

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING ASSOCIATION

VOLUME XXXVI NUMBER 2 MARCH /APRIL 1993





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:

Paul Moore, Jr. & Joe Gentry finishing at the "Glow" 1992.

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Scots n' Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXXV No.2 Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, **November 1**; March/April issue **January 1**; May/June issue, **March 1**; July/August issue, **May 1**; September/October issue, **July 1**; November/December issue, **September 1**;

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

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FROM THE EDITOR

Lynne "Sunshine" Hartman

NOTICE TO ORGANIZATIONALLY-SPONSORED RACING EVENTS

The following request has been made by US SAILING regarding the Regatta Liability Insurance Program:

Since US SAILING members' dues pay for the basic policy, organizations participating in the Regatta Liability Insurance program in 1993 are being asked to charge non-members of US SAILING a supplemental "insurance fee" for all organizationally-sponsored racing events for which an entry fee is required. The level of this supplemental fee should be based on the amount of the entry fee and the needs of your organization. We suggest \$5 minimum, or 10% of the entry fee if it is greater than \$50. No extra fee need be charged for junior or youth events. This additional fee should be specified in your Notices of Race furnished to all participants. This program will help your organization recover part of the insurance costs for the Regatta Liability program (you keep the extra funds) and will encourage broader support of US SAILING from the active racing community. A list of organizations who have agreed to charge the "insurance fees" will be published in *American Sailor* so that our members will know what to expect in terms of entry fees.

Please make an effort to incorporate this in your racing events.

FLYING SCOTS WILL BE BETTER FOR '93.

Seventy new Flying Scots were built during 1992, according to news from builder Harry Carpenter. The '93 and later editions will now carry an air bag strapped into the bow, and have a 4" drain port in the transom. The bag will give 350 lbs. of lift under the foredeck. This will enable a completely swamped Flying Scot to drain down to less than 3" of water in about 5 minutes, with the aid of a power boat and a tow rigged to the bow plate. Older boat owners can order the bow floatation bag and a pair of 4" transom ports for about \$80, for retrofitting... and the "package" Flying Scot now includes the mast raising hinge as standard.

SCOTS 'N WATER DEADLINES

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

| ISSUE | DEADLINE |
|-------------------|-----------|
| JANUARY/February | Nov. 1st |
| MARCH/April | Jan. 1st |
| MAY/June | Mar. 1st |
| JULY/August | May 1st |
| SEPTEMBER/October | July 1st |
| NOVEMBER/December | Sept. 1st |



Book Brief

WINNING IN ONE-DESIGNS

Reviewed by
Scott Graham

David Perry, US SAILING, Newport, RI, 1992 2nd ed., paperback, 318 pp., with illustrations by Brad Dellenbaugh, \$14.95 (US SAILING member price). Available from US SAILING Call 1-800-US-SAIL1.

The title of this book should read "Winning in Sailboat Racing" because it's about much more than one-design sailing. The lessons on planning, practicing, tactics, strategy, mental and physical preparation, crew work and human relations that Perry explains so clearly in 34 self-contained chapters are applicable to all types of sailors and sailboat races.

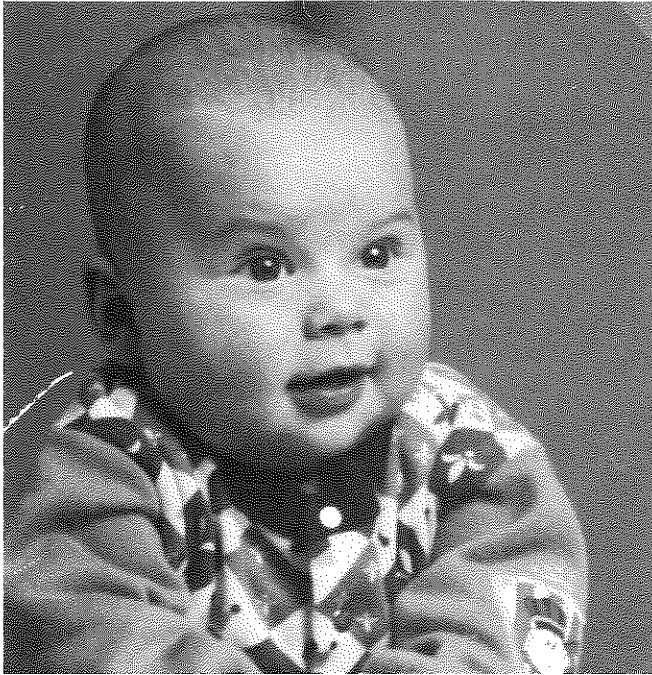
The text is beautifully organized for pleasant reading and easy review. Dave's style is a joy to read: Clear, concise and conversational in tone. The illustrations are well done, too, complementing the text and clarifying the sometimes puzzling picture of boats on a race course. The book is arranged to be easy to come back to, but you won't want to put it down at all. This book has legs; you'll want to reread it frequently for years.

Reading *Winning in One-Designs* is guaranteed to get your competitive juices flowing; it makes a terrific off-season review. As a holiday gift to crew members or yourself, this new edition of Dave's book is perfect. The book's new and updated materials are extensive, so even if you read the original 1984 edition, you should get a copy of the new one. Don't let the title fool you... this book is about winning, period!

FUTURE FLYING SCOTERS

I thought that I would share with all of you some of the pictures and Christmas Cards we received with people mentioning their future crews.

From the looks of things in 14 to 20 years we will have a greatly expanded class!



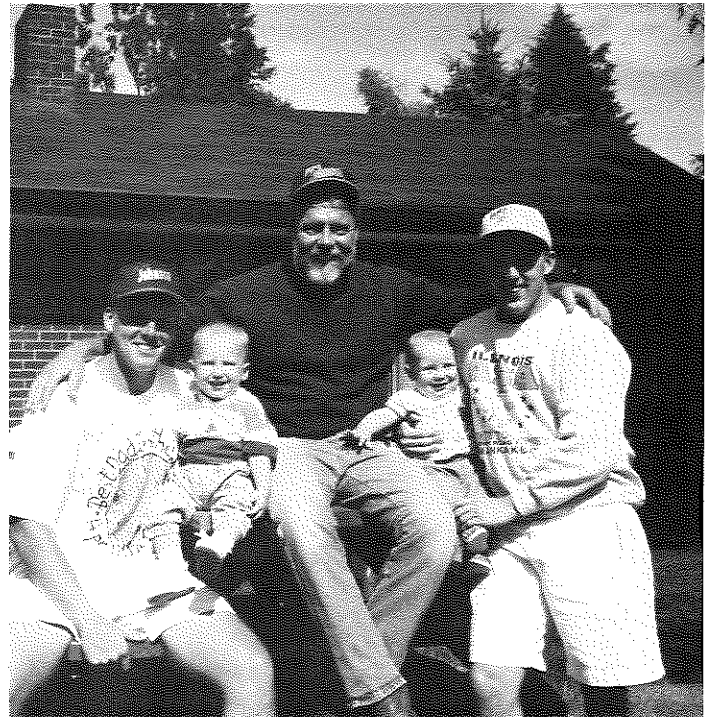
Collin W. Clark, son of John & Sue Clark.



Patrick, Rachel & Andrew Hartman. Jeff and Sarah Hartman's hockey players in winter, sailors in summer.



Bob & Norma MacKenzie with daughter Trish, son-in-law and grandchildren.

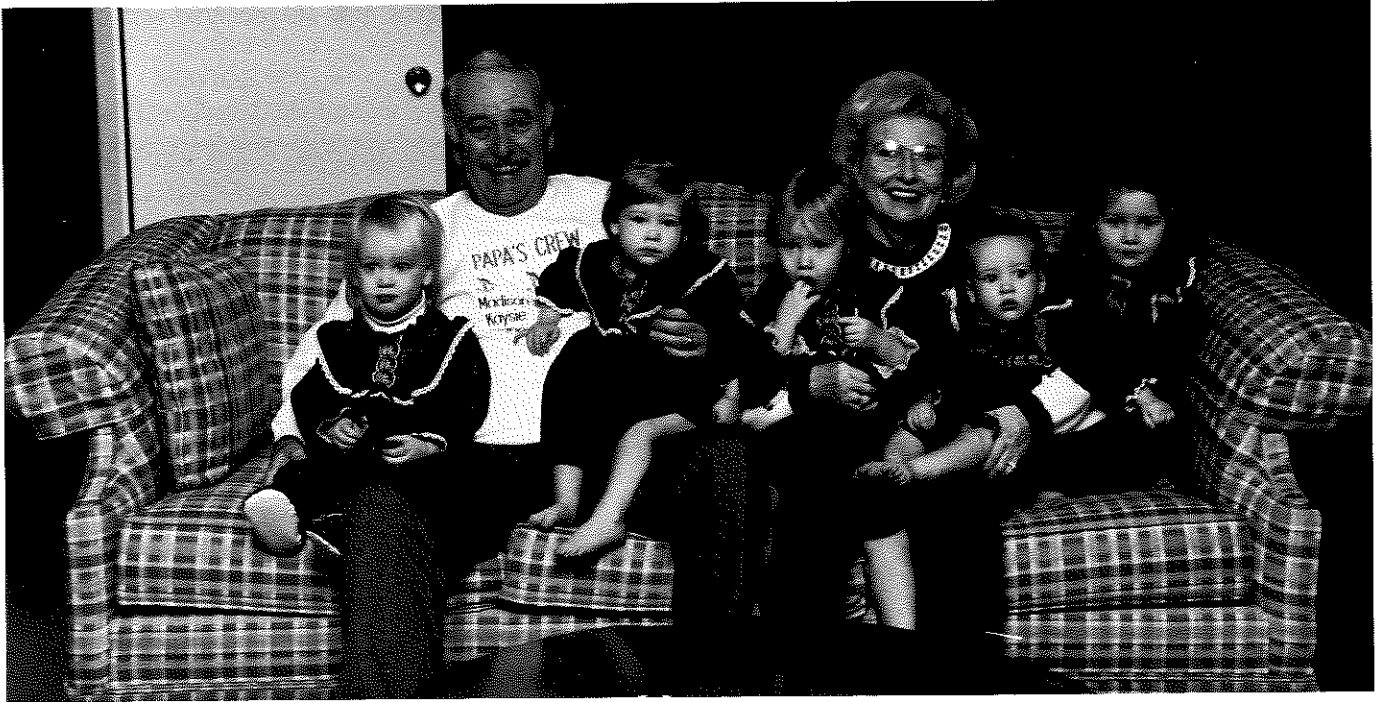


Kenny Johnson with L-R, son Jeff, grandson Connor, grandson Kendall & son Mike.

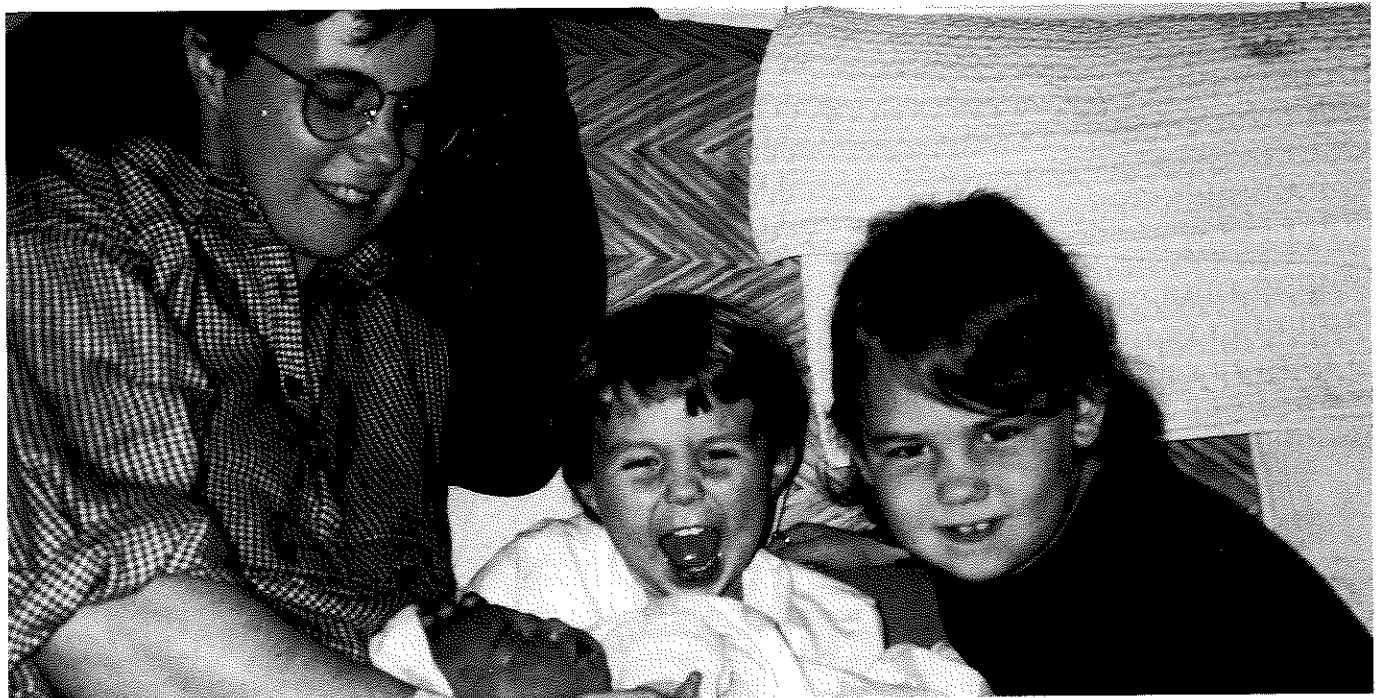
(Continued on page 6)

Future Scoters

(Continued from page 5)



E. Paul, Jr. & Betty Moore with Kaysie Moore, Monica Moore, Rachel Cannon, Ellie Neiman and Madison Neiman, their grandchildren (note Paul's sweatshirt) since this picture there is a now a grandson Daniel Cannon and Barry's expecting a son soon...



New baby Cassie Marie with Curt & Martha Fisher. Parents Greg & Charlotte.

HELPFUL HINTS

by Dan Goldberg
FS 4761

We really enjoyed the recent articles in Scots N' Water about the little things people do to make things easier, such as the ones by Steve Hartman and Archie Thomas. Over the years, we have discovered some things that help, either through our own ingenuity, or, more frequently, great ideas we copied from other sailors. Here's some of the things we do that hopefully, can make your life easier.

Folding the spinnaker – We learned this from Suzie Knight. First, spread it flat. Then, place the head over the center of the foot, as shown in photo 1. Next, with one person at the head and a second person directly opposite, fold the right half of the chute, according to style, towards the center (see photo 2). Then do the same on the left side (see photo 3). Finally, roll towards the head. You will end up with the head and both clews together (see photo 4) ready to attach to the halyard and sheets with no further preparation. The spinnaker will hoist without a twist every time.

Of course, after the spinnaker's been raised and lowered one time, there is always the potential for a twist. One thing you can do to prevent a twist is to pull the guy three or four feet (so that the tack is halfway to the forestay) before you begin to raise the halyard. This separates the corners and allows



Photo 2

any twist to spin out as the spinnaker is raised.

Raising the mast – We owe this one to Peter Salmon-Cox. Our boat is equipped with a maststep hinge pin, which we think makes the whole operation easier. When ready to raise, we tie the boat to the trailer with the



Photo 1

bow line, then attach the jib halyard to the trailer winch line. We then crank on the winch, so that most of the load is on the winch, not on the person in the boat. That person merely guides the mast up and keeps it centered. Once up, attach the jib halyard to the bow handle, tighten, and connect the forestay as normally. Reverse everything when lowering. Just be sure to tie the front of the boat to the trailer, so it doesn't fly up backwards when the mast person steps off of the trailer tires!

Stowing gear – For lightweight things like clothing, we use a hammock under the deck. This keeps things off the floor and dry. For other things like boat fenders, we use a laundry basket under the rear deck. We have eyestraps under the rear deck off of the seats, and use shockcords on either side to connect the basket to the eyestraps. If we need something, it's easy to pull out the basket, and the shockcord tension keeps it back out of the way when not in use.

Protecting your centerboard – Credit Paul Newton for this one. Before trailering, lower your centerboard onto the trailer. Using a short batten with a v-notch cut into the end, push a length of mainsheet over the top of the board, as far off as you can, with one end of the mainsheet over each side of the board. Then, raise the board. The mainsheet will prevent the centerboard from banging against the trunk.

How you can tell when your spinnaker is up – This sounds silly, but it happened to us. We raised the spinnaker at the first mark of a race and

it filled nicely, so I cleated it off (our halyard is led off to the skipper). However, before long, other boats were going right by us. We then realized the head of the spinnaker was still three feet from the mast! I had never actually raised it all the way up. To fix this problem, we put a mark on the halyard right where it hits the cleat at the "up" position. A waterproof marker like a "Sharpie" works fine. Now we can instantly tell when the halyard is properly set without ever looking at the spinnaker! One other note – in medium wind, we keep the head about six inches from the mast to get it a little further away from the bad air off the main sail.

More on trailering – Have you ever gotten ready to roll, but you can't find a tie-down or a chain? We keep everything we need for trailering (rubber tie-downs for the mast, chains for the tie-down board, fore and aft mast supports, red flag, etc.) in a separate bag (an old sailbag works well). That way it's all in one place and easy to find when prepared to travel.

Speaking of chains, our chains are too long, so we need to put the third or fourth link in the trailer s-hook. The problem is remembering which link is the correct one! We could cut off the links we don't use, to make the chains

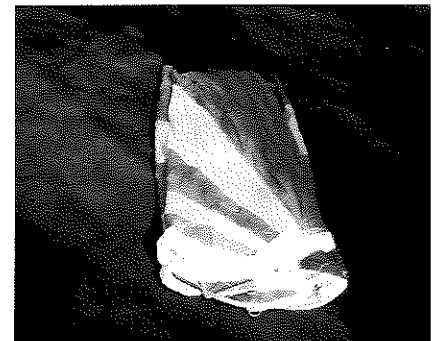


Photo 3

the right size, but that would mean actually doing some work. Instead, we tie a garbage bag "twisty" wire to the right link on each chain, and we don't have to guess anymore.

We also observe that some people remove their shrouds from the

(Continued on page 8)

Helpful Hints

(Continued from page 7)

chainplate and coil them up for trailering. Peter Salmon-Cox had a better idea, which we also use. We merely take a shock cord with hooks on each end and hook one end to the spinnaker ring on the mast, run the cord through both shrouds (led forward onto the deck), and hook the other end of the cord to the ring also. Put enough tension on the shock cord (by wrapping it around the shrouds a few times, if needed), to keep the shrouds from banging on the deck.

There's also a couple of things we've done to our mast. We once had it too far forward, so that we couldn't close the rear hatch of our van. So, we figured out the right position, and put a piece of tape on the mast where it just meets the boat's transom. Then by lining up the tape each time we lower the mast, it always ends up in the right position. We also put red reflector tape on the top two feet of the mast, on both sides, and on the very top (on the plug holding the halyard sheave). This is because we once got hit in a motel parking lot by a drunk driver who didn't

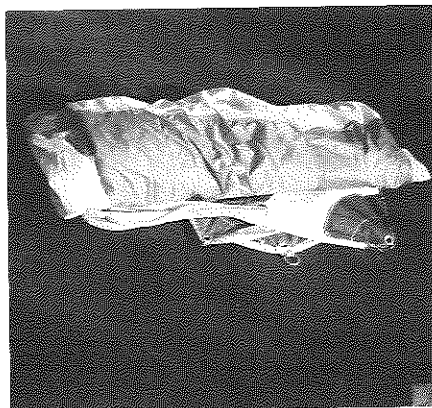


Photo 4

see our mast! Hopefully, the reflector tape will keep the drunks away.

One thing we could never figure out is what to do with our forestay while trailering. We just coil it and lash it to the mast.

Draining your seats – When your seat drain gets backed up due to the tygon tubing getting clogged, water will not drain out of the seats. We tried running a wire hanger through the tubing “rotor router” style, but Harry Carpenter had a better way. Merely place a garden hose where the drains come out of the transom and turn it on

full force. The crud will blow out the other end! It works great although you then have to clean up the seat.

Counting down to the start – We noticed that as the years go by, it's getting harder and harder to read the little itty bitsy numbers on our wristband countdown alarms. So we got a kitchen timer (battery operated) with nice, big numbers and fastened it to a plastic strip. We mounted the strip with each end attached to the coaming with velcro, so that the timer itself, centered on the strip, ends up amidships just below the base of the mast. That way, we can all see it. It's particularly useful in cold weather, since we don't have to hunt for our wrist watches under long sleeves and jackets. At the end of the day, we merely pull the plastic strip off the velcro and stow it in our van.

We're always looking for ways to make things easier, and suspect other Scot sailors feel the same way. There's no reason the “right” way can't be the “easy” way! Anyone out there got any other ideas?

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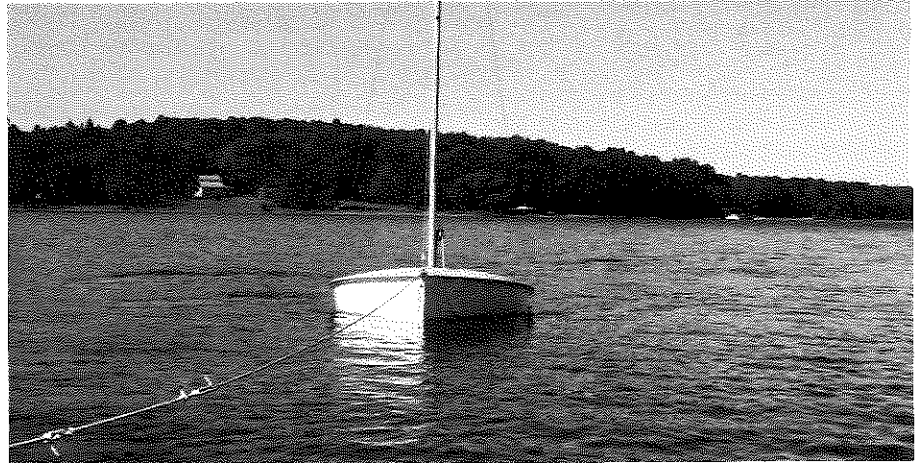
More Buoyancy is in the Bag

By Harry Carpenter

President of Flying Scot., Inc.

We, at the factory, have been experimenting with ways to increase the amount of buoyancy in the Flying Scot over the past few years. This is a difficult problem. According to Sandy's account of the early years of the Flying Scot, buoyancy was one of the toughest problems he faced with the design. Douglass delivered some of the early boats before he solved the problem. They were later retrofitted with foam logs installed similar to the way we still do it today. He settled on 12 cubic feet of foam glassed between the seat back and hull. This, together with the balsa core, provides plenty of buoyancy to keep the boat afloat when swamped. He placed the flotation high up under the deck so that the Scot is more easily righted when turtled. The problem is that the swamped boat sits low in the water when upright and is not easily rescued without some training in the use of a towing bridle. Our experiments showed that some additional lift in the bow will help the swamped Flying Scot sit at the proper angle for towing. This allows the rescue boat to tow her by the bow handle without nose diving and eliminates the need for a rescue bridle in most conditions.

How to put more buoyancy in the bow was the next question. We felt that the system had to be light, inexpensive and



easy for current owners to retrofit. This ruled out the use of a bow tank or foam. This would be expensive and difficult to retrofit. It also would have made the Scots with bow buoyancy too heavy in the bow compared to the Scots without bow buoyancy. We discovered a triangle shaped, British air buoyancy bag that provides 350 lbs. of lift and, together with the fasteners, weighs less than two pounds. Some European boats use this type of bag as primary flotation. It seemed that it may work as secondary flotation in the Flying Scot.

Our early tests of the British bag were promising. We found that a swamped Flying Scot rigged with a single 4" transom port and bow

buoyancy bag could be rescued in less than five minutes. We accomplished this by using a power boat to tow the Scot from the bow handle. We had a small amount of board down, no rudder and no one on board the Scot. We also found that I could walk on the foredeck of the swamped Scot without getting my feet wet.

At the beginning of last season, we got a couple of top skippers who were getting new boats to install the bag (thanks to Greg and John). We asked them to let us know if there seemed to be any change in performance. This didn't seem to be a problem as both skippers continued their winning traditions. One was even kind enough to provide an unscheduled test and managed to rescue his boat without the towing bridle.

We settled on this bag as the answer. In August 1992, we began to install it along with a single 4" transom port as standard equipment on all new Flying Scots. The bag is so far forward that it doesn't get in the way (except that the crew may need to exercise a bit more caution when storing the spinnaker pole). It is always inflated and strapped to the floor. It is low enough that it does not block access to the toggle.

We are currently offering the kit for the bow buoyancy bag at \$49.50 plus shipping. We have priced the kit at



(Continued on page 10)

MORE BUOYANCY

(Continued from page 9)

what it costs us with no markup to encourage owners to install this system with minimum cost. I have suggested to the Class Officers that the Flying Scot Sailing Association may want to eventually require this bag for racing to help take the pressure off race committees and rescue boats. Fleets sailing in waters where turtling is not uncommon may want to install these bow bag kits as a fleet function and require them for racing.

Installation requires owners to glass two small blocks of wood to the inside of the hull. The bag is held in place by two crossed webbing straps. The fore and aft strap is secured to the bow block (the wood block in the bow where the toggle is mounted) forward and to the front of the centerboard trunk aft. The starboard and port strap is secured to the two new blocks glassed in by the owner. The bag is always inflated and strapped in place. Owners who have questions concerning this system are encouraged to contact the factory.

Flying Scots sailors know that the

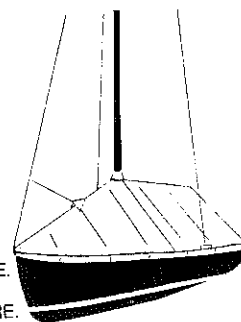
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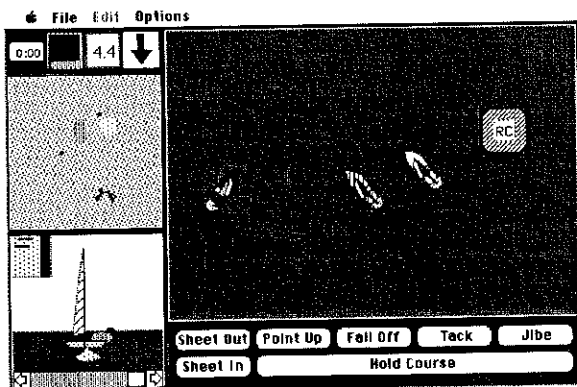
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stability of the design makes capsizing and turtling an uncommon occurrence. I am sure that many who install the bow buoyancy bag will never have an occasion to see it work on their boat. A good sailor, however, should strive to

be prepared for the worst. I am certain that a bow buoyancy bag and transom port will make rescue much easier for sailors who find themselves in a swamped Flying Scot.

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**MARCH 29
THROUGH
APRIL 2
1993**

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We will miss you.

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FLYING SCOT
MIDWINTERS.**

Starting Line

April 24, 1993 (1 day)

Lake of the Woods

12th Annual Invitational Fleet

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Contact: John Beery, HC72

P. O. Box 305, Locust Grove, Va.

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April 24, 1993

35th Annual Dauphin Island Race

Mobile Yacht Club

The course is approximately 17 miles long and will incorporate the historic Mobile Middle Bay Lighthouse as one of the marks. Many onshore activities. Contact Ruth Bingham (205) 965-7757.

April 24-25

Spring Invitational

Atlanta Yacht Club

Contact: Whit Kendall (404) 432-0485

April 30

Greg Fisher Training Day

May 1, 2

Fleet 48 (Lake Norman, NC)

Great 48 Regatta

For Details Contact: Larry Vitez 1435 Carolyn Drive, Charlotte, NC 28205 (704) 568-1334

May 8-9

Spring Fling

Privateer Yacht Club

Chattanooga, TN

Contact: Rob Fowler, 2011 Flagstone Dr., Madison, AL 35824, (205) 461-8481

May 15, 1993

Full Moon Regatta

Fleet 157 Red Bank, NJ

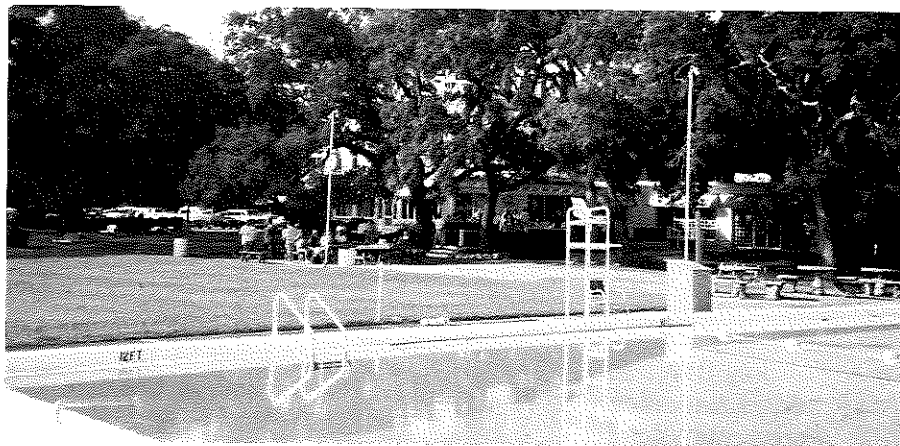
5 short races scheduled and a lot of FUN. Skippers Meeting 10:00 am This is a part of the NJYRA Championship Regatta and New Jersey Championship series and SBYC-MBC Challenge Cup. Housing Available. Anne Korby (908) 747-6607 or Bill Ewing (908) 530-6511

May 15-16

Ironman Regatta

Birmingham Sailing Club

Contact: Wendull Hull, 1736 Carovel Cr., Birmingham, AL 35216



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May 15-16 1993

Sandy Douglass Regatta

Lake Norman Yacht Club and Fleet 48

This five race regatta is held in honor of Sandy and is open to Scots, Highlanders, and Thistles. Camping is available at the club. Some housing available. Contact Geoff Spencer (704) 875-0604 or Larry Vitez (704) 568-1334.

May 22 and 23

25th Annual Buckeye Regatta

Sponsored by Flying Scot Fleet 37

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June 5th and 6th

Fleet 31 - 30th Anniversary

Regatta Barnegat Bay Shore

Acres, NJ

Fleet 31 will celebrate their 30th anniversary with an invitational regatta at Shore Acres Yacht Club on upper Barnegat Bay June 5th and 6th. Fleet 31 has been host to numerous district Championships and invitational regattas over the past 30 years and we hope that many of our friends will join us to celebrate our 30th year as a chartered Flying Scot Fleet. For information contact: Kris Smith (908) 234-9459.

June 11-12-13,

New England District

District Championship

For Info contact:

Jim Cavanaghi 1-617-784-5088

Randy Rubinstein 1-617-784-3075

Dennie Dubuc 1-617-784-8798

June 12 & 13 1993

Egyptian Cup Regatta

Carlyle Lake

Contact Bernie Knight (314) 453-5321

June 19 - 20

Fleet 42 on South River

(Chesapeake Bay) 1st Regatta

Come Join us for fun!!

Contact: Brian, (202) 737-2290, (202)

737-1537 Fax, (410) 544-7455 Home

June 26-27, 1992

Sprite Island

Norwalk Conn.

Fleet 142

Contact Fred Breekland (203) 438-0403

June 26-27, 1993

1993 Badger State Games

On Lake Monona

Contact: Ward Paxton, 1029 Spaight St.#6c, Madison, WI 53703, (608) 255-5334

July 3, 4, & 5 1993

Minnesota Flying Scot

Championship

Fleet 140

Medicine Lake Sailing Club, Plymouth, Minn. 2nd Annual Flying Scot Regatta on Medicine Lake. Just 10 Minutes west of Minneapolis. Three day five race series. Contact Jim Commers (612) 531-4444

July 24-25

Fleet 166 - Barnum Bay, Y.C.

(Continued on page 12)

Starting Line

(Continued from page 11)

Lake Peterwell - Central WI.

Contact the club at P. O. 32, Wisconsin Rapids, WI 54494 or call Dave Grace (715) 423-4100 work (715) 421-4373 home

July 19th - 23rd, 1993

NAC's

Pensacola Yacht Club

More on this later. Its the 35th Annual NAC. Going To Be Great, Be There!

July 18th, 1993

Ladies Nationals 1993

**Pensacola Yacht Club,
Pensacola, FL**

July 31-August 1, 1993

1993 Midwest Districts

87th annual Ephraim Regatta

Come visit Ephraim in the beautiful Door County area of Wisconsin. Lots of fun, trophies, and friends. Some area homes available.

Contact Jay Lott (312) 296-4443

July 31, & August 1

Flying Scot 1993

Invitational Regatta

Maryland State Championship

Deep Creek Yacht Club, Turkey Neck Deep Creek Lake, Maryland Contact: Ted Rissell, Rt. #1, P. O. Box 81F, Swanton, MD 21561 (301)387-6463

July 18, 1993

Junior's Nationals 1993

Pensacola Yacht Club

Pensacola, FL

August 6, 7, & 8 1993

The 1993 NERD

Sayville Yacht Club

Blue Point, Long Island, NY

Contact Rob Kaiser (516) 589-2467 or Paul Patin (516) 363-9069.

August 14-15

Regatta Notice

1993 Wife-Husband

Championship

Delavan, WI,

A Great Resort Area. Contact: Jack McClurkin, 1620 Chesapeake Dr., Hoffman Estates, IL 60195, (708)359-1190

August 28th & 29th, 1993

7th Annual Flying Scot

Invitational Regatta & New York

Lakes District Championship

Open to all Flying Scots Contact: Peter and Ann Seidman, 33 Huckleberry Lane Ballston Lake, NY 12019, (518) 877-8731

September 18-19, 1993

1993 Ohio Districts

Lake Arthur Marine State Park

Featuring the Bridge to Bridge Race Goldberg (412) 831-1042 home (412) 829-8839 office

Barnegat Bay

Fall Invitational Regatta

September 11th and 12th, 1993

Fleet 31, Shore Acres, NJ

Fleet 31 will host their Third Annual Barnegat Bay Fall Invitational Regatta on upper Barnegat Bay September 11th and 12th. Barnegat Bay is one of the best sailing areas in the country with fresh sea breezes and no current or tide. This fall regatta has been the largest invitational regatta in New Jersey for the last two years, we hope for another large turnout. Looking forward to seeing you.

September 11-12, 1993

Mayor's Cup

Lake Townsend Yacht Club

Flying Scot Fleet 126, Lake Townsend - Greensboro, NC, Contact: Fields C. Gunsett, FS 4770, (919) 299-2341

September 18 & 19

Whale of a Sail

Lake Carlyle

Bernie Knight (314) 453-5321

October 1, 2, and 3 1993

The Glow In The Dark Regatta

Fleet 135

Clinton Lake, Illinois

Party Friday nite, two races Saturday and Sunday. Contact: Jerry Hartman (217) 586-3575 or 355-1220, Mike and Steve Hartman (217) 359-5828



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Fleets In

The GLOW 1993

Once again there was the GLOW. So much food, so much fun, so many memories...

The Glow is held at Clinton Lake, Illinois where Fleet 135 is however, the hosts of the regatta travel to it bring many different kinds of food items that are specialties from their area. Fleet 135 just plans what weekend it will be and prepares the food and the marina owners for company.

Over 40 boats came this year bearing gifts, musical instruments and camaraderie. This year it rained on Saturday evening so there was mud wrestling and to highlight the evening a car crash. Pat Manicchia brought enough fireworks for New York City on the 4th of July so we had to do them for two nights.

The winds were the winds and blew quite nicely, the courses were set by Jerry Hartman so that people could race and your editor could take pictures. Steve Hartman did the food, once again perfectly and Mike Hartman was in charge of liquids...

To everyone who participated, thank you it was wonderful seeing you again. To everyone who brought something,



The 1993 Glow

thank you again for being supportive. For everyone who didn't have a good time, where were you???

HARVEST MOON REGATTA Fleet 65 Atwood Lake, Ohio

The event was well attended with boats from all over Ohio, Pa. and Maryland.

Two races were sailed on Saturday in moderate winds and after the second race hors d'oeuvres were enjoyed by all, as well as liquid refreshments.

The Atwood Yacht Club put on a fine regatta and the ladies did a superb job in providing all the goodies.

The Sunday race was cancelled due to no wind.

Race Results were:

- 1st Rick Baugher
Berlin Yacht Club
- 2nd Jack Stewart
Atwood Yacht Club
- 3rd Don Griffin
Deep Creek Yacht Club
- 4th Jack Leipper
Berlin Yacht Club
- 5th Chad Lovett
Deep Creek Yacht Club

Atwood Yacht Club has a Junior Program on Saturdays as well as regular Sunday races for Spring, Summer and Fall Series.

Highlights are the Commodore Series and the Championship Series.

1992 Commodore Series

- 1st J. Stewart
- 2nd D. Hartzell
- 3rd G. Rootring

1992 Championship Series

- 1st J. Stewart
- 2nd D. Solomon
- 3rd E. Forrest

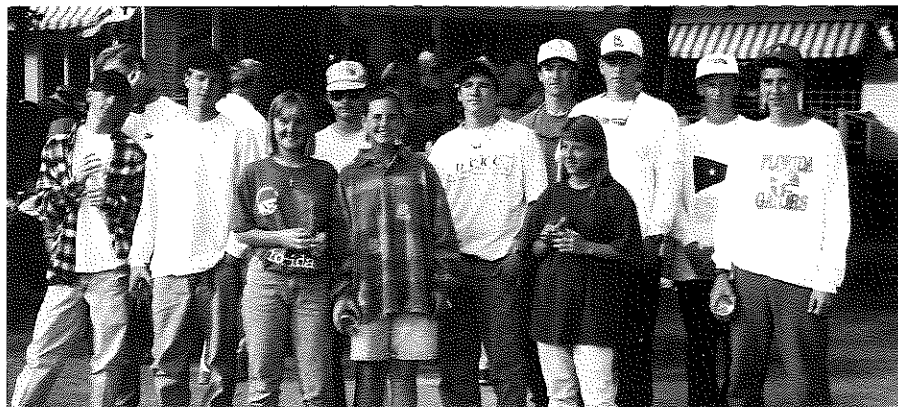
Fleet Captain #65 - George Rootring

1993 JR's Pensacola Yacht Club July 18th, 1993

| Skipper | Crew | Finish | Points |
|----------------|---------------------------------|--------|--------|
| John Galloway | David Quinlan, Derek Pickering | 1 | 3½ |
| Brian Harrison | Carlos Melville, Shannon Thomas | 2 | 7¾ |
| R. J. Cooper | Angie Pope, Courtney Cooper | 3 | 8 |
| Joe Comer | Erik Boothe, Brett Best | 4 | 10 |

CAROLINAS DISTRICT CHAMPIONSHIP REGATTA Fleet 126 and the Lake Townsend Yacht Club

The 1992 Carolinas District Champion is Dave Batchelor (FS2324) from Fleet 27. This year's District Championship Regatta saw only 15 boats participate in the regatta. The regatta was held under the worst conditions possible - no wind. A number of starts were attempted, many were recalled, one was abandoned and a great deal of time was spent with



(Continued on page 15)

SCHURR ENOUGH...

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



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



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



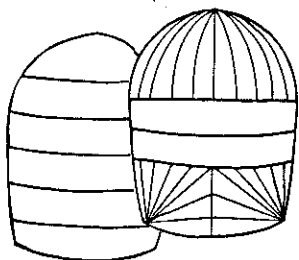
Schurr Enough...you too should be sailing with Schurr.

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| <input type="checkbox"/> Main & Jib | \$745 | <input type="checkbox"/> Spinnaker Triradial | \$420 |
| <input type="checkbox"/> Main | \$523 | <input type="checkbox"/> Spinnaker Crosscut | \$325 |
| <input type="checkbox"/> Jib | \$222 | <input type="checkbox"/> Spinnaker Turtle | \$35 |
| <input type="checkbox"/> Mainsail Reef | \$35 | <input type="checkbox"/> Brummels on Spinnaker | \$10 |
| <input type="checkbox"/> Mainsail Foot Shelf | \$30 | <input type="checkbox"/> Centerboard Gaskets | \$12 |
| | | <input type="checkbox"/> Telltale Window each | \$10 |
| | | <input type="checkbox"/> Vision Window each | \$15 |
| | | <input type="checkbox"/> Mainsheet Retainer | \$8.50 |
| | | <input type="checkbox"/> Mainsail Cover | \$70 |
| | | <input type="checkbox"/> Deluxe Tapered Battens | \$22.50 |

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Fleets In

(Continued from page 13)

Answering Pendant hoisted. Only one race was completed and Dave Batchelor made the correct decisions to cross the finish line first and ultimately become the 1992 District Champion.

Prior to the social held after Saturday's racing a District Meeting was held. During the meeting the following actions were taken. Fleet 127 will host the 1993 District Championship Regatta - the date has yet to be determined. Fleet 48 will host an annual business meeting in conjunction with their annual *Great 48* regatta, this meeting will elect a District Governor and an alternate, address any current business and will present the Trophies for the Helmold/Singletary Series participants.

Special thanks need to be extended to Bill Ross of Fleet 48 who provided assistance with the preparation of the Race Instructions and the Invitation used for the regatta. David and Melinda Richbourg, race committee chairman and assistance, who attempted to provide fair and competitive racing

under the most difficult conditions. Curtiss Torrance, who served as the chief judge for the regatta, providing assistance to the race committee when he was called upon.

| Skipper | Boat | Pos. |
|-----------------|------|------|
| Dave Batchelor | 2324 | 1 |
| Richard Schultz | 1885 | 2 |
| Don Smith | 3768 | 3 |
| Waldo Johnston | 4668 | 4 |
| Larry Lewis | 3993 | 5 |
| Edwina Kleeman | 4121 | 5 |
| Starling Gunn | 1104 | 7 |
| Bill Byrd | 4043 | 8 |
| Geoff Spencer | 2847 | 9 |
| Bill Ross | 1290 | 10 |
| Charlie Grant | 4387 | 10 |
| Jim Horney | 4125 | 12 |
| George Evans | 3519 | 13 |
| Bob Moates | 1939 | 14 |
| Sandy Smith | 3025 | 15 |

the Carolinas District. Each of the District's 7 fleets are allowed to have one of their invitational regattas included as part of the series. Also part of the series is the Oriental Sailing Social and the District Championship regatta. This year the series was made up of eight regattas. The series is scored using a high point system that allows each participant to throw out three races during the series.

This year regattas were hosted by Fleet 48 (Great 48), Fleet 27 (North Carolina Governor's Cup and the Oriental Sailing Social), Fleet 78 (Hoop Pole Invitational Regatta), Fleet 126 (Mayor's Cup and the 1992 Carolinas District Championship regatta), Fleet 71 (Virginia Inland Sailing Association - Centerboard Invitational regatta) and Fleet 134 (Hilton Head Island - South Carolina State Championship). Sixty three different boats participated in the regattas. The series is designed to encourage participation in the

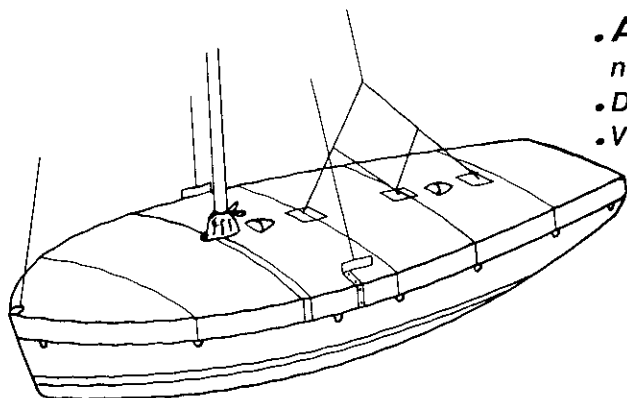
1992

HELMOLD/SINGLETARY

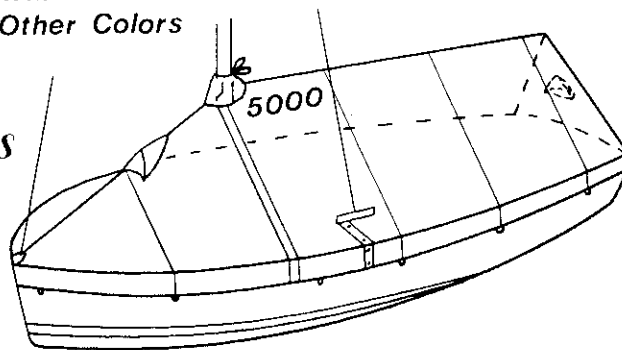
The Helmold/Singletary Regatta series is a unique aspect of sailing in

(Continued on page 16)

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| Flat Full Side | 376.00 | 391.00 | 411.00 |
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| Tent Full Side | 418.00 | 431.00 | 452.00 |
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invitational regattas that are hosted by the fleets within the district.

Shown below are the top 10 finishers from this year's series. They reflect a combination of both sailing skill and a willingness to support the invitational regattas that are part of the series. The top four finishers attended seven of the eight regattas.

| Skipper | Boat | Points | Fleet |
|-----------------|------|--------|-------|
| Larry Lewis | 3933 | 303 | 126 |
| Richard Schultz | 1885 | 279 | 78 |
| Starling Gunn | 1104 | 241 | 126 |
| David Batchelor | 2324 | 178 | 27 |
| Lee Currin | 4131 | 154 | 27 |
| Don Smith | 3768 | 135 | 48 |
| Jim Horney | 4125 | 116 | 126 |
| Sandy Smith | 3025 | 111 | 78 |
| Bob Murdock | 4720 | 104 | 27 |
| Fields Gunsett | 4770 | 100 | 126 |

The JUBILEE REGATTA November 14 & 15 1992

Pensacola Yacht Club

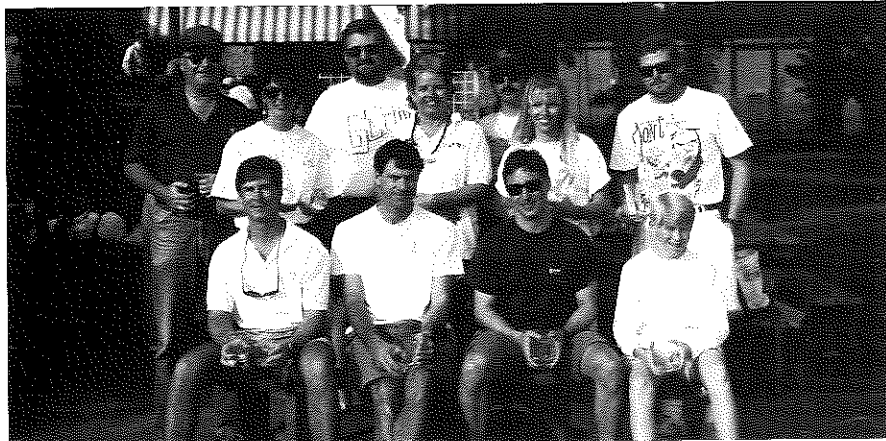
This year's Jubilee was well attended, Harry Carpenter from Maryland, Paul "Crash" Newton from Green Bay, Wis., Bernie and Barb Knight from St. Louis, Mo., Jim and Myra Brown from Tenn., Suzi Knight from Columbia, MO, John Domagala from Bloomington, Ind., Jerry and I from Champaign, Il. plus Florida, Mississippi, Alabama and Louisiana were well represented.

Doc Bellows and Frank Vaillant were excellent chairmen and had planned on having five races. The wind gods had a different idea...

If you have never been to Pensacola it is a beautiful area. The people are great and the Pensacola Yacht Club is beyond comparison. (Some of you remember the Jimmy Buffett tune "Frank and Lola" in this song they had to get away from the kids and took a second honeymoon in Pensacola. I can see why.)

The first race the winds were

| Skipper | Crew | Finish | Points |
|---------------|-----------------------------|--------|------------------|
| Deven Hull | Peter Merrifield | 1 | 4 $\frac{3}{4}$ |
| Chuck Barnes | Miki Gamm | 2 | 11 $\frac{3}{4}$ |
| Sam Hopkins | Tom Matthews, Anton Speaker | 3 | 12 $\frac{3}{4}$ |
| Larry Taggart | Carrie Haydel | 4 | 13 |
| Jerry Hartman | Sunshine | 5 | 18 |



Northeasterly 5 to 10 and very shifty. The course was 3.3 miles and the windward legs were long and up current. The second race (back to back) was just long enough to return to the club and discuss the possibilities of what could have happened and how the winds seemed to be a little shifty. (Very unusual for the area.)

That evening was spent celebrating birthdays and enjoying the wonderful food from the Club.

Sunday the winds were very light and northeasterly. The course was shortened and the breeze shifted to the east.

Race Committee - Doc Bellows did an excellent job of squaring the line and changing courses. As unusual as the winds were, he made the courses bareable...He also promised that for the Nationals the wind gods have been asked for 12 to 20 and conditions will be perfect.

Jr. Nationals Pensacola Yacht Club

This year the Jrs. were sailed at the Jubilee Regatta in November. (For those that were there, it was an excellent way to get a head start for the Jrs. next year (1993) since they will be held at the same place.)

The competition was fierce and the weather and winds did their best to confuse everyone.

See results and picture on page 13.

White Rock Lake Dallas, Texas

The Fall Series which consisted of eight races for October thru December was well attended and being Texans, the competition in racing and partying was extreme. Winners were:

FLYING SCOT FALL SERIES

| Sail No. | Skipper | Position |
|----------|------------|----------|
| 4545 | Gough | 1 |
| 4271 | Wade | 2 |
| 4689 | Harrington | 3 |
| 4291 | Lockey | 4 |
| 4470 | Seifrick | 5 |
| 2714 | Manicchia | 6 |



Left Frank Vaillant, Right, Doc Bellows, Chairpersons to the Jubilee.

***1992 MAYOR'S CUP
INVITATIONAL REGATTA
Lake Townsend Yacht Club
September 13 and 13, 1992**

The 1992 Mayor's Cup drew participants from throughout the State of North Carolina. 17 boats participated in this year's event. Winds were moderate for the entire two day event providing for excellent competition among the Flying Scots who attended.

The Lake Townsend Yacht Club and Flying Scot Fleet 126 would like to thank all of the participants from Fleets 27, 48 and 78 who supported this regatta. Flying Scot Fleet 23

| Skipper | Boat | 1 | 2 | 3 | Tota |
|--------------------|------|-------|-------|-------|-------|
| 1. Larry Lewis | 3933 | 0.75 | 0.75 | 0.75 | 2.25 |
| 2. Sam Eich | 2237 | 7.00 | 2.00 | 3.00 | 12.00 |
| 3. Mike Duncan | 3638 | 4.00 | 6.00 | 2.00 | 12.00 |
| 4. Jim Horney | 4125 | 8.00 | 4.00 | 6.00 | 18.00 |
| 5. Dick Schultz | 1885 | 2.00 | 9.00 | 12.00 | 23.00 |
| 6. Starling Gunn | 1104 | 6.00 | 10.00 | 7.00 | 23.00 |
| 7. Ernie Myatt | 775 | 13.00 | 7.00 | 4.00 | 24.00 |
| 8. Don Smith | 3768 | 5.00 | 11.00 | 8.00 | 24.00 |
| 9. William Pitzer | 4366 | 12.00 | 3.00 | 10.00 | 25.00 |
| 10. D. Batchelor | 2324 | 3.00 | 5.00 | 18.00 | 26.00 |
| 11. Fields Gonsett | 4770 | 9.00 | 8.00 | 9.00 | 26.00 |
| 12. Bob Moats | 1939 | 11.00 | 12.00 | 5.00 | 28.00 |
| 13. Harold Ausley | 4056 | 10.00 | 14.00 | 13.00 | 37.00 |
| 14. Steve Raper | 4051 | 14.00 | 15.00 | 11.00 | 40.00 |
| 15. Von Reichbauer | 3759 | 15.00 | 13.00 | 15.00 | 43.00 |
| 16. Rick Clemons | 801 | 16.00 | 16.00 | 14.00 | 46.00 |
| 17. Lyn Lawrence | 2595 | 17.00 | 17.00 | 16.00 | 50.00 |



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Flying Scot New Members

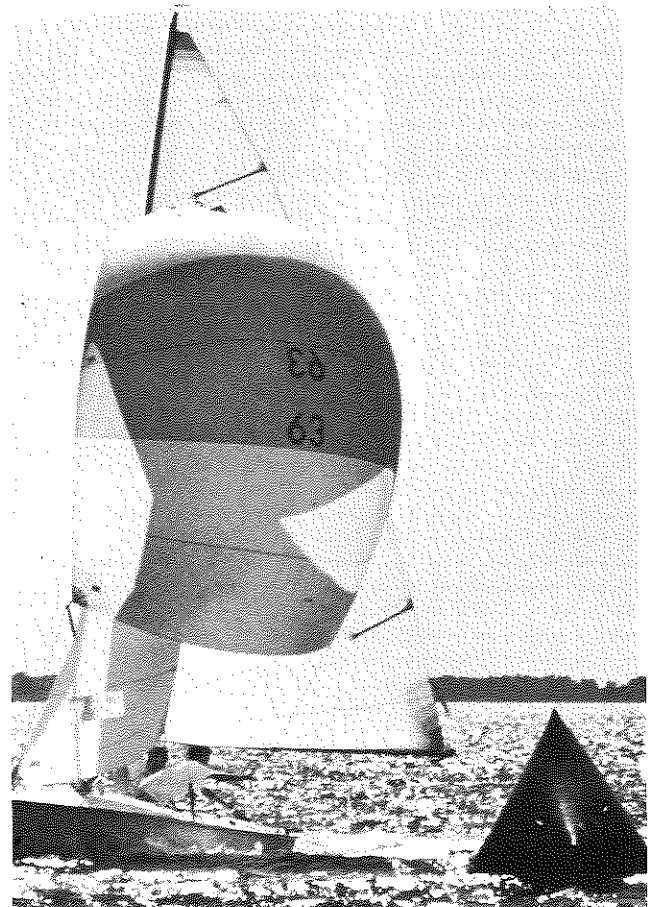
| Fleet # | Boat # | Name | Address | City | State | Zip |
|-------------------------------|--------|--------------------|----------------------------|-----------------|-------|-------|
| Capitol District | | | | | | |
| | 2147 | Brent Benson | 6558 Blue Church Rd. S. | Coopersburg | PA | 18036 |
| | | Donald F. Yoder | 221 Legion Road | Bloomsburg | PA | 17815 |
| 42 | 4189 | William H. duBell | 64 Hampton Place | Walkerville | MD | 21793 |
| Greater NY District | | | | | | |
| | | Reuben Mezrich | 15 Robin Drive | Skillman | NJ | 08558 |
| 175 | 4325 | Kenneth Frankman | P.O. Box 559 | Remsenburg | NY | 11960 |
| Gulf District | | | | | | |
| | 1321 | Gary H. Larsen | 2403 88th Street Court NW | Bradenton | FL | 34209 |
| | | John Cooper | 304 S. 20th Street | Birmingham | AL | 35210 |
| | | Richard Stanford | 742 Regal Drive | Murfreesboro | KY | 37129 |
| Mich.-Ontario District | | | | | | |
| 15 | 2813 | Rick Shields | 1336 Burlington | Hickory Corners | MI | 49060 |
| Midwestern District | | | | | | |
| | 0370 | Sam Selzer | 3937 Forest View Avenue | Sioux City | IA | 51103 |
| 114 | | Noel Calhoun | 3508 Atlantic | Waukegan | IL | 60085 |
| New England District | | | | | | |
| | | Jared S. A. Clark | P. O. Box 1093 | Londenderry | NH | 03053 |
| Texas District | | | | | | |
| 23 | 0089 | Madison Barnhart | 7102 Winedale | Dallas | TX | 75231 |
| 32 | 0601 | Bruce Woodcock | 17225 El Camino Real, #333 | Houston | TX | 77058 |
| 32 | 4760 | Harold Hedberg | 14815 Emery Hill Court | Sugarland | TX | 77478 |
| 67 | 2887 | Frank C. Gittinger | 438 Burnside Drive | San Antonio | TX | 78209 |

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SCOTS N' WATER

Meeting Schedules Mid Winters & NAC

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

NAC

Executive Committee

Tuesday, 3:00 PM

Board of Governors

Tuesday 4:30 PM

Board of Governors Dinner

Tuesday, 7:30 PM

Annual Meeting & Dinner

Thursday

MID-WINTERS

Executive Committee

Monday, 2:30 PM

Board of Directors

Monday, 4:30 PM

Board of Governors Dinner

Monday, 6:30 PM

Caveat Emptor

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

FS 3063 - Douglas Hull. Fisher Sails and spinnaker. New 1991. Fully equipped trailer, motor bracket \$3500. Call Riverside, CT. (203) 637-3787. Brian Bergin.

FS 3525 Douglass, white hull and deck, green stripe, 2 suits SCHURR sails, 3 spinnakers, one (1) 1/2 oz., full race, always dry sailed, new Imron paint, trailer, excellent condition. Asking \$5,995.00. Eugene H. Walet, III (601) 452-2744

FS 3803, purchased new '86 Gordon Douglass, dry sailed, T.J. Racing rigged, two sets of sails,

Shore and Schurr with spinnaker, Tee Nee galvanized trailer with spare tire. \$4,000. David Leonard, (615) 246-7434, Kingsport, TN.

FS 3829 - Douglass, white hull with red stripe, red cover. Dry sailed fresh water only. Hull in excellent condition. Includes: lifting bridle, motor bracket (never used), windward sheeting, 6:1 vang, Tee-Nee galvanized trailer, etc., etc. Has been in dad's barn since Summer '91. Great boat for racing and cruising. Claude in CT (203) 848-0115.

FS 3857: Douglass, white hull and deck, blue trim, Schurr main, jib, spinnaker; Spin. pole, mast hinge, clean bottom, dry sailed, trailer. \$4750.00

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(continued on page 20)

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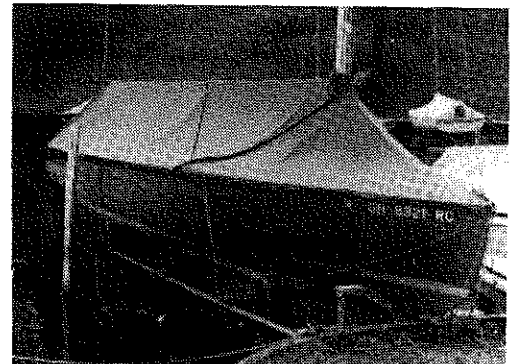
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191-FS Bellecrest, Bellbrook, OH 45305

Caveat Emptor

(Continued from page 19)

FS 3913 in mint condition with galvanized Tee Nee trailer and new Schurr Sails. Available at Rock Hall, MD on the eastern shore of Chesapeake Bay. Price \$4900. Phone (215) 962-4339

FS 3919 - '83 Douglass, original owner - white hull, deck/red stripe. Dry sailed only. NOT used last 2 years. Excellent condition - Galv. Tee Nee Trailer, Schurr sails - main, jib - sail cover. Many extras: 4 hp Johnson motor and mount, compass, boom tent cover, anchor, lines, mast hinge, etc. etc. \$4,900 - negotiable Bill Jarrett 265 Ridgewood Avenue Glen Ridge, N.J. 07028 (201) 743-3624

FS-4195 - 1986. Meticulously maintained and looks brand new. White with red stripes. Mahogany centerboard cap. Schurr sails, including spinnaker. Tee Nee galvanized trailer with spare. Tent cover. Mercury 2.2 auxiliary. Lots of extras. Never in salt water or raced. Garaged for last 4 years. Will

deliver. \$7,000 neg. (415) 812-4024 or (510) 743-1057.

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. Unable to take full advantage of boat, (914) 352-5112. Located NY/NJ border.

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

USED Sails - SHORE MAIN and jib or SCHURR main and jib, both in good condition - \$300. BOSTON main and two jibs - \$150. I will pay for shipping. Paul Bogardus, Ashland, KY (606) 325-2606.

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