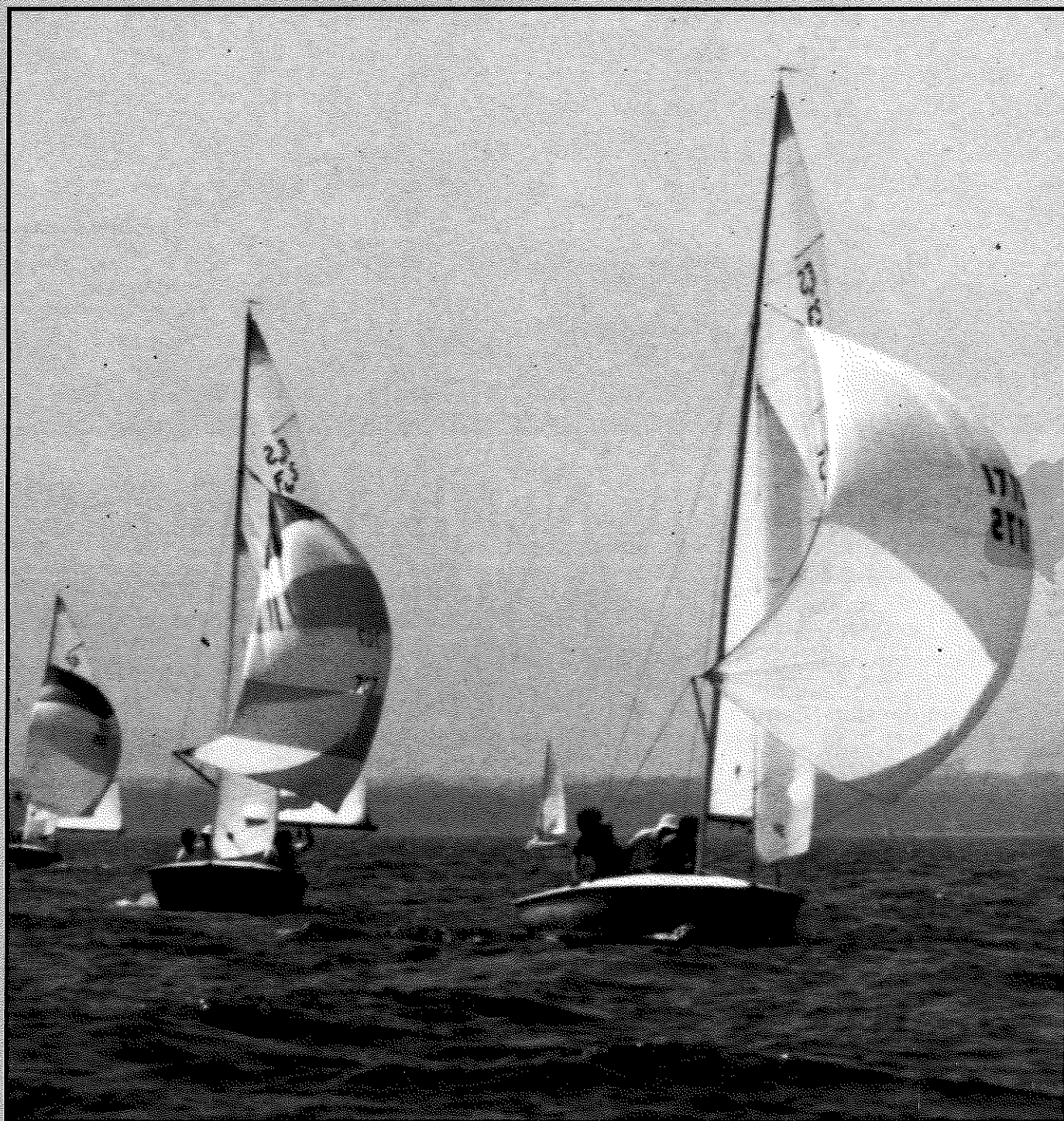


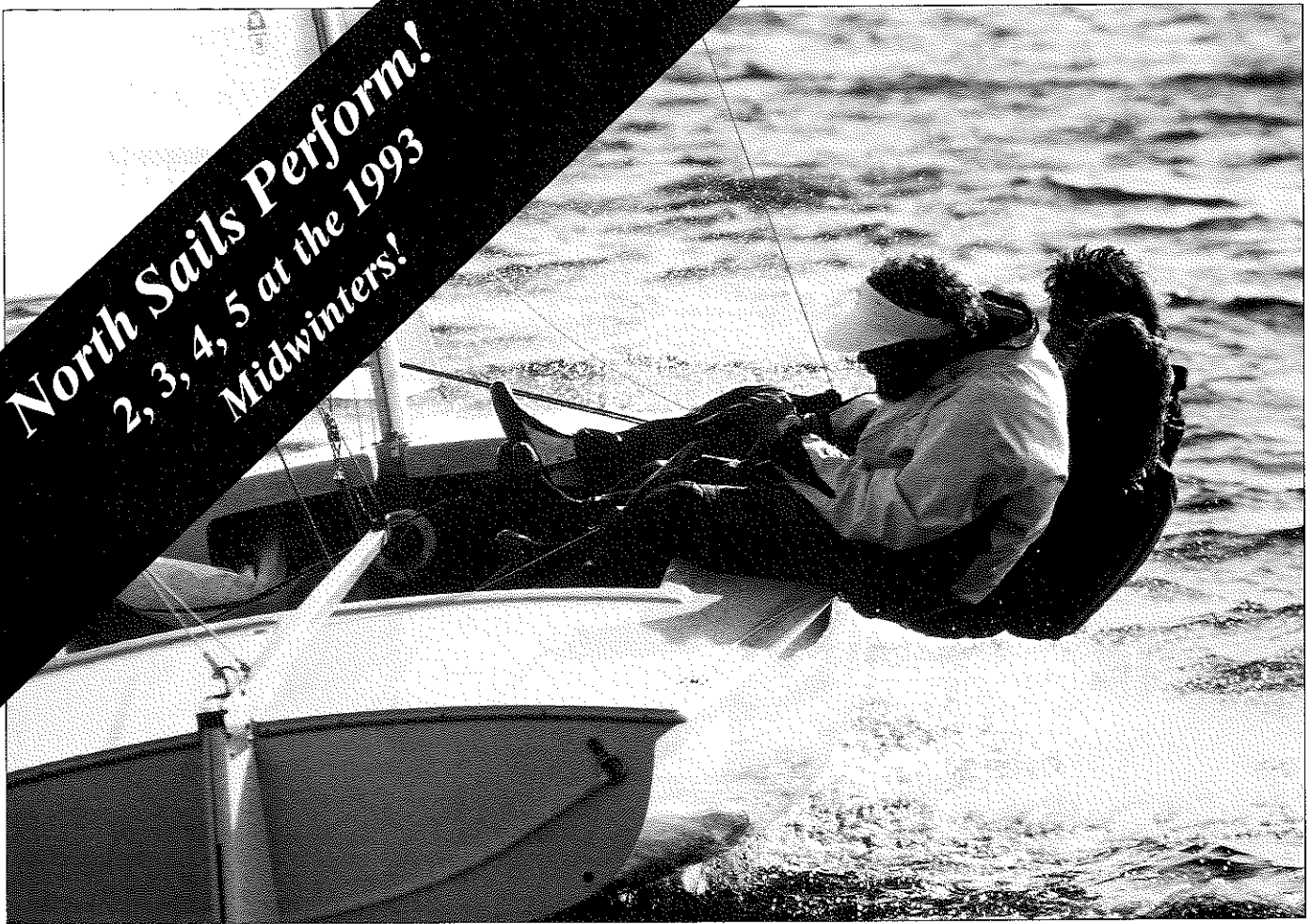
# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOL. XXXVI NO. 3 MAY / JUNE 1993



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### Scots n' Water

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# TO THE EDITOR

## Lynne "Sunshine" Hartman

Dear Editor,

I just received the Jan/Feb issue, which contained a number of interesting articles, some of which requested comments. Here are mine...

John Domagala suggested that, for weekend regattas, we go to shorter races, but sail more than two per day. This is a great idea! A lot of the fun of racing is in starting, mark roundings and spinnaker hoists and douses. Follow the leader single file is not fun! Also, as John suggested, we have always used mid-beat (Gold Cup) starts and finishes for our fleet racing at LAKE ARTHUR. It works really well because we never have to move the committee boat.

For our annual Whiskey Sour Regatta, we do one thing differently. Copying an idea originated at Cave Run Lake, we sail a Sunday long distance race. It provides a refreshing change from the usual round the buoys and everyone really enjoys it. Perhaps other regatta organizers can come up with something "different" to add to the fun at their regattas.

In another article, Our class Measurer asked for comments on a minimum line size of 1/4 inch. Excellent idea!!! Performance should be related to sailing skill, not to dollars spent for fancier rigging. If this proposal is pursued, it will also be necessary to address tapered spinnaker sheets...Legal or not???

Finally, I'm pretty sure your photo labeled "White Rock Regatta" actually is the Cave Run Regatta, since I clearly recognize the stems of Mike Culler (FS4620) Jack Rudy (FS4321) and Jim Starr (FS3550, with perfect spinnaker trim). I'm very familiar with these particular individuals and their respective stems since I seem to follow them at many regattas.

**Dan Goldberg FS#4761**

Dear Editor,

This is my response to the report by the Measurement Committee, and a copy is also being provided to the Measurer, Robert Neff. I would like to know who constitutes the Measurement Committee, and how individual sailors can get some input into their decision-making process.

I object to the proposal to prohibit the use of .5 oz. spinnakers, either by December 31, 1994, or any other date. As the article in the JANUARY/February issue mentioned, a large number of 0.5 oz. spinnakers were purchased before the change, in January of 1988. I bought mine in

November of 1987. I have "taken extremely good care" of my spinnaker, by avoiding sailing over it, and by patching small tears immediately with "Ripstop" tape. What is the issue here? Are some Scot sailors subverting the sales ban by replacing whole panels on a regular basis? If so, I would support a ban on replacing panels, altogether. Spinnakers die, eventually I'll have to replace this one. Most of the competitive sailors in our fleet (Fleet 19) own at least two, just so they'll have a back-up sail, in case one self-destructs. My .5 oz. spinnaker is my back-up, as I only have one other, a new 1991 .75 oz. one. If my 1987 .5 oz. spinnaker is banned in December of 1994, I'll have to buy another one for no good reason. This is a substantial expense, and before forcing it on the Class, the Measurement Committee ought to have a ballot.

Likewise, I object to the exclusion of dacron as a spinnaker material, at least until more information is provided. I am not aware that the order forms for sails from the major suppliers to the Class state the spinnaker material. The North and Shurr order forms I have currently do not mention sail material. Neither do their advertisements in the JANUARY/February Scots 'n Water. I have no idea what material my 1991 spinnaker is made of. Before the Class takes action against spinnaker cloths again, some basic research is in order. Who has what materials now? Are the factors the J22 and J24 fleets used valid for Flying Scots? The sail makers only quote one price for spinnakers in their ads, so the cost does not appear to vary with material. What is our Class experience with durability of the two materials? Real data on these questions should be put before the whole Class, so that we can make an informed decision.

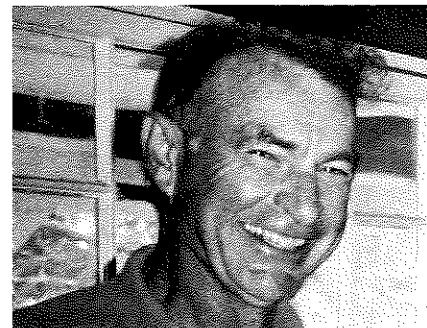
I support the suggestion of limiting the weight of main and jib cloth, since it appears this can be done before use of lighter cloth by the Class.

I object to limiting the minimum size of running rigging to 1/4". What is the real issue here? Is it the size or the material? I believe that expensive lines, such as Kevlar or Kevlar-containing lines should be prohibited. But 3/16" dacron line is only 20¢ a foot, and I find it useful to carry spare spinnaker sheets in this size, to use with my .75 oz. spinnaker when the wind lightens up. The investment is trivial. I tried 1/4" polypropylene, but found it tangles too much. It's advantage is that it floats. Should water repellent line be banned?

New England Ropes has one, but the smallest size it comes in is 1/4". Again, what is the issue? Simply size? I don't think so. I think the issue is improved performance at higher cost, and the Measurement Committee should focus on that, rather than simply on size.

Finally, I read with interest the paragraph on towing the Scot backwards. In Fleet 19, we usually tow swamped Scots forward, Getting the water out is the usual problem. I think we should have a standard towing bridle, and that carrying it on board should also be mandatory. Further, I think inspection ports in the stern, for drainage, should also be mandatory. I've installed them myself in Sunfish. The ports themselves are not expensive, and they could be provided as a kit by the builders, with instructions on how and where to install them.

**Michael Gold, FA 4785 Fleet #19**



Jack Orr

We understand that there has been curiosity about Jack Orr's death, and we want to provide further information. The accident occurred during the second race of our regatta on Saratoga Lake on August 29, 1992. Jack was leading the race and was most of the way down the running leg, flying a spinnaker. The wind was approximately 18 MPH, with perhaps two foot chop.

Jack's boat capsized and Jack and his crew went into the water. They righted the boat. The spinnaker sheet was either still cleated or else re-cleated itself, and the boat started to sail away. Then the mainsheet in the water wrapped around Jack's ankle and he was dragged behind the boat for a distance. He was wearing a PFD and a foul-weather suit.

The rescue boat stationed at the leeward mark quickly reached the boat. Rescue boat crew started rescue breathing while Jack was still in the water and began CPR as soon as he was in the rescue boat. CPR was continued during the trip to shore on the dock until emergency squad personnel arrived, and in the ambulance on the way to the hospital. According to the autopsy, Jack died of drowning.

**Peter and Ann Seidman FS 4254**

# HOW DO YOU MEASURE SUCCESS?

by Dan Goldberg FS 4761

My friend Jim (not his real name) was really bummed out. He had just finished in the top five in the 1992 North American Championships, yet he wasn't happy. I couldn't believe it! I would love to sometime do that well in the premier Flying Scot regatta.

My other friend, Scott (not his real name either) was ecstatic. He and his wife had not made the cut for the Championship Division, so they were clearly not among the "elite" sailors at the North Americans. However, they sailed well enough to trophy in the Challenger Division.

Why the difference in their emotions? Jim thought he could have sailed better and had a genuine shot at a better finish than he actually achieved. By his own standards, his performance was not as good as it could have been. Scott, by contrast, had won a trophy in the Challenger Division. At the beginning of the regatta, he had not expected to do anywhere near that well. He had actually won one of the Challenger races, and overall had done better than ever before in a national regatta.

So who had the better regatta? I guess it all depends how you look at it. On an absolute scale, Jim did better than Scott. On a relative scale, Scott did better in the sense that he exceeded his expectations for the regatta and sailed better than he ever

did before.

I can remember the first year I raced at our local lake. Finishing in the top five was out of the question - they were on the horizon by the time we got to the finish. Initially discouraged, I realized it was not realistic to expect to do much better than I was actually doing. After all, I was a raw rookie, with no previous experience. So my friend Doug (his real name, but he doesn't race a Flying Scot anymore) and I had our own match race every week, except he didn't know it. The match race between us was for the next-to-last and last. I considered it a good day if we didn't finish last!

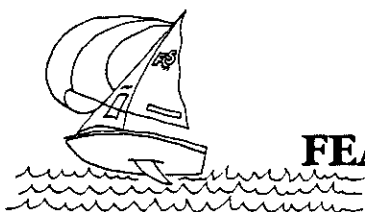
As we started to improve, I set our goals accordingly. After a couple of years, I figured we had a realistic chance of finishing in the top half of our fleet. When we did so, I was tickled pink! In 1992, we won the fleet championship, but in some respects, our very first success in meeting our goal, which happened almost ten years ago (finishing in the top half of the fleet) was more satisfying.

So what do we make of all of this? It's probably different for each person, but the following thoughts are offered for your consideration:

1. Set realistic goals for yourself. It's not relative for example, for a new sailor to immediately win the fleet championship. It can be frustrating to set your goals unrealistically high. By

contrast, you can be "successful" (by your own criterion) if you meet or exceed your goals when set realistically. Our first year, we were successful anytime we didn't finish last! For Scott and his wife, success meant winning a Challenger Division trophy at the North Americans.

2. If you do well on an absolute scale, don't beat yourself up even if you could have done better. Finishing really well in a major regatta is still a feat to be proud of! You may not be internally satisfied, but you have still sailed better than most.
3. Win or lose, it's only a game! In the big scheme of things, it really doesn't matter as long as you had fun and sailed well. Our 1992 fleet championship came down to the last race day. With two races to go, we were in a virtual tie for first place. My crew was nervous but I was relaxed - the worst thing that could happen is that we'd end up in second place - not too shabby! Besides - who will care or remember three years from now? Don't get me wrong - I wanted to win, and I really think my relaxed attitude had a lot to do with it. Just remember - it's not life or death - it's only a race!
4. However you define it, I wish you success!



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# Me, Rip van Winkle, and Flying Scots

## A Ripping Yarn

by Bill Vogler FS 3929

Washington Irving wrote of a man, Rip van Winkle, who wandered into the Catskills of New York and disappeared for twenty years only to come back surprised to see how things had changed. I had a similar experience with a twenty year hiatus from Flying Scot sailing only to come back finding things remarkably similar.

My first experience with Scots was as a teenager in the mid 1960's on a cruise with Sandy Douglas. He had come to Crab Orchard Lake to promote Scots at the Egyptian Cup Regatta in Carbondale, Illinois. It was clear this man had a unique bearing. He knew how to sail and was persuasive. Soon, Crab Orchard was filled with Scots which nudged out the Rebel fleet in popularity. I remember many splendid and varied personalities. There was Flo and Ted Glass with their Southern manners and Doc Striegel, our charismatic vet, who could sail a wash tub faster than you could a boat. There also was John Miller, the colorful Cajun

from Herrin; Paul McCroy, competitive owner of the local radio station; the Ashby's in FS #4; the Ewings (Bill and Aileen) in the "Crabapple"; and Jack Brown, I believe was the first owner of a commercial Flying Scot, and many others. It was a magnificent and competitive group.

My Scot mentor was Don Shoemaker, a professor of clinical psychology at Southern Illinois University. You could not miss his 900 numbered Scot, Night Owl, with blue sails, rainbow spinnaker, and yellow hull. Don was at ease either in races or moonlight sails. One experience with Don was an Egyptian Cup regatta race devastated by a massive storm that scattered and capsized boats. Ours and one or two other boats remarkably remained unscathed and proceeded to the finish line. "The race must still be on!", we surmised, "Look, the committee boat is waiting for finishers!". We struggled on valiantly only to discover the look of amazement

on the faces of the committee boat crew. The only reason they were still there - they were stuck!

Our best race was the districts in Milwaukee in 1972 on Lake Michigan. We won a thrilling second race at the finish line narrowly beating a skipper we heard was an Olympian. I'll forever remember the sheer joy as we looked at ourselves, victorious! First overall and into last race, we rounded the first mark first. "We could win this whole thing"! But it was not meant to be. We hit a boat on the run, and 720ed with the spinnaker up and never recovered. My 3rd place medallion is stored with momentos that somehow never get thrown away.

The next year's districts at Wilmette Harbor on Lake Michigan again left me with an experience I shall not forget. I don't remember our place of finish, but I will always remember the 12 foot waves, the headache, the stomach ache, and dizziness. I also remember learning a new sailing term I added to



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## Me, Rip van Winkle

(Continued from page 6)

my nautical vocabulary... "Broach". But we didn't!

That summer of racing was my last for nearly twenty years. I ended the 1973 season skippering a few times in a borrowed Scot owned by young Skip Blackwood who never seemed to make the races. I never placed well but enjoyed the heck out of it!

As I wandered through life as a grad student and instructor of physical education first at the high school then college level, I lived in 4 states. My first question about new environs was always about sailing. "No, not much sailing around here", was the usual reply. Nearly twenty years went by, and it looked as if my desire to sail would go the wayside with all my other strange interests in life...learn a foreign language, play the piano, and author a book. Then, I applied for a position at Illinois State University in Central Illinois on the prairie. "Any sailing around here"? "Yeah, I hear there's a sailing club down on Lake Clinton". "What kind of boats do they sail down there"? "I dunno". On my interview, I drove the 29 miles to Lake Clinton and pulled into a large grassy area where I instantly recognized the simple but sleek shapes

of a number of Flying Scots. I drove closer and on inspection of the nearest trailer I spotted the stenciled name, "Ted Glass". "Oh my God"!

I took the job at ISU unsure of many things but sure of at least one, I was going to have a Flying Scot and I was going to finally compete! There was this guy I contacted in the club, Steve Hartman who said to drive over to Champaign and get his extra Scot to use for the rest of the season. "You mean I can just come over and you will allow me, a complete stranger, to drive off with your boat, just like that?" "Yes, but I know you will buy it from me at the end of the season". And I did!

I plunged into preparations for sailing competitively. I enlisted crew support from Anne Gosch, a local friend coincidentally I hadn't seen in 20 years. In mid August, 1992, nearly 20 years after my last race, I was cranking up the jib and mainsail again! Ten races later, including the "Whale of a Sail" in Carlyle Lake and the "Glow in the Dark" at Clinton Lake, some things still hadn't changed. I didn't place well but I enjoyed the heck out of it! The boat still sails the same way, the equipment hasn't changed much, and the people are the same. There are Flo and Ted Glass, racing competently and are as engaging as ever. People still talk of

Doc Striegel and the Egyptian Cup Regatta. I read the Ewings are still sailing. Don Shoemaker and the Night Owl are intact in Florida. I went down to Crab Orchard Lake, recently to look around. The club has largely disbanded but some things remained. John Miller came over for a sail. The Ashby's boat, FS#4, is still on the same lift. And there is a Scot, upside down in the dry dock area, recently blown off a trailer with the mast bent. I remember looking at it closely. It was young Skip Blackwoods' boat! The one I last sailed...20 years ago!

Rip van Winkle remarked in Washington Irving's tale, "...everything's changed, and I'm changed... and the very character of the people seemed changed". But since I've come back from my sleep of 20 years...I haven't noticed!

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# Preventative Safety

This article started at a race committee meeting. We were talking about safety. I have a fair amount of sailing experience, but my Scot sailing is limited. I realized that I really knew very little about what might happen when the wind starts to blow. So, I thought I'd do some research to help out myself and maybe other people, too.

First of all, with regard to equipment, all class rules, regatta rules, yacht club rules, even Coast Guard rules should be adhered to. The Scot class requires each boat to carry life jackets, bailer (bucket), oar or paddle, anchor with 100 feet of line and the safety line attached to the transom rings. A pocket knife should be carried to cut lines in an emergency.

All equipment on the boat, including standing and running rigging should be in perfect condition, not only for safety but for performance also. Halyards and lines should be examined regularly for wear and defects. Cleats should be lubricated so they don't jam. Rigging

should be set up so lines can be uncleated easily while they have heavy pressure on them. The number of holes in the deck should be minimized so the boat will float longer if it is tipped over.

Before you venture out in windy weather you should ask yourself if you feel comfortable with the conditions. You know what your ability is, not the other sailors or race committee. With regard to life jackets, many people wear them while sailing in hiking and planing conditions. Others put them on at the point when it makes them feel at ease. While sailing, cleats are helpful tools, you'll probably have to cleat the jib sheet and spinnaker guy. But the mainsheet and spinnaker sheet should always be held so you can respond immediately to a change in circumstances. When sailing downwind in heavy weather, have your centerboard approximately one-third down. This will provide something to stand on in case of a capsize. If the boat starts yawing, immediately lower the board some more.

## Capsizing

When you know the boat is going over, make sure all sheets are uncleated. If possible, one crew member should quickly go over the high side of the boat and stand on the centerboard. Otherwise, do not stay in the boat, it will swamp faster. Concentrate on how you can land safely outside of the boat. Once in the water, make sure everyone is OK, has a life jacket and is not trapped in the sail or tangled in a sheet. If you or your crew appears tired, out of breath, cold or scared, try to relax, stay with the boats, and wait for help. Remember that this is a tiring job, especially with full clothes on, and exhaustion is a real risk to your safety.

Before you right your boat, check to see if everything is uncleated. While staying with and next to the boat, swim around the stern (not the bow) and get your weight as quickly as possible onto the centerboard. Two people on the board should be enough to right the boat. As the boat starts to right, the person on the board should climb in. Others should hold on to the boat or something attached like sheets or the stern safetyline. The person in the boat should quickly check to make sure all sheets are loose so the boat doesn't start to sail. This is important - they can and have sailed away, leaving their crew in the water! After sheets are loosened, the person in the boat should assist others in climbing back in. It may be easiest to climb aboard over the stern. Boats have gone over again when people have tried to climb over the side.

In the July/August 1988 issue of Scots 'n Water, you'll find an excellent article on making and using towing bridles and transom ports. Also refer to "Highlights of Scots n' Water" for a good article on installation of transom ports. The towing bridle is used to lift the bow so that by sitting aft, a lot of the water will run out of the boat. If transom ports are installed, much more water will exit.

Well, maybe I'll go back to the race committee and recommend that the fleet do some capsizing drills at the beginning of the season.



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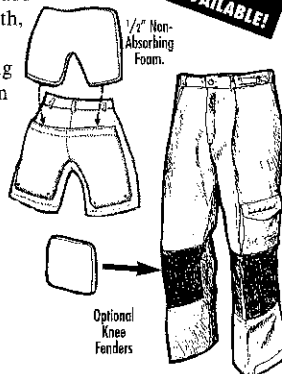
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Colors: Cotton - Khaki, White, Navy  
Nylon - Royal, Red, Teal/Navy,  
Khaki/Navy, Magenta/Navy,  
Royal/Red, Surprise Color

Shipping not included



JR. SIZES NOW AVAILABLE!

Optional Knee Fenders

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*The choice of Olympians*

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Supplying Olympic Medal winning sails is the toughest task asked of a sailmaker. At ULLMAN, we take the knowledge gained from the Olympics and use it to build the best sails for other top classes. Last year ULLMAN'S took two of the top ten places at the Flying Scot Midwinters. This year Kelly Gough took first place. There was no second. He didn't even need to sail the final race! In the Challenger Division, Bill Cantrell, helming in his first regatta of any type, led most of the week and finished one point out, taking third place!

## ULLMAN SAILS

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A tradition for a quarter century!



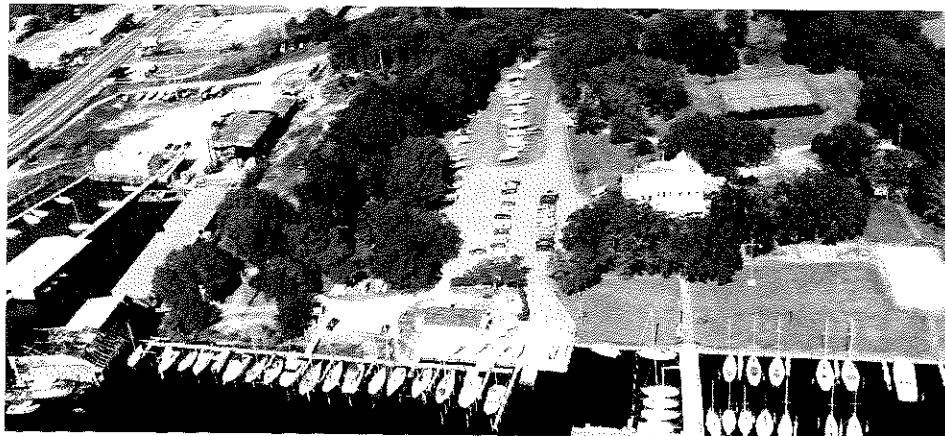
4.4 oz. NYT Main w/window	\$ 620.00
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Leech cut Dynac Spinnaker	\$ 395.00

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214-748-3159 Fax  
Bill Draheim

# Sail The Midwest's Best 1993 North American Championship – July 17-23 Pensacola Yacht Club



**LOCATION:** The 1993 NAC will be sailed on the sparkling waters of Florida's beautiful Pensacola Bay. Pensacola Yacht Club, with support from Fleet 87, will host the event. Because in July the usual southeasterly seabreeze settles in around midday, the tentative plan is to begin back-to-back-racing in the afternoon.

## TENTATIVE SCHEDULE

Saturday, July 17	Registration, Measuring	Wednesday, July 21	PM – Championship Races
Sunday, July 18	Women's Races (3) Juniors' Races (3) Registration, Measuring 1715 Skippers' Meeting Trophies for Women and Juniors 1800 Welcoming Function	Thursday, July 22	PM – Championship Races Evening – Annual Meeting and Dinner 1830 Annual Dinner
Monday, July 19	PM – Qualifying Races	Friday, July 23	PM – Championship Race Awards – ASAP
Tuesday, July 20	PM – Qualifying Race PM – 1600 Executive Committee 1730 Board of Governors Meeting 1930 Board of Governors Dinner		

## HOTELS AND MOTELS IN THE AREA (all within 10 minutes of PYC)

**Comfort Inn**, New Warrington Rd (\$45/night\*) 904-455-3233, **Days Inn Downtown**, (\$40/night\*) 904-438-4922, **Holiday Inn-Gulf Breeze**, (\$70 dbl/night\*), 904-932-2214, **Seville Inn**, (\$39/night\*) 1-800-277-7275, **Grand Hotel**, (\$70/night\*) 904-433-3336 (\*exclusive of tax)

**CONTACT** hotels directly for details and reservations. Be sure to mention FSSA-NAC connection. Each of the above has different cutoff dates for those special NAC rates, so call early.

## CAMPING

Limited camping facilities are available on the club grounds. RV's and campers are welcome.

## GENERAL INFORMATION

Boats will be dry sailed with parking provided. There will be a Women's and Juniors' Regatta scheduled to be sailed on Sunday, July 18 if a five boat minimum registration is met, by class, by June 28 – July 1. Contact Steve Bellows, 904-438-9354.

# REGISTRATION

Pensacola is the site for the 1993 Flying Scot Nationals and was the location for the 1980 NAC regattas. Excellent reserved boat parking facilities are provided. Registration forms are provided below for the Juniors, Women and Championship Series. Please plan to sign up early so that the NAC Committee will be in a better position to properly plan for this annual sailing regatta.

Junior NAC		
NAME	_____	
ADDRESS	_____	
CITY	STATE/ZIP	_____
TEL	FLT. #	BOAT #
AMOUNT PAID \$	_____	

Women's NAC		
NAME	_____	
ADDRESS	_____	
CITY	STATE/ZIP	_____
TEL	FLT. #	BOAT #
AMOUNT PAID \$	_____	

JUNIOR NAC/WOMEN'S NAC registration fee \$25 (\$15 if postmarked no later than July 1.) Make checks payable to PYC-FSNAC. Mail to Pensacola Yacht Club, P.O. Box 989, Pensacola, FL 32595.

FS NORTH-AMERICAN CHAMPIONSHIP		
NAME	DAY TEL: #	_____
ADDRESS	_____	
CITY	STATE/ZIP	_____
SAIL NUMBER	FLEET	LOCATION #
AMOUNT PAID \$	_____	
<b>REGISTRATION</b>		
<b>\$75 if postmarked no later than July 7. If later, include a \$15 late fee.</b>		
Make checks payable to: PYC-FSNAC Mail this form and check to: Pensacola Yacht Club, P.O. Box 989, Pensacola, FL 32595. To assist in planning, please indicate the number in your group planning to attend the following events:		
Sunday Reception	Thursday Annual Dinner	_____

(Continued on page 35)

### Midwinter Championship Division

	Sail #	R1	R2	R3	R4	R5	R6	Total	PTS with	Skipper	Crew	Crew
								PTS	Throw Out			
1	4545	0.75	8	2	0.75	0.75	33	45.25	12.25	Gough, Kelly	Grennan, Jeff	
2	33	31	6	3	5	5	0.75	50.75	19.75	Doyle, Eric	Fink, Trina	Haige, Michael
3	743	3	27	4	7	4	2	47	20	Vanderhorst, S.	Vanderhorst, B.	Vanderhorst, C.
4	4816	4	5	5	2	33	7	56	23	Fisher, Greg	Eiber, Jeff	Taylor, Emily
5	4499	8	9	6	3	2	4	32	23	Clark, John	Smith, Taylor	
6	11	5	18	0.75	9	7	5	44.75	26.75	Bellows, Steve	Williams, Hank	Adams, Elizabeth
7	33	2	12	7	10	33	3	67	34	Northrop, Kevin	Penebuy, Owen	Seichmaydre, Leo
8	4343	6	14	9	8	6	6	49	35	Cohen, Ira	Hayes, Brian	Diresta, Christine
9	4246	10	23	11	4	3	8	59	36	Ewing, Bill	Ewing, Eileen	Vought, Dan
10	4429	9	7	10	6	12	9	53	41	Powell, Gary	Crawley, Dave	Crawley, Christine
11	4271	13	3	8	12	11	13	60	47	Wade, Richard	Linck, Mike	
12	4104	15	24	12	15	8	10	84	60	Thorpe, Joseph	Russell, Bill	Folio, Ray
13	4801	7	22	14	18	16	12	89	67	Meredith, John	Hall, Graham	Lovett, Chad
14	4865	17	33	20	14	10	14	108	75	Carpenter, Harry	Carpenter, Karen	Haydel, Carrie
15	110	14	19	17	19	9	16	94	75	Cooke, Alex	Brown, Chris	
16	29	11	11	13	11	33	33	112	79	Taggart, Tommy	Salzen, Mary	Mullis, A.J.
17	4901	12	33	15	21	14	17	112	79	Smith, Kris	Smith, Diane	Vanorden, Bob
18	4468	28	16	16	13	33	11	117	84	Shaffer, Glenn	Kerdock, Richard	Worth, Jim
19	D14	18	15	27	25	15	15	115	90	Lee, Paul	Glover, Frank	Seddon, Keith
20	3605	27	0.75	19	16	33	33	128.75	95.75	Hartman, Jerry	Hartman, Sunshine	
21	4019	25	17	25	29	13	18	127	98	Irwin, Kent	Denton, Bert	
22	3577	16	4	24	26	33	33	136	103	Domagala, John	Johnson, Jeff	
23	3890	24	2	23	23	33	33	138	105	Kelleher, Terry	Ryan, David	
24	4800	33	12	18	17	33	33	147	114	Pace, Brian	Worthington, Bud	Sale, Blair
25	4580	23	25	26	28	17	33	152	119	Klick, Larry	Payne, John	Mizell, Clint
26	4861	20	10	33	37	33	33	156	123	Manicchia, Pat	Hartman, Jeff	Scott
27	3804	19	28	33	22	33	33	157	124	Hartman, Mike	Fowler, Patricia	
28	2895	22	30	29	24	33	33	161	128	Cavanagh, Jim	Fong, Myrna	Ryan, Mike
29	4699	26	33	21	20	33	33	166	133	Foerster, Roland	Siefrick, Joni	Klis, Chris
30	889	21	33	28	33	33	33	181	148	Gibson, Frank	Morrison, Debbie	
31	4722	29	21	33	33	33	33	182	149	Brown, Jim	Brown, Myra	
32	4647	30	26	33	33	33	33	188	155			

### Midwinter Challenger Division

	Sail #	R1	R2	R3	R4	R5	R6	Total	PTS with	Skipper	Crew	Crew
								PTS	Throw Out			
1	65 B	0.75	3	9	37	2	0.75	52.5	15.5	Ruthven Sr., Jimmy	Ruthven, Brenda	Ruthven, Jr., Jimmy
2	4096	4	21	4	3	0.75	4	36.75	15.75	Rogers, Forest	Dunham, Melanie	Fleury, Richard
3	1436	3	5	0.75	13	6	2	29.75	16.75	Cantrell, Bill	Perna, Jeff	Tresco, Mark
4	4310	8	12	5	0.75	5	5	35.75	23.75	Soloman, David	Soloman, Jodi	Berick, Peter
5	3720	2	6	12	37	3	6	66	29	Jacobson, David	Jacobson, D.W.	Cook, John
6	4619	6	8	27	2	4	10	57	30	Pridmore, John	Davey, Trevor	Bonapart, Michael
7	69	11	2	10	10	11	11	55	44	FitzGibbon, Ellen	Swift, Terri	Harris, Jeane
8	4700	10	14	8	6	9	12	59	45	Moore, E. Paul	Paul III	
9	3404	7	16	17	4	15	16	75	46	McClurkin, Jack	Tellini, Emilio	
10	4736	30	15	11	5	2	19	82	52	Summerfield, Ed	Lindsey, Herb	
11	4278	14	37	21	9	7	7	95	58	Vanderhorst, Karl	Vanderhorst, Yanny	Close, Mike
12	4910	5	30	2	37	10	13	97	60	McCullough, Mac	Hanrahan, Tim	Russell, Deb
13	62	16	24	6	37	14	3	100	63	Myers, Fred	Cooper, R.J.	Clark, Jonathon
14	4109	20	10	3	15	19	20	87	67	Granny Dees	Campion, Jane	Pope, Angie
15	4825	12	22	16	37	8	9	104	67	Sweeney, Vincent	Boehl, Michael	
16	215	21	0.75	15	37	17	18	108.75	71.75	Hainsworth, John	Banning, Rick	Weaver, Kirk
17	790	18	18	24	37	37	37	171	77	Gullen, Tim	Zimmerman, Ron	
18	4135	37	4	20	37	12	8	118	81	Frankland, Richard	Denholm, Ian	Leipper, Jack
19	4814	29	19	18	12	16	17	111	82	Coffill, Ralph	Coffill, Arthur	
20	3796	17	13	25	16	18	21	110	85	Dowling, Joseph	Dowling, Tim	Petroski, Mike
21	3028	15	29	7	37	24	14	126	89	Sumpton, Stewart	Sumpton, Michele	Sumpton, Liz
22	4738	22	23	31	11	20	15	122	91	Kalata, Larry	Penewitt, Cathy	Campion, Phil
23	D13	34	25	37	7	22	22	147	110	McIntyre, William	Armstrong, Richard	Cox, Kevin
24	4420	9	17	19	37	37	37	156	119	Russell, Bill	Schneider, Bob	
25	4115	13	37	13	37	13	37	156	119	Knight, Bernie	Pinkle, Tom	Aljets, Mark
26	1928	33	26	22	8	37	37	163	126	Diresta, Anthony	Diresta, Regina	Diresta, Patricia
27	4785	13	37	23	37	21	37	168	131	Gold, Michael	Skillman, Bob	Ballantine, Pete
28	2611	25	9	26	37	37	37	171	134	Cook, Lynn	Berkel, Ron	
29	4579	23	11	37	37	37	37	182	145	Carson, Margaret	Sanjour, William	Seidman, Peter
30	4777	35	7	30	37	37	37	183	146	Glass, Theodore	Glass, Florence	
31	4229	31	28	37	14	37	37	184	147	Hoffman, Chuck	Becker, Bill	
32	4689	27	37	14	37	37	37	189	152	Harrington, Bob	Andrews, Trey	Seidman, Ann
33	4305	26	20	37	37	37	37	194	157	Hartman, Steve	Disher, Mike	
34	46	28	31	28	37	37	37	198	161	Stanley, John	Pell, Donald	Pell, Paula
35	65	24	27	37	37	37	37	199	162	Rowell, Roth	Rowell, Cylie	Fore, Evelyn
36	391	32	32	29	37	37	37	204	167	Vokae, Bill	Vokae, Amy	

## Mid-Winter Warm-Ups Results

Name	Sail #	Race #1		Race #2	
		Pos	Pts	Pos	Pts
Powell, Gary	4429	4	4	1	0.75
Jacobsen, Dave	3720	3	3	2	2
Ryan, David	3980	8	8	5	5
Hull, Deven	190	10	10	4	4
Shaife, Glenn	4468	21	21	6	6
Fitzgibbon, Eile	69	25	25	7	7
Lee, Paul	12	28	28	8	8
Bellows, Steve	GYA11	1	0.75	DNS	39
Meredith, John	4801	2	2	DNS	39
Myers, Fred	65	33	33	9	9
Foerster, Roland	889	5	5	DNS	39
Rogers, Forest	4096	9	9	DNS	39
Neff, David	3730	11	11	DNS	39
Wainwright, Carl	89	12	12	DNS	39
Domagala, John	3577	13	13	DNS	39
Hartman, Jerry	3605	14	14	DNS	39
Cavanagh, Jim	4699	15	15	DNS	39
Thorpe, Joseph	4104	16	16	DNS	39
Hartman, Mike	3204	17	17	DNS	39
Solomon, Dave	4310	18	18	DNS	39
Carpenter, Harry	4920	19	19	DNS	39
Knight, Bernie	4115	20	20	DNS	39
Sumpton, Stewart	3028	22	22	DNS	39
Pridmore, John	4619	23	23	DNS	39
Smith, Kris	4901	24	24	DNS	39
Manicchia, Pat	4261	26	26	DNS	39
Ravell, Roth	62	27	27	DNS	39
Folio, Ray	4730	29	29	DNS	39
Dowling, Joe	3796	30	30	DNS	39
Brown, Jim	4647	31	31	DNS	39
Klick, Larry	4530	32	32	DNS	39
Kalata, L.P.	4738	DNF	39	DNS	39
Hartman, Steve	4305	DNF	39	DNS	39
Hoffman, Chuck	4229	DNF	39	DNS	39
Pace, Brian	4800	DNF	39	DNS	39
Witter, Frank	112	DNF	39	DNS	39
Vokac, Bill	391	DNF	39	DNS	39

**LOST  
AT THE  
MIDWINTERS!**

**SHORE JIB  
IN A  
WHITE BAG**

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6 STYLES:

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

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BOTH TRAILING & MOORING VERSIONS

**COCKPIT FROM \$202**  
BOOM TENT THAT COVERS FROM MAST  
OF TRANSOM

**BOTTOM COVER \$259**  
SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

**INVEST IN THE BEST!**

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

Here are the simple facts:

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

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

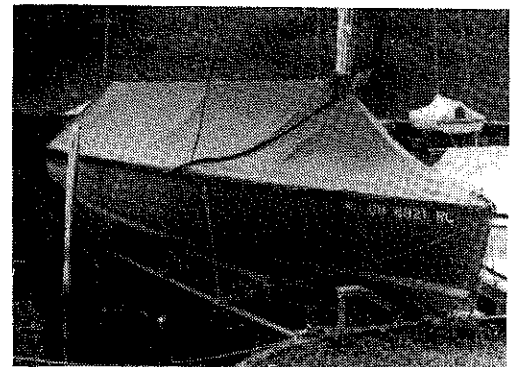
Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

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

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

 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305



# Starting Line

**Fleet 31**  
**30th Anniversary Regatta**  
**June 5th & 6th, 1993**  
**Barneгат Bay**  
**Shore Acres, NJ**

Fleet 31 will celebrate their 30th Anniversary with an invitational regatta at Shore Acres Yacht Club on upper Barneгат 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**

Myc #76 For Info contact; Jim Cavanagh 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**  
**1st Regatta**  
**Fleet 42 on South River**  
**(Chesapeake Bay)**

**Come Join Us For Fun!!!** Contact:  
 Brian 202-737-2290 or 202-737-1537  
 Fax 410-544-7455 Home

**June 26-27, 1993**  
**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 102 Spaight St.  
 #6C Madison, WI 53703 608-255-5334

**July 3-4**  
**Lake Norman Yacht Club**  
**"4th of July Regatta"**

One Design (Flying Scot, Highlander, Thistle, Y-Flyer, SJ 21) Board boats, Catamarans, PHRF Lake Norman, Mooresville, NC Highlight: Special Saturday Fireworks Contact: Jim Stebel 5619 Doncaster Drive Charlotte, NC 28211 Day: 704/522-2173 Evenings: 704/364-4681

**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 days five race series. Contact Jim Commers (612) 531-4444.

**July 18th, 1993**  
**Ladies Nationals 1993**  
**Pensacola Yacht Club**  
**Pensacola**

**July 18, 1993**  
**Junior's Nationals 1993 Pensacola**  
**Yacht Club, Pensacola, FL**

**July 19th - 23rd, 1993**  
**NAC**  
**Pensacola Yacht Club**

More on this later Its the 35th Annual NAC Going to be great - be there!

**July 24 & 25th**  
**Sam Meyers Regatta**  
**Pymatuning Sailing Club**

which is located at the northern end of Pymatuning Lake which borders Eastern Ohio and Western Pennsylvania Contact Jim Staffel, 5000 Stanhope-Kellogg Rd. Box 326, Andover, Ohio 44003.

**July 24-25**  
**Fleet 166 - Barnum Bay Y.C.**  
**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

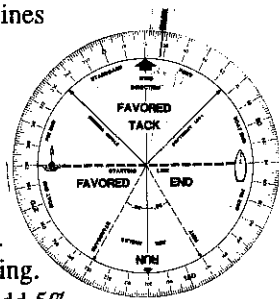
**July 31 - August 1, 1993**  
**Midwest Districts**  
**87th annual Ephraim Regatta**

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

## SAIL SMART... AND WIN!

Still guessing which is the favorable tack and the favored end of the starting line? Get a jump on the competition with the race proven Winners Circle Calculator. Waterproof, color-coded six inch diameter calculator quickly determines best starting position and fastest course to the mark. Also shows fastest spinnaker angles. Reverse side contains commonly used racing flags in color. **Only \$9.95 plus \$1 shipping.** Massachusetts residents add 5% sales tax. Send check or money order to:



**Regatta Gear, P.O. Box 99**  
**Cohasset, MA 02025**

(Continued on page 16)

**Delavan Lake  
1993 Wife-Husband Championship Regatta  
Registration Form**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Sail # \_\_\_\_\_ Fleet # \_\_\_\_\_

**Registration \$65.00 (\$75.00 after July 1)**  
Registration includes racing fee, 2 lunches and  
1 dinner for two sailors.

\_\_\_\_\_ I need child care for children ages \_\_\_\_\_  
I need extra meal tickets for \_\_\_\_\_ non-sailing adults  
(\$25) and \_\_\_\_\_ children (\$10).

**Make check payable to** Delavan Lake Yacht Club, and mail it to  
Larry Goebel, 28 Robin Crest, Hawthorne Woods, IL 60047

**Motels**

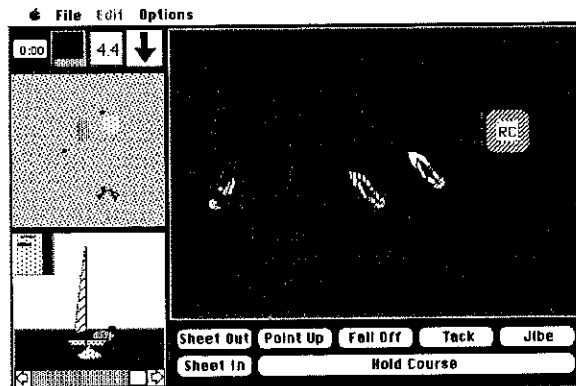
Make reservations directly with motel. All are within 3 miles of  
yacht club.

Lake Lawn Lodge	414-728-5511	\$\$\$\$
Delavan House Hotel	414-728-9143	\$\$
Super 8 Motel	414-728-1700	\$\$
Royal Inlet Motel	414-728-9399	\$\$
Travelodge	414-728-8030	\$\$
Evergreen Motel	414-728-5454	\$
Lakeview Motel	414-728-4487	\$

**Camping**

Call Jack McClurkin at 708-359-1190 for information.

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**MAKES A GREAT GIFT!**

**1993 Flying Scot Northeast Regional Districts Championship at Sayville  
Yacht Club, Blue Point, Long Island, NY  
August 6, 7, and 8, 1993**

- Low Point Scoring System 6 Races Planned Participation Gift
- Two Divisions: Championship and Challenger; Plus Crew Trophies
- Limited Camping Available for Pre-Registered Entrants Only
- Lunches Available
- \$5 Pre-Registration Fee Reduction (Postmark by July 26)
- Contact: Rob Kaiser Tel #: (516) 589-2467
- Paul Patin Tel #: (516) 363-9069

**Pre-Registration Options**

**Plan A:** 2-Person Boat: includes entry fee plus Friday and Saturday parties for skipper and one crew member for \$75 (\$80 after 7/26/93)

**Plan B:** 3-Person Boat: includes entry fee plus Friday and Saturday parties for skipper and two crew members for \$90 (\$95 after 7/26/93)

**Plan C:** Registration only for \$40 (\$45 after 7/26/93)

**Plan D:** Additional Combination Friday and Saturday party tickets for \$20/person.

**Schedule:** Times are tentative and subject to change

<b>Friday, August 6</b>	0900-1300	Registration and Check-in
	1200	Competitors Meeting
	1400	First Race (2 Planned)
		Beer/Soda/Hors d'oeuvres after last race
<b>Saturday, August 7</b>	1000	Races (3 Planned)
	1900	Dinner
<b>Sunday, August 8</b>	1000	Race(s)
		Awards Ceremony after last race

**NOTICE:** Plan now to attend the Horrocks-Palmer Regatta on September 18 and 19

Mail checks payable to  
Sayville Yacht Club to Cammie Kaiser,  
21 Elm St. Sayville, NY 11782.

Name \_\_\_\_\_ FS # \_\_\_\_\_

Address \_\_\_\_\_ Phone ( ) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

- Plan A \$75     Plan B \$90     Plan C \$40  
 Plan D \$20 X \_\_\_\_\_ Total \$  
 Camping: No fee but preregistration is required

## Starting Line

(Continued from page 14)

**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 6th, 7th & 8th**

**Northeast Region Districts**

The Sayville Yacht Club cordially invites all NERDs, revenge-minded and otherwise, to come put your skills against each other and the challenging Great South Bay breezes. Join us for a super summer weekend on the Bay!

**August 14-15, 1993**

**1993 Wife-Husband North American**

**Championship**

**Delavan Lake Yacht Club**

**Delavan, Wisconsin**

The members of Delavan Lake Yacht Club extend an invitation to all married Flying Scot Sailing Association members to attend the 1993 Wife-Husband Championship Regatta. Delavan Lake is located about 90 miles northwest of Chicago and 60 miles southeast of Milwaukee in southeastern

Wisconsin. Delavan Lake is about 3 miles long and 1 mile wide. The regatta will be held in a one mile circular area just off of yacht club. All races will be around-the buoy courses, with olympic and windward-leeward courses being the most likely. Normal winds for this time period are expected to be a moderate 8 to 12 knots, with expected temperatures in the 70's and 80's. Five short races will be scheduled for the regatta, three on Saturday and two on Sunday morning. Each race will last about an hour. Since the race course and club are near one another, a long sail to the course isn't necessary. It is also possible to return briefly to shore between back-to-back races. The club has a snackbar with a staffed foodservice and several multipurpose rooms. Outside is a large grassy play area with playground equipment. There is also a small beach for swimming. There is one hoist, one primary launch ramp, and two more auxiliary launch ramps. There is ample space on shore for dar sailing boats overnight.

On Friday night, regatta participants will be able to mingle with DLYC

members at the club's Friday night Fish Fry.

On Saturday night, there will be a Western theme party. So bring your hat, spurs, boots, and britches for some real Western fun!

### Schedule of Events

#### Friday, August 13, 1993

6:00 - 8:00 p.m. Registration  
6:00 - 9:00 p.m. DLYC Fish Fry  
6:00 p.m. Tune up race

#### Saturday, August 14, 1993

8:00 - 10:00 a.m. Registration and Launching  
10:00 a.m. Skipper's meeting  
11:00 a.m. First race  
12:30 p.m. Lunch  
2:00 p.m. Second and third races

7:00 p.m. Dinner & Western Party

#### Sunday, August 15, 1993

9:00 a.m. Fourth and fifth races  
12:00 p.m. Lunch  
1:00 p.m. Awards

Motels and camping are nearby. Babysitters will be available upon request.

(Continued on page 17)

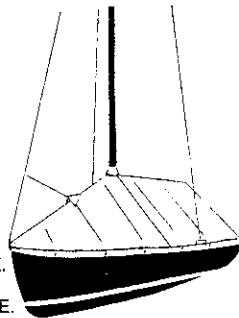
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## NOTICE TO 1993 NAC COMPETITORS

There have been concerns expressed by competitors on whether there is a potential problem with fairing the centerboards. Because of the possible impact on performance that refairing can have, the Measurement Committee is proposing to ask the top 10 finishers in the Championship series, and the top 5 finishers in the Challengers series to volunteer to remove their boards for review after the competition. The purpose of this review is to gather data to determine if there is a need for concern in this area. There will be no attempt to impact the results of the NAC based on this review. The committee will provide a lifting aid and manpower to assist the competitors in this task. Special provision will be made to assist the competitors where shimming of the trunk prevents normal removal of the board. Comments on the proposed procedure are welcomed. In advance, the Measurement Committee thanks the competitors for their cooperation in this review.

**Bob Neff, Chief Measurer**



## Starting Line

(Continued from page 16)

For registration, lodging, directions, and other information, contact Jack McClurkin, 1620 Chesapeake Drive, Hoffman Estates, IL 60195 Phone: 708-359-1190 Fax: 708-991-5481

### August 28th & 29th, 1993 7th Annual Flying Scot Invitational Regatta & New York Lakes District Championship

The Flying Scot New York Lakes District Championship will be held at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 28 and 29. The 7th Annual Saratoga Lake Flying Scot Invitational Regatta will be held at the same time. All Scot sailors are invited to enter the Invitational and will be eligible for overall finish trophies. New York Lakes District sailors only will also be eligible for the District Championship title and trophies. We have had 25 Scots at the Invitational in 1991 and 1992, and expect even more to come this year. In addition to good racing, we will feature hospitality, starting with a light supper and wine and cheese party Friday evening, breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night. There is room to camp at the Sailing Club and we will arrange housing with Club members.

Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, 518-877-8731. Peter Seidman, FS 4254 Governor, NY Lakes District

### September 11-12 Massapoag Annual Regatta Fleet 76 Sharon, MA

This annual event is a five race series on beautiful Lake Massapoag. There are three races on Saturday followed by a Cocktail hour and then dinner party on Saturday evening. Sunday features two races followed by lunch and Awards. Come and sail with some of New England's best sailors. Last year's regatta featured over 20 Flying Scots from New England. This event is open to All Flying Scot sailors. Contact: Randy Rubinstein, 255 Mansfield St. Sharon, MA 02067 (617) 784-3075

### September 11th and 12th, 1993 Barnegat Bay Fall Inv itational Regatta 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 and we hope for another large turnout. We look forward to seeing you for this early fall regatta. For information contact: Kris Smith (908) 234-9459

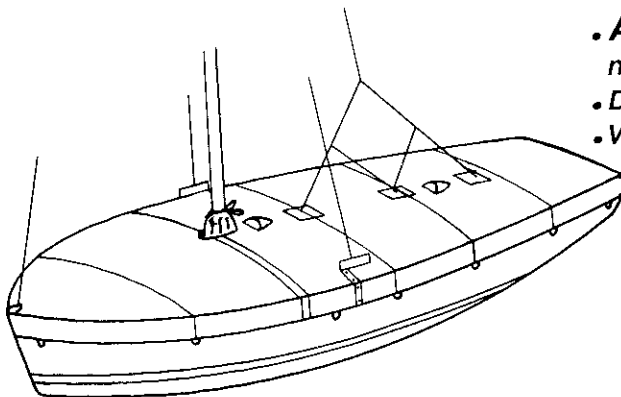
September 11-12, 1993  
Mayor's Cup  
Lake Townsend Yacht Club  
Flying Scot Fleet 126  
Lake Townsend - Greensboro, NC  
Contact: Fields C. Gunsett, FS 4770  
919-299-2341

September 18 & 19  
Whale of a Sail Lake Carlyle Bernie  
Knight 314-453-5321

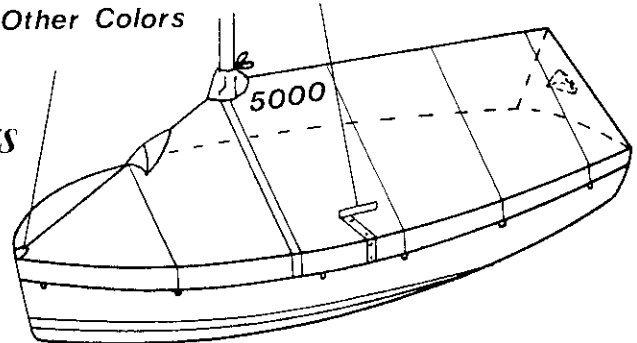
**HORROCKS/PALMER REGATTA**  
September 18th and 19th  
The Sayville Yacht Club cordially invites all Thistle and Flying Scot sailors to join us for the annual Horrocks/Palmer Memorial Regatta. Scot sailors compete for the Palmer Trophy. With warm water and fresh breezes, early fall sailing is great on Long Island! For

(Continued on page 18)

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Memphis, Tenn 38111



## Starting Line

(continued from page 17)

specific details on either regatta, please contact: Robert R. Kaiser 21 Elm Street Sayville, NY 11782 516-589-2467 or Paul J. Patin 40 Bergen Lane Blue Point, NY 11715 (516) 363-9069

### October 1, 2, and 3, 1993 The Glow In The Dark Regatta Fleet 135

Clinton Lake, Illinois

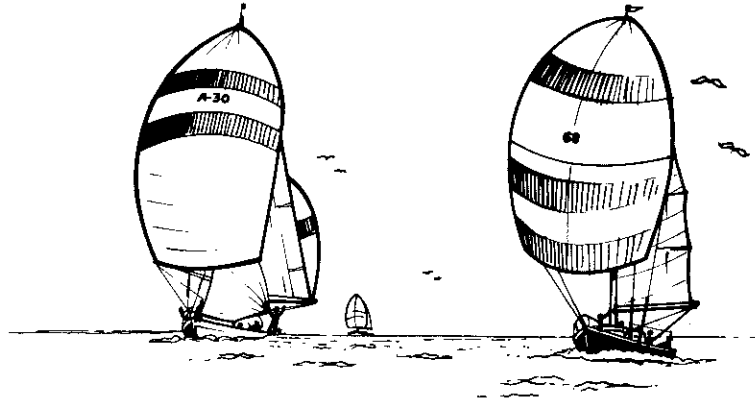
Party Friday night, three races Saturday and Sunday Contact Jerry Hartman (217) 586-3575 or 355-1220, Mike and Steve Hartman (217) 359-5828

October 2-3, 1993

### Cave Run Sailing Association (CRSA) Grand Annual Regatta

Cave Run Lake,  
Morehead, Kentucky

Hosted by the CRSA and Flying Scot Fleet #165, this annual regatta features a spirited Flying Scot class, as well as others: Thistles, National One-Designs, handicap day sailors, cruisers. Join us on our beautiful eastern Kentucky lake, situated amongst the hills of the Daniel Boone National Forest. We will contest 3 round-the-buoys-races on Saturday, followed by the (in)famous and lengthy



Down-the-Lake-Race on Sunday morning. Camping is especially encouraged: the CRSA reserves a group spot in a well-developed campground near the marina in the Forest. For more information, contact: David J. Bettez, 3346 Mantilla Drive, Lexington, Kentucky 40513. Phone (606) 224-3938.

### October 9 & 10, 1993 Gulf District Championship Fairhope Yacht Club Fairhope, Alabama

For information contact:  
Dan Kolenich (205) 626-7175

### October 16 & 17th Open House Regatta

White Rock Lake, Dallas Texas

Good times, great company and superb racing plus a Texas Steak Dinner Saturday night. Home lake to the 1993 Midwinter Winner. Come join us! Contact Pat Manicchia, 8123 San Fernando Way, Dallas, Tx 75218 (214) 321-7232

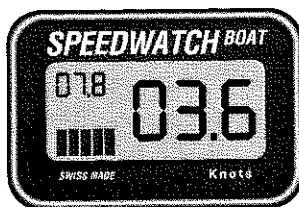
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# SCHURR ENOUGH...

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



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



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



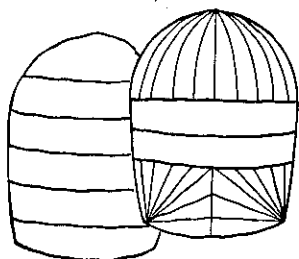
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| <input type="checkbox"/> Jib \$222                | <input type="checkbox"/> Spinnaker Turtle \$35      | <input type="checkbox"/> Mainsheet Retainer \$8.50   |
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# Caveat Emptor

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

**FS 874** Douglass, 1966, yellow hull, white deck, good condition, 5 sails, mast hinge, 3 HP Seagul, Sterling trailer, \$1500. Bob Burton, Athens, GA (706) 549-6706.

**FS 1702** Douglass Blue Hull, Spinnaker, Cockpit Cover, Gator trailer, motor mount, many extras. Very good condition. Buffalo, NY (716) 874-6242. \$2800.

**FS 3125** Ivory Hull and Deck; Main, Jib & Spinnaker Sails; Trailer and cover; dry sailed; \$4500, (901) 753-3932 or (901) 753-5384. Tom Platt

**FS 3525** Douglass, white hull and deck, green strip, 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. Eugene H. Walet, III (601) 452-2744

**FS 3565** White/white, blue stripe, two sets of sails, new spinnaker, boat cover, Tee Nee trailer, anchor, boat hoist, sailed in Madison, WI, \$3800. Call Skip Seward (H) (708) 323-4065, (O) (708) 575-6378, Chicago area.

**FS 4169** 1986, One-Owner meticulously maintained and looks new. Ivory with blue stripes. Mahogany center board, Schurr sails, including spinnaker. Tee Nee galvanized trailer, tent mooring cover, lots of extras including motor mount. Never sailed in salt water or raced. Asking price \$6,500.00. (704) 459-9374 or (704) 459-7324, Jim Ross.

**FS 4315** 87 Douglass. Original owner. White hull/deck. Schurr sails and spinnaker. Full boat cover, galvanized Tee Nee trailer, anchor and line, motor mount with 4 HP Johnson outboard. Contact: Terry Webb, Box 55AB Rt. #2, Swanton, MD 21561. (301) 387-8188; (412) 231-1803. \$7000.

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