack was the last person to realize what we knew all along - that he was and always will be a champion.

Dave Robison, GNY District

# THE GREAT 1992 NAC'S WATERFIGHT

Roland Foerster's natural reaction was to look directly into the nozzle of the garden hose. The pressure was gone and his counter-attack against the water cannons had been aborted. I stood about thirty feet away holding the garden hose securely kinked and, watching Roland looking into the garden hose, resisting the urge to let go and squirt him. When he saw me he charged, screaming, "You...!" and I wished I had let go.

This was typical of some of the adult activities at the 1992 NAC's. Everyone seemed loose and in a good mood. I've never seen an NAC's like it. My favorite before had been the 1990 NAC's at Southern Yacht Club where Larry Taggart and his friends showed us all a wonderful time. The mood this year at Carlyle was definitely laid back.

Everyone who knows me knows I love a good party and this was a good one, from the waterfight to the Flamingo Attitude Adjustment.

As co-chairman of food I was privileged to work with Barb Knight. Barb combined her natural sense of humor with her natural take-charge-and-get-it-done ability in a way that made it all run smooth, even when it got hectic. Barb also recruited a large capable crew of volunteers which would be the envy of any NAC committee, including Corinne, Lois, Tom, Sandy, Sandy, Lynn, Marilyn, Betty, Pat, Norma, (3-no), Pete, Byron, Ron, James, Billy and many more. I wish I had you all for the Glow. I could retire!

## NAC RECIPES:

### Chicken -

Rub chicken quarters with Lawry's seasoned salt and pepper and Lawry's garlic powder. Grill over charcoal until

evenly browned then place in foil roasters and cover tightly with HD foil. Simmer over low coals 45 minutes.

### Baby back-pork ribs -

Use only 1-3/4 and down racks (1-3/4 lbs. per rack or less) and rub with CUSTOM BARBEQUE SEASONING FOR CHICKEN AND PORK and bake in 300 degree oven 45 minutes. Can be done in a barbeque with a cover being careful not to cook too hot.

### Beef ribs -

Use any meaty beef rib off rib roast or short ribs. Rub with salt, pepper, garlic powder and allspice. Brown over open coals and then place in foil roaster, sprinkle with dry onion soup mix and beef stock, add a few juniper berries and cover with HD foil. Pot roast over low coals for 1-1/2 hours.

### Pork Roast -

Use any cheap to moderate pork roast like Boston butt, shoulder roast, fresh ham or loin roast. Coat with Lawry's seasoned salt and pepper and garlic powder and rub in with worcestershire. Roast in 300 oven for 3-1/2 to 4 hours. Can be done in a covered grille being careful not to roast too hot.

### Gyros -

Brown 1 lb hamburger together with 2 TB each dried minced onion, mint, oregano. Let cool to room temperature then add 1 TB garlic salt, 1 tsp ground black pepper and 2 TB fresh squeezed lemon juice. Mix well.

### Rice salad -

Steam 1 cup uncooked generic rice (not Minute Rice or Uncle Ben) in 2 cups chicken broth. Chill. Mix in 3 TB prepared Good Seasons brand mild



Italian Salad Dressing. Serve out of 1-cup salad molds with a sour cream cucumber tsaziki garniture.

### Spaghetti Marinera-

1 cup each mushrooms, cauliflower, sliced. 1/2 each red and green bell pepper, julienned. 1 cup olive oil. 8 oz canned tomatoes chopped. 1 small can tomato paste. 1/4 cup Italian seasonings. 1-1/2 cups dry red wine. Slice mushrooms and cauliflower in 1/4" slices. Saute in olive oil until just tender. Add onion, green and red pepper, Italian seasoning, tomatoes and tomato paste and rest of olive oil and simmer 1 hour. Add wine and simmer 15 minutes.

### Spaghetti Aoli-Oglio -

1 garlic bulb, peeled and chopped. 1/2 cup each Italian seasoning, parsley, chives, dried onion, 2 TB crushed red pepper. Saute in 1 cup olive oil. Toss with al'dente pasta and serve with pecorino romano cheese.

### Spaghetti Bolognese -

1 lb pork sausage plus 1 lb sweet Italian sausage links, 1 cup chopped onion, 1 cup chopped green pepper, 1 tsp each paprika, garlic salt, black pepper, thyme. 1/2 cup chopped pimiento-stuffed green olives, 1/3 cup olive oil, 1 small can sliced mushrooms and 3 small cans tomato paste. 1 to 1-1/2 cups water to adjust consistency. Brown sausage, add all ingredients, cover and simmer 2 hours. Brown sausage links, cut to bite-size and add to sausage, cook 1/2 hour more.



# 1992 Greater New York District Championship Regatta Ends in a Three Way Tie for FIRST!

35 Boats from 11 Fleets representing 15 Yacht Clubs sailed in the Greater New York District Championships held June 6th & 7th at Shore Acres Yacht Club on Barnegat Bay, NJ. The participants enjoyed one of the most exciting District Championships in recent memory with a three way tie for first in the Championship Division. Five races were held and won by five different boats in varied conditions.

Barnegat Bay is known for its fresh sea breeze and a number of boats felt they were taking a chance by not having a third person in the boat but Race one was a light air race and the first five boats across the finish line were all two up boats. Gary Powell and Taylor Smith as crew smoked the field in race one. John Pridmore with crew Trevor Davey were second and Chris Swensen & crew Eric Sutton took third.

The second race saw only a slight increase in the breeze and was won by FSSA First VP Jack Orr with John Cook as crew. The local team of Joe Thorpe with Bill Russell as crew took second and the 1991 Wife/Husband Champions Bill & Eileen Ewing with Dan Vought as their third took third place.

Race three was the last race scheduled for the first day and the breeze started to build. The Race Committee called for a long course to take advantage of the stronger breeze. The local team of Kris & Diane Smith with Steve Bellows as a third played the favored left side of the course and took the lead on the second beat. As the sea breeze began to bring in fog off the ocean and the RC chose to shorten the course and finish the race after the third beat. The Smiths took first with Powell second and Joe and Patti Gulick in third.

Race four was started before the sea breeze had a chance to build and was another light air race but not as light as race one. Joe Thorpe sailed a strong race to win his first race of the regatta and put his boat solidly in first place overall after four races. Defending District Champion Ira Cohen with Cathy Cohen and Greg Fisher as crew began to show their boat's potential by finish-



1992 Greater NY District Championship

ing second. Gary Powell remained in the hunt with a third.

Race five was representative of the normal afternoon conditions on Barnegat Bay as the sea breeze continued to build towards planing conditions. The boats with three people finally got their air with the first four boats across the finish line all being three up. Joe Thorpe's lead quickly evaporated as his spinnaker pole broke and he slipped back in the pack. Ira Cohen, Bill Ewing and Kris Smith battled for the top three places in the final race with the outcome of the regatta in the balance. Ira was able to maintain his lead and finish in first with Bill in second and Kris in third. The top spots for the regatta now depended on how Powell and Thorpe finished. Gary took sixth and Joe, who had slipped back in the pack, made a last ditch effort and passed a couple of boats right at the finish line to take 9th.

The finishes at the finish line were so close that none of the boats could figure out who had won the regatta. They had to wait until the scores came off the computer and even then there was doubt as it turned out that three boats had tied with 20.75. Ira Cohen's win in last race over Bill Ewing put him in a tie for first instead of Bill. Joe Thorpe's photo finish for 9th in the last race preserved a place in the three-way tie for first. Gary Powell's boat was from the New England District and was eligible to win the Regatta but not the NY District Perpetual Trophy. The tie breaker formula in use for the regatta

awarded the District Championship to Joe Thorpe by virtue of beating the defending District Champion Ira Cohen in four out of the five races but was unable to break the three-way tie for first in the Regatta. Although it was a scorer's nightmare,...it seemed like a fitting ending to a very competitive five race regatta. The total point spread between first and fifth in the Championship Division was only 6 points. Only 1.25 points separated 1st from 4th.

In addition to the trophies for the top four boats in each division the Regatta also awarded trophies to the top Wife/Husband boat and the top Masters boat in each division. Ira and Cathy Cohen took the Wife/Husband Trophy in the Championship Division while Tom and Mary Reinke took the honors in the Challenger Division. Jack Orr was the top masters boat (Skipper 55 or older) in the Championship Division and Bob Cremonni was the top masters boat in the Challenger Division. Eleven boats had a wife/husband team on board and six boats were eligible for the masters Trophies.

In the Challenger Division all five races were won by two boats. Mark Riefenhauser and his father Frank won two of the five races and went on to edge out the boat skippered by Eric Feldman with Mike Friedman as crew for the overall win. Eric sailed a very strong regatta and won three of the five races. Eric also had a second place fin-

(Continued on page 8)

(continued from page 7)

ish but was hurt by an 8th in the fourth race. The third, fourth and fifth places were very close. Ed Summerfield with Herb Lindsey as crew took third followed by newcomer to the Scot Class Bruce Kohut in fourth and local sailor Bob Scot in fifth.

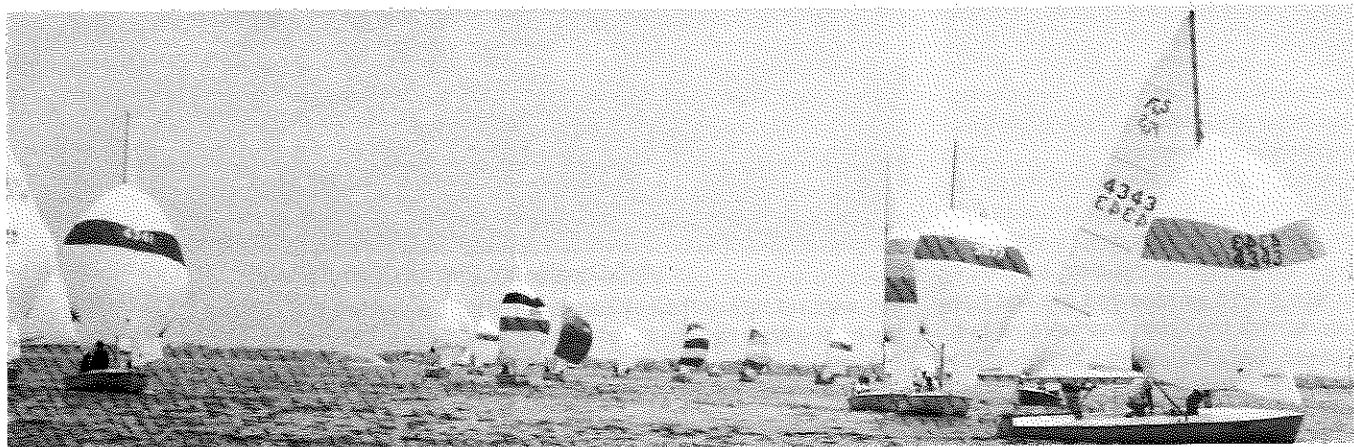
Everyone benefitted from having several of the top sailors in our class sailing in the regatta. Steve Bellows,

Greg Fisher and Bill Ewing represented the boats that won the 1991 North American Championship, the 1992 Midwinters Championship, and the 1991 Wife / Husband National Championship. They offered tips to anyone who was interested and judging from the gatherings in the parking lot a number of us took advantage of the opportunity.

The Regatta was well run by the Race Committee which was made up of the SAYC multihull sailors and head-

ed by Read Hayward (you may have read his article on the rules which appeared in both Sailing World and was reprinted in Scots N Water). Fleet 31 holds an annual Fall Regatta at Shore Acres Yacht Club the weekend following the Labor Day weekend and cordially invites all active FSSA members to take advantage of the opportunity to sail with us on Barnegat Bay.

Kris Smith  
FLEET CAPTAIN



Race 2, Light Air, First Reach

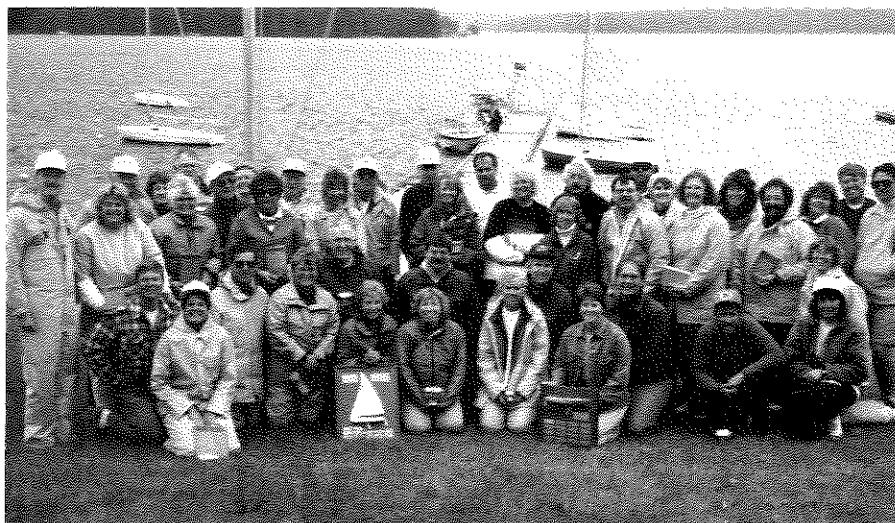
### Flying Scot Greater NY District Championship, SAYC, Barnegat Bay, NJ June 6, 7, 1992

Championship										
	Skipper	Crew 1	Crew 2	Sail No.	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Gary Powell	Taylor Smith		3323	0.75	9	2	3	6	20.75
1	Joe Thorpe	Bill Russell		4104	5	2	4	0.75	9	20.75
1	Ira Cohen	Cathy Cohen	Greg Fisher	4343	8	4	6	2	0.75	20.75
4	Bill Ewing	Eileen Ewing	Dan Vought	4246	7	3	5	5	2	22
5	Kris Smith	Diane Smith	Steve Bellows	4341	9	7	0.75	7	3	26.75
6	Joe Gulick	Patti Gulick		964	4	11	3	4	11	33
7	Christopher Swensen	Eric Sutton		4639	3	5	13	8	13	42
8	Jack Orr	John Cook		3877	6	0.75	19	12	5	42.75
9	Glenn Shaffer	Joyce Shaffer	Rich Kerdock	4468	14	6	9	13	4	46
10	George Terry	Angelo Ascione		3839	11	8	10	11	7	47
Challengers										
1	Mark Riefenhauser	Frank Riefenhauser		2516	4	3	0.75	0.75	2	10.5
2	Eric Feldman	Mike Friedman		2108	0.75	0.75	2	8	0.75	12.25
3	Ed Summerfield	Herb Lindsey		4736	7	2	3	4	6	22
4	Bruce Kohut	Jane Kohut	Diane	3869	2	5	5	3	9	24
5	Bob Scott	Jay Levy		4047	8	4	7	2	4	25
6	Steve Berglund	Dan Ioli		4398	6	6	14	7	3	36
7	Craig Lambie	David Lambie		1818	9	8	10	5	5	37
8	Bob Cremonni	Laverne Hoag		4471	3	7	8	12	11	41
9	Gene Alkes	Gary Hogan		4085	5	9	12	9	7	42
10	Bob Chamberlain	Philippe Pouillard		4600	12	10	4	11	12	49



# 1992 Flying Scot Wife-Husband NAC

The North American Championship for wife-husband crews sailing in Flying Scots was held June 19-21, 1992 on Deep Creek Lake in Oakland, Maryland. This was the seventh annual event for the one-design Flying Scot class which has nearly 5000 sailboats in over 100 fleets in the U.S. and Canada. Fleet 6 which is based on Deep Creek Lake hosted the regatta. Charles Buffington, captain of Fleet 6, was the chief organizer for the event, and former wife-husband champions, Karen and Harry Carpenter, volunteered as race committee. Couples attended from 14 states including Maryland, Pennsylvania, West Virginia, New York, New Jersey, Virginia, North Carolina, Georgia, Alabama, Florida, Ohio, Kentucky, Tennessee, and Colorado.



1992 Wife-Husband Winners

Crews on 67 boats competed in the 5 race series on Saturday and Sunday in moderate winds under cloudy skies and record low temperatures in the 50's. For racing, the boats were divided into two fleets, 38 in the Championship and 29 in the Challenger Divisions, plus

an additional award category, the Century Division, for couples with combined ages over 100 years. Race results are as follows for the top finishers:

Championship Division		Points
1. Pamela and Brian Pace from Galloway, Ohio.....		17.25
2. Eileen and Bill Ewing from Fairhaven, New Jersey.....		19
3. Jo and Rick Baugher from North Canton, Ohio.....		19.75
4. Blair and Steve Bellows from Pensacola, Florida.....		23.75
5. Cathy and Ira Cohen from Garden City, New York.....		32
6. Darla and Terry Bell from Brandenton, Florida.....		43
7. Chris Czapleski & Tom Hohler from Pittsburgh, Pa.....		50
8. Jeanette and Chip Dodd from Pittsburgh, Pa.....		56
Challenger Division		Points
1. Anita and Cal Hudson from Palm Bay, Florida.....		20
2. Judith and Bill Cronenberg from Pittsburgh, Pa.....		21.50
3. Patti and Charles Buffington from Pittsburgh, Pa.....		21.75
4. Carol and Richard Frankland from Youngstown, Ohio.....		25.75
5. Jeanne and Chris Rotunno from Oswego, New York.....		26
6. Ann and Peter Seidman from Ballston Lake, NY.....		33.75
7. Chris and Ray Peters from Pittsburgh, Pa.....		34
8. Alice and Mark Shoemaker from Cincinnati, Ohio.....		38
Century Division		
1. Barbara and Don Griffin from Pittsburgh, Pa.		
2. Rosalie and Jack Leipper from Salem, Ohio		
3. Audrey and Doug MacMillan from Deer Park, MD		

**Awards were also given in some special categories to:**

**Anna and Dave Coe** for the most improved couple since they have just begun racing and this was their first regatta.

**Ted and Florence Glass** for the highest combined ages (152 years).

**Linda and John Burke** for the longest distance travelled after journeying from Englewood, Colorado.

**Mara and Jack Huling** as the most newlywed couple. They have been married for only 6 months and this was her first race.

(Continued on page 10)

(continued from page 9)

**Wife - Husband Results by Race**

**Championship Division - 38 boats**

1. #4800 - Pace	12	3	3/4	3/4	3/4	=	17 1/4
2. #4246 - Ewing	3	2	5	7	2	=	19
3. #3666 - Baugher	3/4	9	2	5	3	=	19 1/2
4. #GYA11 - Bellows	6	3/4	4	3	10	=	23 1/4
5. #4343 - Cohen	2	5	15	2	7	=	32
6. #4801 - Bell	10	4	12	13	4	=	43
7. #3883 - Czopleski-Hohler	11	8	6	6	19	=	50
8. #4601 - Dodd	13	15	9	8	9	=	56

**Century Division**

1. #2259 - Griffin	5	8	22	16	14	=	75
2. #4505 - Leipper	17	21	7	DNF	11		
3. #4150 - MacMillan	8	22	31	14	20	=	95

**Challenger Division**

1. #4660 - Hudson	2	2	4	10	2	=	20
2. #4716 - Cronenberg	7	3/4	11	2	3/4	=	21 1/2
3. #711 - Buffington	3/4	4	3	9	5	=	21 1/2
4. #4135 - Frankland	10	5	2	3/4	8	=	25 1/4
5. #3991 - Rotunno	8	6	5	3	4	=	26
6. #4254 - Seidman	4	10	3/4	13	6	=	33 1/2
7. #2127 - Peters	5	3	10	5	11	=	34
8. #4449 - Shoemaker	6	11	6	8	7	=	38

*As you can see, the racing was close, especially in the top 3 spots in each fleet!*



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# Fleets In

## 1992 Midwest Regatta Results Jack McClurkin

The Midwest District Regatta was held on June 27 and 28, 1992 at Delavan Lake Yacht Club in Delavan, Wisconsin. Delavan Lake is in southeastern Wisconsin, 85 miles northwest of Chicago and 60 miles southeast of Milwaukee. The lake is 1/2 to 1 mile wide and 3 miles long. The racing area of the lake is a one mile circular area just off shore from the yacht club.

Unseasonably frigid temperature greeted the sailors for the start of the regatta. Early Saturday morning temperatures were 45 degrees, some 30 degrees lower than normal. A strong Canadian high pressure system brought the cold temperatures, along with due-north winds of 12 to 17 knots, and the cold temperatures, along with due-north winds of 12 to 17 knots, and mostly sunny skies.

Instead of wearing the usual June sailing attire which would consist of a past year's regatta tee shirt, old shorts, and smelly sneakers, today the sailors looked like iceboaters waiting for the ice to form. Jeans, sweatshirts, and boots were common, covered over by foul weather gear for additional warmth.

Once on the water, the sailing conditions were superb. Even with moderate to heavy winds, the lack of waves kept most sailors dry, and the sun kept all those layers of clothing warm. Unusual for this wind strength were shifts of 20 degrees and velocity variations of 5 knots.

Three races were conducted on Saturday using 3 different race courses. Each race lasted about an hour. The sailors competed on windward-leeward, triangle, and olympic courses. The olympic course featured a broad reach followed by a screaming reach. In one of the races, three boats capsized. All were quickly righted, and all three finished.

Two races were conducted on Sunday morning over olympic and windward - leeward courses. Temperatures were in the lower 50's, with due north winds of 5 to 15 knots. Considerable velocity variations coupled with a shifty wind made for interesting sailing.

Twenty six boats participated in the regatta, coming from 7 different clubs



1992 Midwest Regatta

in Illinois, Wisconsin, and Minnesota.

The 1993 Midwest District Regatta will be held at Ephraim, Wisconsin, on August 7 and 8.

## Whale of a Sail Lake Carlyle September 19-20

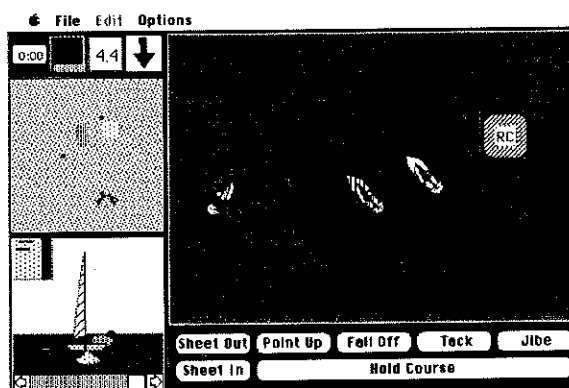
Bernie Knight

The 1992 "WHALE" saw a few out of the ordinary events. On Saturday only one race was sailed in the morning, starting in 5-6k of east wind and finishing in 0-2k. Shortly after that the lake went glassy for the day, which prompt-

ed a variety of extraordinary activities normally associated with bored, land bound sailors. Most notable was putting 30 people and a keg of beer on Jim Harris' boat for a record, we think. Photo evidence is elsewhere in this issue. Seems that the Dallas, Texas fleet got 27 people on a Flying Scot with a keg of beer, and offered a \$100 prize to the fleet beating their record. We will collect at the "Glow in the Dark."

*(continued on page 12)*

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**MAKES A GREAT GIFT!**

(Continued from page 11)

Another notable event was two Hartmans in the same boat, with Steve crewing for brother Mike. As the wind built to 10-15k in the last race in the rain on Sunday they got more and more optimistic. But, it was too little, too late for them.

Whale of a Sail Race		
Total		
1	4115 Bernie & Suzie Knight	4.75
2	4296 Jim Harris & Betty Struckhoff	5.50
3	4305 Mike & Steve Hartman	9.00
4	4300 Mike & Jo Ann Sullivan	12.00
5	4294 Curt & Carol Elmer	15.00

**SCOTSCRIPTS  
FLEET 13  
PRIVATEER YACHT CLUB  
CHATTANOOGA, TENNESSEE**

Two years ago, a large group of PYC members gathered to discuss the future of one design racing at our club. Privateer has a long history of active one design racing, having sponsored Lasers, Thistles, J24's, Highlanders, and at one point, the largest Snipe fleet in the world. Most clubs in our area are seeing a decline in one design activity, and ours is no different. The meeting held at Neil Mathews home was an attempt to consolidate the active racers left among the various fleets into one class, and preferably a class new to our club so that everyone would start out at pretty much the same level. After soliciting ideas from the group as a whole, and listening to pitches from several different one design classes, the group watched a video provided by Flying Scot, Inc. This video is a great sales tool and I recommend its use to those who are trying to build their fleets. One of the most attractive aspects of the Scot illustrated by the video was its simplicity and strict adherence to one design principles.

Several of the sailors at the meeting made their decision to get involved in the Scot, and the search for used and abused boats was begun. It was also at this point, that one of the elders of our club recalled that in 1960, another group with similar goals established a Flying Scot fleet at Privateer. This fleet originally consisted of three boats, and not much else is known except that the fleet wasn't active for more than a few years. Six months after our first gather-

ing, and after trips to Montgomery, Alabama, Deer Park, Maryland, and Atlanta, GA. there were once again Scots, flying across the waters of Chickamauga Lake. The fleet really took off, however, after a midwinter drive to Detroit with five empty trailers, and a couple of good books "on tape", in order to pick up five tired looking Scots. Many thanks to the members of the Detroit Yacht Club who helped us load the boats, and then invited us to join them for dinner at their spectacular clubhouse. Thirteen hours of driving in rain and snow had left us pretty ragged, and the hospitality shown by our fellow sailors was much appreciated.

Fleet thirteen is alive and well, with some luck, we won't have to be reincarnated thirty years from now. We're looking forward to hosting our very first Scot regatta in September, and to continuing the tradition of one design sailing at Privateer Yacht Club.

Rob Fowler  
Fleet Captain

**MIDWEST SINGLEHANDED  
REGATTA RESULTS**

Eight sailors participated in the second Midwest single handed regatta on June 26, 1992. This three race, one day regatta was held at Delavan Lake Yacht Club in southeastern Wisconsin just prior to the Midwest District Regatta.

The courses consisted of olympic and windward leeward courses. Each race lasted less than an hour. The wind was from the north northwest at 10 to 12 knots.

**1992 MIDWEST DISTRICT  
CHAMPIONSHIP**

1. 427 Lott
2. 4771 Newton
3. 3404 McClurkin
4. 4530 Klick
5. 3204 Hartman
6. 3453 Dehmlow
7. 2576 Slocum
8. 4115 Knight
9. 4419 Dugan
10. 4005 Goebel

**1992 MIDWEST SINGLE HANDED  
CHAMPIONSHIP**

1. 3204 Hartman
2. 4530 Klick
3. 4570 Leistiko
4. 3404 McClurkin
5. 4005 Goebel

**FLEET 140/MEDICINE LAKE  
SAILING CLUB UPDATE**

This is the first year for Fleet # 140/Medicine Lake Sailing Club. The club is located in a western suburb of Minneapolis and sails about 50 races a season, with scows historically the predominant racing class. In this our first year with a Flying Scot fleet, we have 7 registered boats, and several others are very interested in joining. Our boat age covers a wide range...# 109 to #4775.

Our first regatta was an informal July 4th invitational in which we invited our neighboring Twin City Fleet, #95/Wayzata Yacht Club to join us. We dubbed this the unofficial Minnesota State Championship, and were pleased that two boats from Wayzata Yacht Club joined us. A total of 10 Flying Scots participated.

On Saturday and Sunday winds ranged from the low 20's MPH to the low teens, although higher winds forced cancellation of races planned for Friday. Winners were as follows:

	F.S.#	Fleet #
1. Larry Klick	4530	95
2. Jack Deitte	109	140
3. Dave Schwain	1354	140
4. Roger Joys	4775	140

We plan on making this an annual event, and of course broadening participation over time.

Dave Schwain F.S. #1354

**FSSA 35TH ANNIVERSARY REGATTA  
1992 OHIO DISTRICTS  
BY SANDY EUSTIS, FS4710**

Once every five years, Flying Scot Fleet One hosts a special regatta to celebrate the formation of the Flying Scot Sailing Association and the chartering of Fleet One in 1957. This year on June 26-28, 50 Flying Scot crews came back to Fleet One's Lake Cowan, near Cincinnati, Ohio to celebrate our 35th Anniversary. The festivities included a warm up race on Friday afternoon (won by Steve Branner and crew Bob Summerfeld), a four race Regatta series on Saturday and Sunday, and a traditional Fleet One Pig Roast party on Saturday evening. Exceptionally nice, event trophies - commemorative ice-buckets for skippers and matching glassware for crew - were made possible through the generosity of the

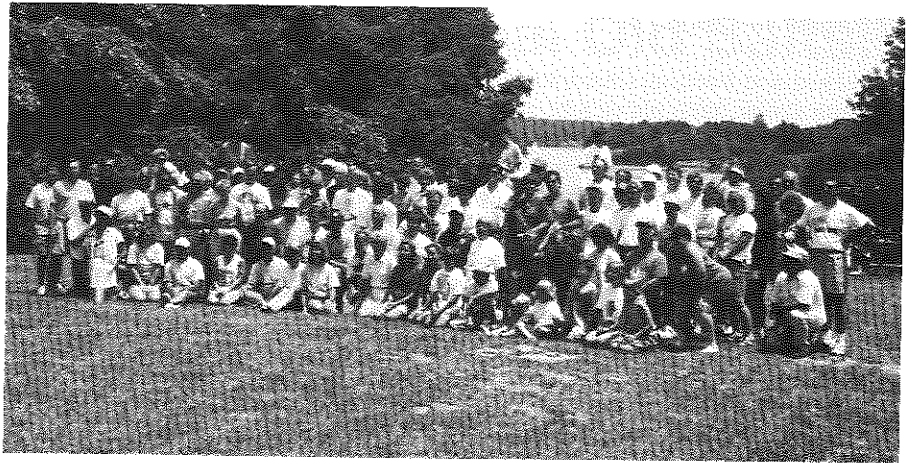
(Continued on page 13)

(Continued from page 12)

event's three sponsors, longtime class supporters Flying Scot, Inc. of Oakland, Maryland; North Sails One Design, Inc. of Columbus, Ohio; and Schurr Sails, Inc. of Pensacola, Florida.

Many of the first time visitors were surprised at the small size of Lake Cowan, where the racing area is only about 3/4 mile long x 1/2 mile wide. They soon learned about a kind of sailing where wooded hillsides, side creeks, bare fields, and points of land each create their own hard-to-understand wind channeling effects, and 30 degree shifts are ordinary. In addition, Saturday's three races featured two competing windflows - a clearing westerly breeze behind the previous day's frontal system and a lingering northerly from a low pressure system to the east. The two flows were almost equally strong at 4-8 knots and veered at about 70 degrees to each other. In these conditions, both directional and velocity windshifts were huge, and the racing results were very jumbled.

In a very deeply talented 25 boat HOG (Championship) division, only Brian/Pamela Pace (2-1-2 finishes) and Graham Hall/Marda Runstad (3-1-3) were able to post three good scores on Saturday; Dan Goldberg/Jim Starr were the only other competitors under 20 on the day, with a 2-6-11 for 19. So much



35th Anniversary Regatta

for consistency; in Sunday's shifty-drifty nail biter, those three finished in the bottom half of the division at 15th, 16th, and 22nd respectively. On Sunday, Harry Carpenter and his sister Sally ghosted old FS#1 to victory, just ahead of collegiate All-American Andy Lovell (borrowed boat, borrowed sails and borrowed Danielle Hunt and Charles Vanderhorst as crew). Jim Sprow/Doug Kuller from Kentucky's Cave Run Lake were third. Sunday's winners weren't any more consistent than Saturday's heroes; Carpenter had already posted a 21 on Saturday, Lovell a 15, and Sprow a 16. Throughout the HOG series, position changes of 5-10 places on a leg were common; those who did well in a particular race gener-

ally got off the starting line quickly in clear air, and then were among the first few boats to get into that first big wind-shift.

In the final tally, the Paces won the 35th Anniversary event with 18.5 points - surely one of the highest winning totals ever in a 25 boat field. Hall/Runstead were second at 22.75. Incredibly, only one HOG team, locals Bob and Lynne Peterson, were able to finish in the top half of the field in all four races; their 31 points (10-4-10-7) was good enough for third overall. In winning the event, the Paces continued their recent domination of the Flying Scot regatta scene, having won the

(continued on page 14)

**HOGS**

Sail #	Skipper Name	Crew Name	Place
4800	Brian Pace	Pamela Pace	1
742	Graham Hall	Marda Runstad	2
3699	Bob Peterson	Lynn Peterson	3
4718	Andy Lovell	Danielle & Charles	4
4682	Sprow/Kuller	Kuller/Sprow	5
4771	Michael Faugust	Paul Newton	6
1	Harry Carpenter	Sally Carpenter	7
3560	Jeff Irvine	Kristen & Chris	8
4761	Dan Goldberg	Jim Starr	9
4620	Mike Cullen	Jack McClurkin	10

**OINKERS**

Sail #	Skipper Name	Crew Name	Place
3637	Dean Marlin	Cecilia Marlin	1
4115	Bernie Knight	Barb Knight	2
4449	Mark Shoemaker	Alice Shoemaker	3
401	George Leet	Ken Cova	4
2127	Ray Peters	Chris, Trudy & Dirk	5
3516	Ev Kitchen	Annette & Bruce	6
142	Bill Reinke	Betty Reinker	7
3363	Julian Magnus	Carol Magnus	8
681	John Blonski	Amber & Ken	9
2666	Tim Barrett	Wanda Barrett	10

**FIGLETS**

Sail #	Skipper Name	Crew Name	Place
4419	Dennis Dugan	Jim Dugan	1
3700	Mike Higgins	Vivian Higgins	2
3534	Mike Shayeson	Nancy Shayeson	3
3146	Dick Dage	Marie Dage	4
1472	Steve Yovan	Susan Yovan	5

(Continued from page 13)

Wife-Husband National Championship at Deep Creek. With his victory at the 35th, Brian also became a very deserving 1992 Ohio District Champion

Tales of inconsistency also characterized the racing results in the 17 boat OINKER (Challenger) division, where four races produced four different race winners. The only really consistent team, Dean/ Cecilia Marlin from Fleet 80 in Pittsburgh, won the event without winning a race; 3-3-5-2 finishes were enough to give them several points to spare over the second place finishers - FSSA President Bernie Knight and his wife Barbara. In the 7 boat PIGLET (Non-Spinnaker) division, Dennis/Jim Dugan from Chicago totally dominated the field, winning all four races, all but once with a big lead.

Closeness on the race course was mirrored around the clubhouse before and after the racing. Almost 80 participants camped on the Cowan Lake Sailing Association's grounds for the weekend, and over 150 people attended Saturday evening's Pig Roast. Almost everyone stayed around after dinner for impromptu skits created by

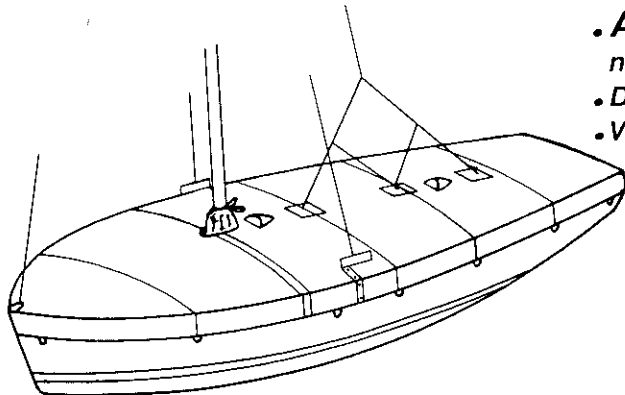


Sandy Eustis presenting Fleet 1 Trophy to Fleet 135 at 1992 Nationals l. to r. Bob McKinsey, Jerry Hartman, Bernie Knight, John Domagala and Sandy Eustis.

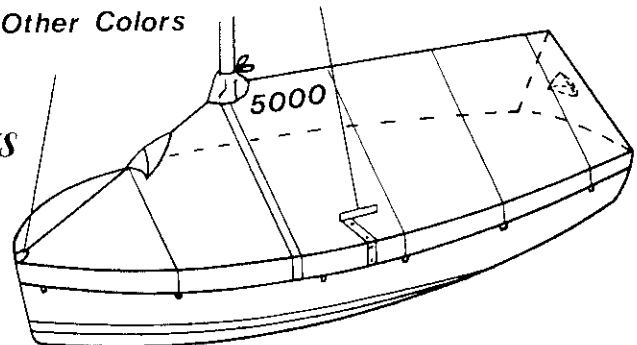
several groups of participants, followed by Graham Hall's excellent presentation of his America's Cup slides, taken during his tenure as coach of the winning America\*\*3 team. Jerry and Sunshine Hartman hosted the late night crowd around a campfire in front of their motor home, while John

Domagala and Rick Baugher shared the Party trophy for their dogged refusal to sleep more than a couple of hours each between Friday afternoon and Sunday (well, for some other antics too, but you hadda be there to appreciate their performances.)

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# Convenience and Safety for Real Old Salts!!

By Archie Thomas, FS 4569

Ideas expressed here may be considered sacrilege by those Scot owners primarily interested in racing. But at the age of 74 I am more interested in just enjoying a good sail – but with some convenience and safety measures I have devised for the boat. I must reluctantly admit my arthritic fingers are not as nimble as they used to be, my sense of balance has deteriorated some, my eyes have trouble finding the slot for the pin in halyard shackles, and my being overweight prevents me from

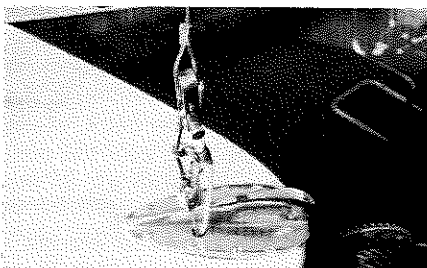


Photo #1

scampering around the boat as in my younger days. All these aging characteristics make me more cautious than I used to be, especially when operating through powerboat wakes in Sandusky Bay!

In addition to these personal factors, my crew frequently consists of persons with little or no experience in sailing, and sometimes I sail alone. For all of these reasons I have invented or stolen ideas which make my sailing more convenient and safer!

The snap action of stainless carabiner hooks with an eye make attaching

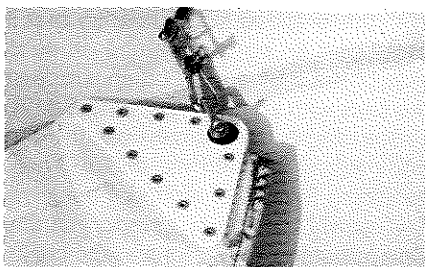


Photo #2

the jib and main halyards much easier than squeezing the halyard shackle and fiddling with securing the spring action pin. A 2" carabiner with 5/16" eye can be attached to the jib shackle and to the tack shackle (Photo #1). It is then easy to move the jib halyard from the

tack shackle to the head of the jib. Adding the carabiner hook does not in any way restrict the full hoist of the jib.

On the headboard of the main I per-



Photo #3

manently attach a small standard D shackle. To the regular halyard shackle I attach a 23/8" carabiner with 1/4" eye (Photo #2). The carabiner can then be easily snapped to the D shackle on the headboard. Again, adding the carabiner does not affect the hoist of the main. The size of the D shackle in the headboard should be large enough so the carabiner hook will easily snap onto it.



Photo #4

A third carabiner (4" with a 1/2" eye) is used for bow mooring lines. This may sound a bit complicated but when a new crew member can attach both mooring lines with a simple snap of a hook, convenience has been served! Start by attaching a long D shackle to the bow plate. 5/16" mooring lines of sufficient length have been eye spliced (using stainless steel thimbles) to a 2" stainless steel ring. A standard D shackle connects the steel ring to the eye of the carabiner which will be snapped to the long D shackle on the bowplate (Photo #3). Once the other ends of the mooring lines have been adjusted and made fast to the dock cleats, the job is finished. Any novice can snap or un snap both mooring lines with one motion. My best source for

carabiners has been West Marine.

A jib downhaul eliminates the necessity of going forward on a bouncing deck to pull the jib down. Harry Carpenter installed a small single block just below and to the starboard of the toggle bar. The simplest procedure is to use a 23 1/2' dacron line (1/8") and whip a small eye on one end - just large enough to fit on the jib shackle pin (Photo #1). Thread the other end of the line down through the jib tack downhaul hole, through the block (Photo #4)

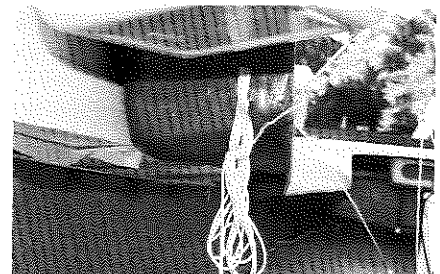


Photo #5

and aft to the starboard side of the mast. A small hole can be drilled in the bottom of the starboard locker through which the end of the line is threaded with a stopper knot tied to control that end of the line. The rest of the line can be coiled and hung on a velcro loop glued to the interior forward part of the seat (Photo #5).

The downhaul will only work if you use bronze jib hanks on your jib rather than the web hanks with the snaps - the webbing does not slide well on the forestay. With the metal hanks the head of the jib can easily be brought down



Photo #6

completely to the deck.

I prefer to bag my jib to the forestay in order to eliminate the time spent bending and striking the jib. An 1/8" dacron line, tied from a cloth loop at the top aft end of the bag, attaches the

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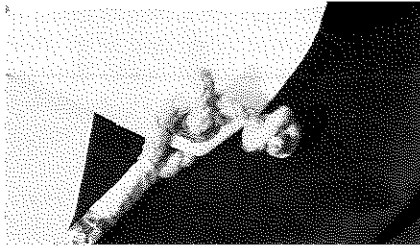


Photo #7

bag to the spinnaker ring by using a nylon shock cord hook. This keeps the bag off the deck. The bag has a plastic zipper on the forward and top edges (Photo #6). Jib sheets can be stuffed in with the sail or you can remove them from the clew and leave them rigged through the fairleads. I use a "toggle and becket" arrangement to facilitate the attachment and removal of the jib sheets.

The toggle and becket is made by cutting about 14" off the jib sheet. Sew a 4" eye (the "becket") in the middle of the sheet and sew to it the 14" line (the "toggle") so that the toggle extends 8"

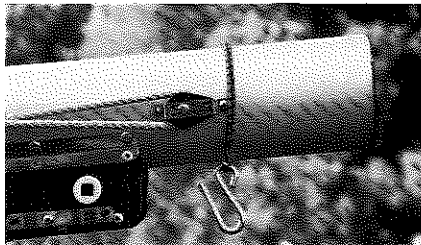


Photo #8

beyond the eye. Whip and tape the sewn parts together and put a stopper knot on the end of the toggle. To attach the sheets push the becket through the clew of the jib and then put the toggle through the becket on the other side of the clew (Photo #7). Pulling on the sheet locks the toggle and becket securely. On a windy day, being hit with a flogging toggle and becket is easier on the skull than being hit with a piece of hardware!

A short piece of 1/4" shock cord around the mast through a hook can be



Photo #9

used to hold the becket when the jib is lowered so it won't slide off the deck. It can also be used to secure the sheets to the mast base when they are detached (Photo #8) - the hook here has slipped down to the back of the mast - normally, it is positioned on the forward side of the mast).

My favorite mooring line is the breast line. I attached it to the dock so that about a foot or two extends into the cockpit. By running the line through the

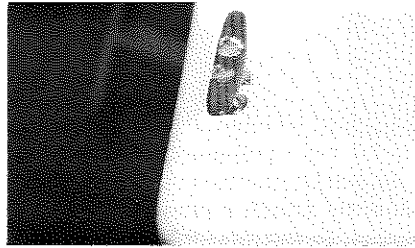


Photo #10

jib hexaratchet aft of the sheave and then back outboard through the cam cleat (Photo #9), the boat can be snugged up to the dock and be held completely secure while all other mooring lines are released. Since the boat cannot move, this is especially handy for single handling. When you are ready to leave just uncleat the one breast line and you are free.

With a highly waxed afterdeck I soon gave up using the stern mooring rings in favor of a 4" nylon cleat on each stern quarter (Photo #10). Near the outer edge there is just room to have a backing plate under the deck. A 5/16" mooring line works well with this size cleat and is strong enough to stand the Lake Erie winds.

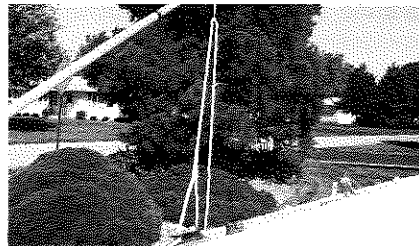


Photo #11

My crew's favorite line is the "docking line". I use it coming back to the dock. It has a 4' eye splice with an 1/8" small loop through one of the strands at the half way point of the eye. By placing the small loop on the end of a boat hook and pulling on the standing part of the line, the line's loop is opened wide and can easily be placed

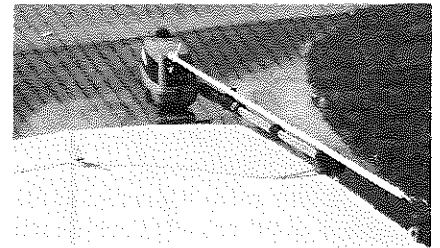


Photo #12

over the first post or cleat as the boat comes alongside the dock. Again, I make use of the jib hexaratchet by putting the end of the line through from outside in. This enables me to warp the boat in and stop its forward motion by watching a previously placed mark on the standing part of the line (Photo #11). My wife, especially, likes the ease of using the large eye splice as docking can be easily done by standing in the boat rather than on the deck. Make sure the line is dropped over the post or cleat from a position aft of the shroud.

Since I use a crowded marina I depend on my "iron jib" to get the boat in and out of the marina. A 3 h.p. Yamaha does an excellent job with a telescoping short tiller extension to control the throttle. By using a homemade "control stick", the only time I have to get on the afterdeck is to lower the motor and to open the motor's fuel cock and the air-vent screw on the gas cap. With the "control stick" I can open the choke and start the motor from the cockpit.

My "control stick" is a 4' wooden dowel with a cuphook (slightly bent open) screwed in one end and a rubber chair leg cap on the other end. 1 1/2" from this capped end a hole is drilled through the dowel and a 4 1/2" length of 1/4" dowel glued in the hole so that it protruded an equal distance on each side of the 5/8" dowel. I then wrapped the stick with chafing tape. (Photo #12).

Standing in the cockpit I use the cup hook end to pull out the choke. Then, switching the dowel around, I hook the 1/4" dowel in the recoil starter handle. One pull starts the motor and the choke is pushed in with the capped end of the dowel. The motor is put in gear by hooking the 1/4" dowel behind the gear shift lever and pulling it into gear. The end of the stick is used to push the engine stop switch to kill the motor.

(Continued on page 17)



(Continued from page 16)

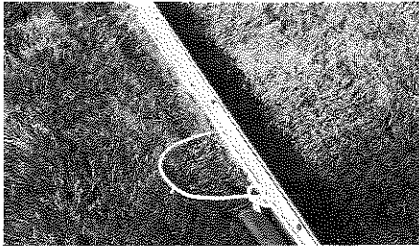


Photo #13

Most of the time I leave the motor in the down position while sailing which eliminates the necessity of closing the fuel cock and the air-vent screw on the gas cap. At the end of the sail it is a simple matter to restart the motor for the trip back to the marina.

Crews like to assist in furling the main on the boom. I have made it easy for them to tie the sail ties in the proper places by putting a patch of red tape on the top edge of the boom where the sail tie should be placed (Photo #13). Using seven 3' lengths of 5/16" spun braid line makes tying up the main an easy task.

As a safety precaution when sailing alone, I keep a collapsible boarding ladder on the seat. A small grab line is

tied to the ladder with the other end extended over the side of the boat. A 3/8" braid line connects the ladder to the bridle lifting bolt near the mast (Photo #14). This line is of sufficient length to allow the ladder to be hung over the transom. I always wear a life jacket when alone and many times wear one when I have a crew. Should I go overboard, I can use the ladder grab line to get my ladder and position it at the transom for boarding.

To the sailing purist all these measures probably seem a bit too much, but for this old salt, it makes sailing much easier and gives my family and me peace of mind. I shall gladly share

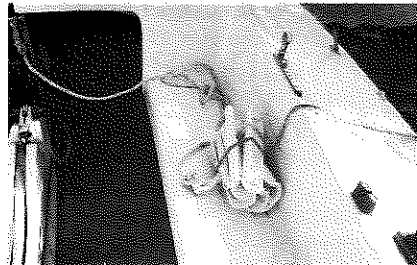


Photo #14

greater detail about these innovations with anyone desiring more information.

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



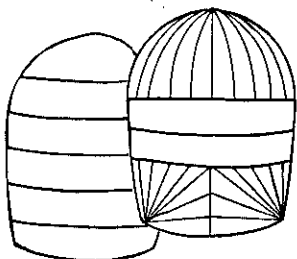
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# Pirates Cove

Ronald S. Zimmerman

Just a note from the Pirates Cove, home of Blackwater and Amazin Blue. The date was the thirtieth day of August nineteen hundred and ninety two at two o'clock in the afternoon. You could feel the closeness of Autumn in the air as we prepped the boat for the last race of the summer series.

Soon after we were on the water we approached the start anticipating the opportunity to frolic and flirt with the deceasing breath of Hurricane Andrew. There were six other anxious teams of well seasoned sailors that braved the conditions with hopes of capturing a small portion of the devastating wind that left many lifeless and without shelter. Excited voices cried out from boat to boat, passing at speeds too quick to allow casual conversation.

Watches were set at the wail of the ten minute warning and boats began to position themselves for the most advantageous start. The first casualty came before the lapse of the ten minutes, the locking embrace of the thirty five mile per hour winds left one team of shipmates floundering in the white cap covered water, their vessel capsized with its center board waving to us like Shamu the Whale at Sea World.

The race started with a great amount of concern and thought about the unfortunate conditions that met the sailors of the overturned boat. No one else wished to let the wind have its way with them. It was going to take a lot of concentration and work to complete the course that was set to leave the buoys to port.

We started on a port tack plowing through wall after wall of water as we made our way toward the windward mark. White knuckled grips boarded from the thread thinning rope that held the main in constant sheet and the lock that I placed on the outrigger to make a parallel hike to the waters plane possible. Continual bailing was required when the winds relaxed and allowed, which was not often.

A quick starboard tack then back to port was required to clear the first mark. It was a maneuver that would remain etched in my mind and purple on my legs for days.

You could feel the sudden acceleration as we rounded and made our way down the second leg. Sails were

trimmed to the winds approval and we shifted our weight to the back of the boat. Conditions were perfect for Blackwater to plane, if she so desired. Unable to make up her mind, Blackwater dove under a series of waves. The first few brought water over the bow which fell to the bottom of the boat like sheets of shattering glass. Then without notice she lunged off of the next wave leaving only a quarter of her hull in the water. Blackwater's mind made, we screamed toward the second mark leaving a misty spray above her wake.

It was at that time we looked to see the wind indicator at the top of the mast. But to its misfortune, the power of the wind had proved too strong and cast it to the bottom of the lake. A quick survey of the rigging that remained found two new holes in the jib and a possible bent boom.

The boat creaked and moaned from the pounding pressure it had undertook. Our helmsman made a comment about his desire to make the course with everything else left intact and that the real test would come as we jibed around the second mark.

When we rounded, an erie feeling set as I watched the sail stand still with just a slight flutter of its edges. You could tell it was building up back pressure, waiting for the proper moment to try and decapitate any unsuspecting sailor. What kept the boom and mast together when it finally let go remains a wonderment to me.

The third leg gave us a chance to see where we stood against the rest of the fleet. To our amazement we discovered that a full leg spanned from our boat to the next in line and that a few boats had dropped their sails and had taken to the safety of the shoreline (a thought I entertained myself).

We planned Blackwater down the third leg in the same manner as the second, fought our way back up to the windward mark and finished the last leg wing on wing.

The thought of a second race was unthinkable, so we made our way back to the dock. Andrew had flexed his muscle for the last time and taken his toll on our fleet earning new respect for Mother Nature from those that tried to match her wit.

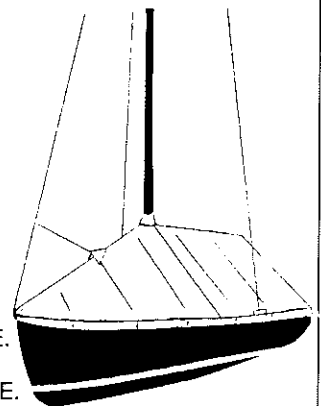
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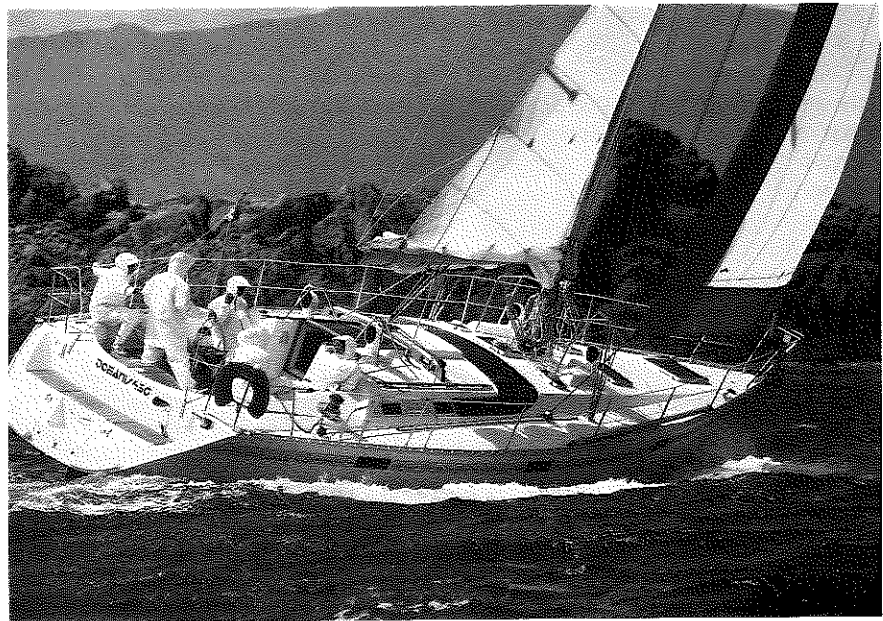
# Sail The Turkish Coast In 1993 Among Byzantine, Greek and Roman Ruins

By Bob Vance, Past Commodore

In May of 1993, the Ninth Flying Scot Sailing Association Cruise will sail the Turquoise/Mediterranean Coast of Southern Turkey. This area is now one of the most desirable destinations in the world to visit. We're using the same formula that was so successful in Turkey last year as well as on both our Alaska and Australian Cruises. A combination of sailing for 10 days plus seven days of outstanding deluxe sight-seeing.

This trip is completely different from 1991. We will sail eastward from Marmaris to Fethiye, Gemiler Island, Kekova Lagoon, Kas, and leave the boats in Kemer. That's right, we're sailing one way along the most beautiful coast of Turkey, including Kekova (and the sunken city) plus all the Byzantine, Christian, Greek and Islamic sights, and then local Skippers will take the boats upwind back to Marmaris.

We'll be sailing on the finest charter sailboats in the world today - - Beneteau. These are the same Beneteaus that were so successful in 1991. Some may even be brand new. These boats are really Deluxe! The 43' are very roomy and have four double cabins with full length hanging closets. (Our cost is based on six persons to a 43'). All have electric windlasses for the



anchor plus built-in aft swim ladders and fresh water hand showers to rinse off with as you get back into the boat. All boats have electric refrigerators/freezers, roller furling, winged keels, etc. Everyone has a stateroom; no one sleeps in the salon. They are the finest charter boats I have ever seen. We have 10 43' Beneteaus reserved.

We'll leave New York May 7, 1993 for

a combination of 10 days on the boat plus seven days of deluxe sightseeing with knowledgeable guides to Antalya and Tarsus with the highlight in Cappadocia, unique in the world with its fantastic landscape. Then it's on to Ankara, the capital of Turkey with its world famous sights and museums. We'll stay at the Ankara Hilton!

*(Continued on page 21)*



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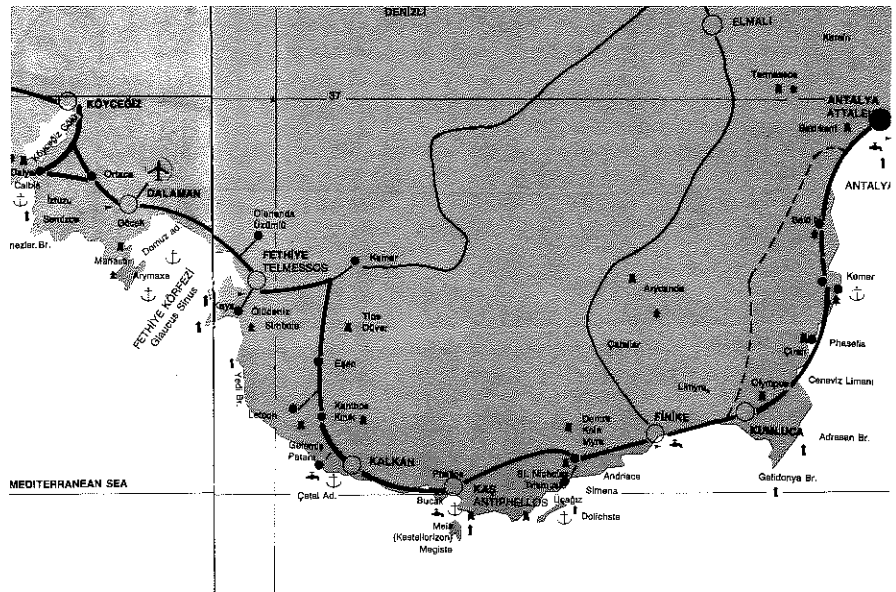
(Continued from page 20)

An extra plus is that on the first day out of New York, we'll have a full half-day escorted tour of Istanbul, including Topkapi, Blue Mosque, St. Sophia and others.

The estimated cost is about the same as in 1991. \$3200 for 18 days includes airfare, boats, charter buses, the best hotels with breakfast and some meals. As we learned last time, half the fun is eating in the local restaurants. We'll be in a different Turkish harbor each night and eat ashore inexpensively in local tavernas. Pat says she likes the fact she doesn't have to cook dinner every night! Meals are inexpensive in Turkey (dinners \$10-\$20 for two, including wine).

By sailing in early May, we should avoid the high winds, (Meltemi) of late summer. The air and water temperature should both be in the 70's. The area we are sailing in abounds with ancient history: Islam Mosques, Roman Ruins and Crusader Forts. Did you know that Turkey has more Roman Ruins and Biblical historical sights than any other country in the world!

If you want to organize your own crew, let us know the names of the other couples right away. If you don't have your own crew, we'll set up the



boats with compatible couples (you can't miss with Scot Sailors!). We obviously need at least one skipper with cruising experience on each boat. Since this is the ninth FSSA Cruise, there should be no shortage of skippers. In order to reserve your boat, each couple should now forward a \$700 deposit payable to "Robert F. Vance - 1993 FSSA Cruise." (Refundable through November 30, 1992). The next payment will be due about January 1993.

This is a great opportunity to take that exotic vacation you always talked about and combine it with cruising in waters that most people only dream about. Send in your deposit and crew list right away so that we can guarantee you a boat at this special rate.

By the time you read this in Scots N Water, it will be late in our plans. If you are interested call Bob Vance right away: Day-(212) 349-1632; Night-(203) 637-3264.

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# Starting Line

Once again it is time to send me the notices of your regatta. By the time you read this, if you write your notice down and mail or FAX it to me, you will have to wait at least four months to read your notice. Therefore if your regatta is in June . . . Think about it. Let me hear from you A.S.A.P.

## 1993 MIDWINTERS AND WARM UP REGATTAS

Always a super time, the folks in Fort Walton and Panama City really do a great job of welcoming us, running the races and providing great mixers and events. MARK THESE DATES ON YOUR CALENDAR NOW!

### WARM-UPS MARCH 27 & 28, 1993

This is a wonderful gear up and warm up series hosted by the Ft. Walton Beach Yacht Club.

### MIDWINTERS SERIES MARCH 29 - APRIL 2, 1993

More details and a registration form in the next Scots N' Water issue.

### MALLORY CUP

In 1995, the Mallory Cup Finals will be held in Flying Scots at Riverside Yacht

Club, the site of the 1991 NAC. The Mallory Cup determines the NAC for Multi-Crew One Design Sailing. Marc Eagan is a past Mallory Cup winner.

## Joan M. Burnside Memorial Fund Established

By Bernie Knight

Friends of Joan Burnside from throughout the Flying Scot community have established a trust fund in the amount of \$6261.62 to perpetuate the memory of Joan M. Burnside; to encourage women's sailing activities, and to promote water safety programs. The deed of gift was executed in August, and the funds were transferred to the Flying Scot Sailing Association for management and use. FSSA can use up to 80% of the interest from the fund for promoting its objectives. Many of us who knew Joan are proud to have this opportunity to promote her memory and work for interests that she held dear. Along that line, we had nine boats in the Women's NAC this summer at Lake Carlyle.

## Meeting Schedules Mid Winters & NAC

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

### NAC

Executive Committee

Tuesday, 3:00 PM

Board of Governors

Tuesday 4:30 PM

Board of Governors Dinner

Tuesday, 7:30 PM

Annual Meeting & Dinner

Thursday

### MID-WINTERS

Executive Committee

Monday, 2:30 PM

Board of Directors

Monday, 4:30 PM

Board of Governors Dinner

Monday, 6:30 PM

## 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  
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### COCKPIT FROM \$186

BOOM TENT THAT COVERS FROM MAST  
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### BOTTOM COVER \$247

SOFT FLANNEL-LINED CANVAS WITH  
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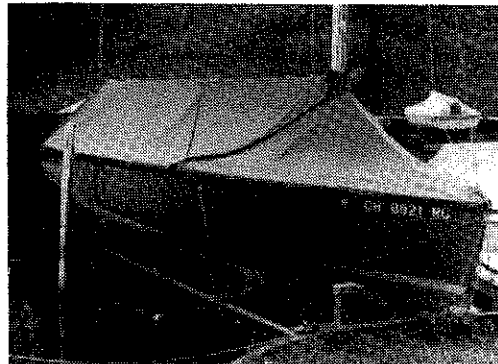
### Here are the simple facts:

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.

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# The Sailors' Tailor

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# New Members

FLEET # District	BOAT #	NAME	ADDRESS	CITY	STATE	FLEET # District	BOAT #	NAME	ADDRESS	CITY	STATE
			131 Swan St.	Buffalo	NY		2957	Donald E. Jenkins	2972 Waimsley Circle	Lake Orion	MI
			490 South 'L' Street	Pensacola	FL		4854	Colin Orloff	5063 Kitson Lane	West Bloomfield	MI
<b>Capitol District</b>								Ron Zimmerman	703 Michigan Street	Sturgis	MI
42	0102	Lane Hammond	14708 Bauer Dr.	Rockville	MD	<b>Midwestern District</b>					
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	0799	Martin A. Reisinger	501 Yarmouth Road	Towson	MD	1187	Stephen F. Sehring	3250 Calais Court	Green Bay	WI	
		Stan J. Miley	3629 Linnnet Ln.	Portsmouth	VA	2163	Richard Slater	324 E. Pershing St.	Appleton	WI	
6		Keith MacMillan	1200 S. Arlington RD	Arlington	VA	4835	Michael J. Ross	2511 59th Street NW	Rochester	MN	
517	4834	John L. Roberts	1654 Ocean Pines	Berlin	MD	1136	Paul E. Lowley	914 Seminole Dr.	Ludington	MI	
		Lawrence C. Ashby	P.O. Box 3804	Greenville	DE		Rick Schmidt	11247 347th St.	Lindstrom	MN	
	3315	William F. Smith	205 Rhett Lane	Elkton	MD	<b>New England District</b>					
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<b>Carolinas District</b>						4831	Kirk Bunn	44 Ward Circle	Brunswick	ME	
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	4748	Durwood Naman	405 Pine Road	Davidson	NC	162	0680	Philip Powers	95 Haverhill Street	Rowley	MA
	4042	Jim & Barbara Johnson	103 Tolliver Court	Cary	NC	1695	David L. Gillespie	177 First Street	Melrose	MA	
	4842	J. Thomas Lee	203 Field Street	Greenville	NC	124		Edward F. Lawson	34 Sunset Road, Box 96	Duxbury	MA
		Charles M. Barnes	909 Front Street	Beaufort	NC	<b>N.Y. Lakes District</b>					
78		Charles D. Parker	Route 3, Box 75 D	Greenville	NC	109	2810	Richard K. Staley	16 Walling Blvd.	Oneonta	NY
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10	0143	James K. Ryan	117 Senix Avenue	Ctr. Moriches	NY	<b>Pacific District</b>					
162	3977	Dr. Drew F. Seibert	623 Main Street	Toms River	NJ	4880		Ronald L. & Margaret Treadway	13462 Hammons Ave.	Saratoga	CA
753	4221	Joe Conron	43 Colton Avenue	Sayville	NY	<b>Prairie District</b>					
	4864	Marc Kurman	76 Greenway Drive	Irving	NY	2833		Charles Kearns	32148 Co. Rd. 1	St. Cloud	MN
		Peggy Roosa	70 Pascoe Road	Southbury	CT			Dr. Lawrence W. Wick	9731 Hascall St.	Omaha	NE
		William A. Loescher	11 Woodland Drive Ext.	Redding	CT	<b>Texas District</b>					
<b>Gulf District</b>						1587		Thomas H. Champney	2802 Bishop's Gate Cir.	Bryan	TX
85	3268	Julian T. McKinnon	2810 Tanglewood Dr.	Millwood	AL	1588		Jim C. Jennings	3705 Maplewood	Wichita Falls	TX
	4826	Current Skipper #4826	P.O. Box 341	Pass Christian	MS	23	co2705	David Abell	14255 Preston Rd. #837	Dallas	TX
	4843	Jeffrey P. Morris	4547 Red Oak Trace	Marianna	FL	118	3095	W. Bert Denton	1708 Catalina Dr. NW	Fort Worth	TX
118	2816	Don Buzby	116 Brentwood Dr.	Ramlap	AL	<b>Florida District</b>					
		Frank W. Eleder	19 Northern Dancer Dr.	Ocala	FL	104	4795	Dr. Robert M. Segaul	351 Tropical Way	Plantation	FL
153		David J. Rees	313 Beverly Blvd.	Latayette	LA	4202		Donna Mohr & Jonathan Hamilton	6203 NW 32nd Street	Gainesville	FL
118	2797	Robert M. Kasper	1126 Arrowhead Trail	Alabaster	AL						
118	4023	Charlie French	3928 Elm Ave.	Montgomery	AL						
<b>Mich.-Ontario District</b>											
9	2503	Jim Fiebig	1432 Rolling Ridge Ln.	Sturgis	MI						
15	2560	Brenda Bell	6415 Woodlea	Kalamazoo	MI						

New Members this report - 80

## Caveat Emptor

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

**FS 3377** Customflex, white with blue stripes, Gator tilt trailer with tongue jack and custom lights, main, jib and spinnaker, boom cover, Waco 360, mast hinge, lifting bridle, anchor, always dry sailed. Asking \$4200. Media, PA 215-565-2871.

**FS-4325**-Douglass white hull and deck, red trim, Schurr sails including unused spin. Stock with Harken blocks, hinged mast. Never raced, always stored dry. Like new Nissan 2.5 hp motor. Tee Nee trailer with spare tire. Anchor, miscellaneous gear. \$5000 without motor, \$5500 with. Boat and owner in Alexandria, VA. Dick James (703) 960-1078.

**FS 4274** Douglass, Ivory w/red stripe, sailed infrequently (dry sailed - fresh water, excellent condition). Tee-Nee Trailer, anti-fouling bottom paint, compass, 2.2 hp Mercury, red fitted cover, mast hinge, spinnaker tackle including pole, anchor, Schurr main & jib, jiffy-reefing, jib window, plus lots of accessories. Usable to take full advantage of boat, Asking \$6,750. Call Joe Harris. (914) 352-5112. Located NY/NJ border.

**FS 4595:** Douglass, white hull, Blue stripe North Main AND jib. Schurr spinnaker, extra sails included. Race ready, lifting bridle, new Trailmaster trailer. Contact Terry Bell, Bradenton, FL (813) 792-6300.

**FOR SALE:** Skirted trailing cover by Sailor's Tailor, grey, used one season, \$235. Main and jib by Shore, very good, \$325. Spinnaker, \$150. Complete set Harken check ratchets, 150 cleats and mounting blocks for jib sheets, never used, \$80. 215-565-9906. Pennsylvania.

**SAILBOAT WANTED** Call Alan Armstrong 814-266-2702. Johnstown, PA.

# 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) 467-3512

### FLORIDA DISTRICT

Thomas C. Hudson  
986 Haas Ave. NE  
Palm Bay, FL 32907  
(407) 725-3008

### GREATER NY DISTRICT

David P. Jacobsen  
376 Old Sherman Hill Rd.  
Woodbury, CT 06798  
(203) 263-0769

### GULF DISTRICT

Terry Dees-Kolenich  
4 Navy Lane  
Spanish Fort, AL 36527  
(205) 626-7175

### MICHIGAN-ONTARIO DISTRICT

Doug P. Christensen  
9215 McGregor Rd.  
Pinckney, MI 48169  
(313) 426-3510

### MIDWESTERN DISTRICT

Larry Klick  
5415 Glenwood Ave.  
Minneapolis, MN 55422  
(612) 546-1042

### NEW ENGLAND DISTRICT

Jim Cavanagh  
20 Bullard Street  
Sharon, MA 02067  
(617) 784-5088

### NY LAKES DISTRICT

Peter Seidman  
33 Huckieberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731

### OHIO DISTRICT

Robert J. Summerfeldt  
517 Ninth St., Suite 713  
Huntington, WV 25701  
(304) 529-4759

### PACIFIC DISTRICT

Tim C. McCarthy  
1915 Edgeview Way  
Discovery Bay, CA 94145  
(415) 634-0776

### PRAIRIE DISTRICT

James W. Calvert  
1230 West Street  
Emporia, KS 66801  
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### TEXAS DISTRICT

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9554 E. Valley Ranch  
Irving, TX 75063  
(214) 506-7842

### DEADLINE FOR SCOTS N' WATER

If you want yours to be in the

**JANUARY/February issue**

**MARCH/April**

**MAY/June**

**JULY/August**

**SEPTEMBER/October**

**NOVEMBER/December**

Needs to be to me by

**November 1st**

**January 1st**

**March 1st**

**May 1st**

**July 1st**

**September 1st**

It sometimes takes the mail a week to get to Mahomet so you might also mail before the deadline. I also have a FAX in my office that is on 24 hours a day 217/355-2587. Lynne H "Sunshine" Hartman, 1209 Southwood, Mahomet, IL 61853

### MY ADDRESS LABEL IS NOT CORRECT

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State/Zip \_\_\_\_\_

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Flying Scots Sailing Association  
3008 Millwood Avenue  
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