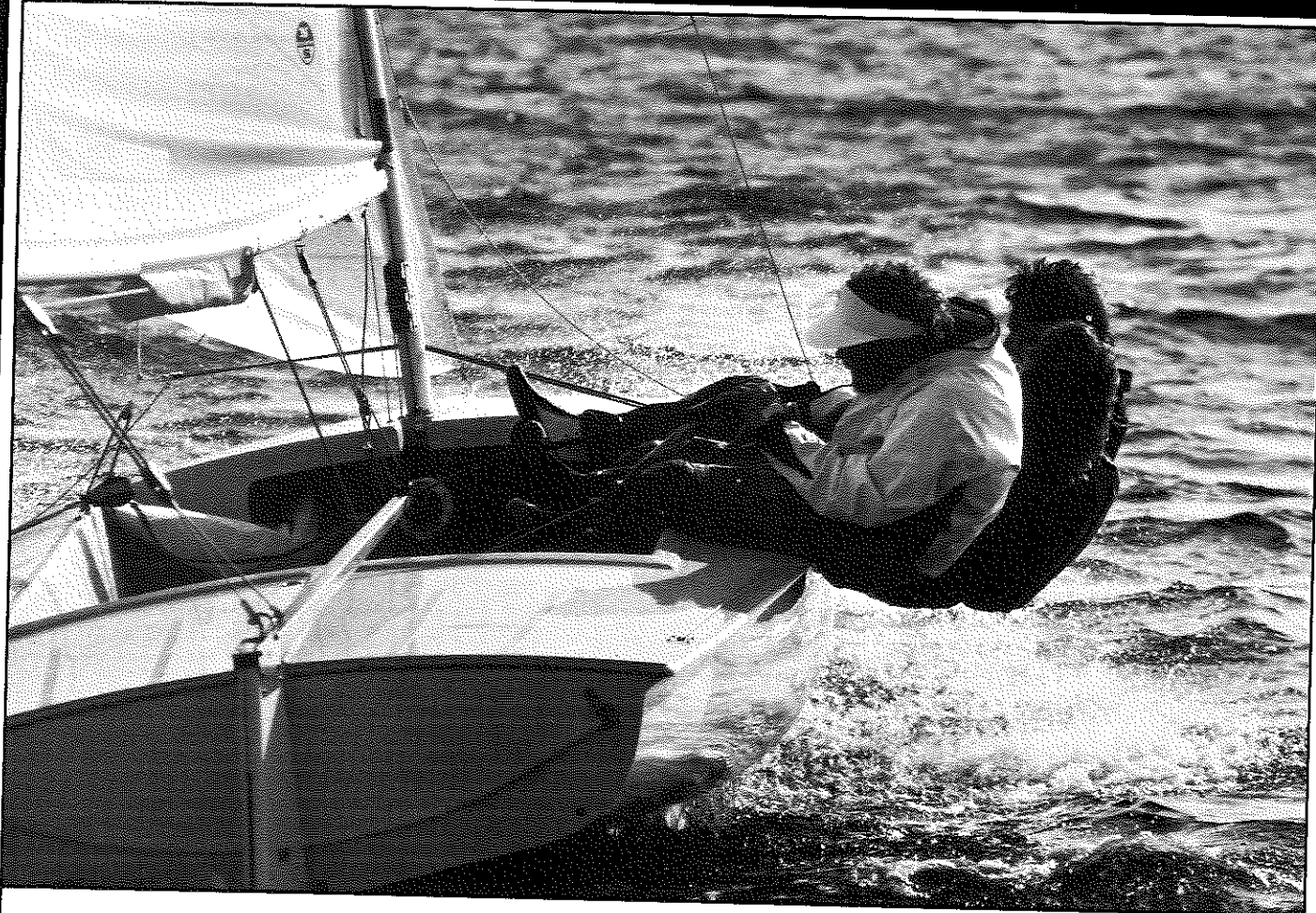


# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION VOL. XXXVI NO. 4 JULY/AUGUST 1993



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## Scots n' Water

### COVER:

1993 Midwinters

Photo by Jim Harris

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### Scots n' Water

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# TO THE EDITOR

## Lynne "Sunshine" Hartman

Dear Editor

Open Letter to FSSA President

Here we go again! An individual is trying to impose his will on many. I am referring to the measurement committee, January-February Scots & Water, which is composed of whom? They did not sign.

This committee should focus their energy toward promoting the sale and future of the Flying Scot Class, not on trying to regulate and restrict such a frivolous thing such as line size, since lines are a minor cost when compared to sails and could last for the life of the boat. The spectra core line is strong, durable, and will last a long time. An individual can very easily strip the cover and pull soft braid over the top making it very user friendly. If they would like to look at safety in regards to control lines they should consider lines that float, which could possibly save a life. My daughter and I experienced the same situation that took the life of Jack Orr, only we were more fortunate than he.

The reason given for the Chief Measurer's desire to restrict line size is to eliminate tapered spinnaker sheets. The reason our boat has them is that they are crew friendly, it gives them a large diameter to hold on to, while simultaneously being not heavy at the clew. The other reason the measurement committee offers for banning these lines is that they are too expensive. Not so, you can make them yourself for a reasonable price.

In regards to sails, the main and jib, it is evident that the new polyant 165HTP2 sail cloth is definitely faster in all weather conditions, trims very easily and is very durable. We have had approximately 25 races in all weather conditions, and they still look great and perform well. Let's not bury our heads in the sand and not use the available technology for creating stronger, longer lasting materials.

Additionally, the sail makers are a very important part in the continuing success story of the Flying Scot. Their ongoing development in sail cloth should be encouraged, not discouraged, as it could lead to longer lasting sail inventories. One would not have to buy a new suit of sails every two years to remain competitive. Should the sail makers lose interest in our class, it could well be the beginning of the end.

About the .5 oz. chute, when the decision was made to limit its use and grandfather in the ones in existence, the person making this decision had no

idea that skippers would do what they are getting away with. He, being a gentleman and fair person, thought that in a couple of years the .5 oz. would be blown out. However, some went out and purchased any number of .5 oz. chutes and stored them. Another method of circumventing the rule was to replace each panel while maintaining the lower panel where the date and stamp is located. Again, a few people's actions affecting many.

Next, there has been concern expressed over skippers who change the foil (shape) of the centerboard, thereby enhancing boat speed. One solution to this problem is to inspect every boat participating in the NAC's and Midwinters. The problem with this solution is that it takes manpower and is time consuming. An alternative would be to inspect all the trophy winners immediately after the last race, which in turn would provide an incentive to reduce cheating.

Another recommendation I would like to offer is that the measurement committee consist of the President of the FSSA, the Chief Measurer, and the boat builder. Who else has more to gain or lose than the builder? He or she has his or her life and future at stake, while we only have a sport and a small investment at risk, right? Therefore they should be involved in measurement decisions.

Additionally, this committee should review our existing rules and regulations with the objective of clarifying the intent of the rules, since some of them are open for interpretation. In other words, if it looks like a duck, talks like a duck and walks like a duck, it must be a duck.

Finally, I for one encounter enough bureaucrats in business and daily life who think they know what is best for you and me. I surely do not need or want bureaucracy in the sport I love.

In closing, we do not need personalities in this organization that feel they must impose their will on many.

Those persons that cheat only cheat themselves. It is a good feeling to cross that finish line or to see the trophy on the wall, and know that it was your crew and you working together as a team that produced the result. Respectfully Submitted,

**Forest G. Rogers - FS 4096**

Dear Editor (See Page 15)

After looking through my old pictures I think this is the one you will like.

Date Sept. 20, 1975  
Boat No. 269 Name - Marion Queen  
of Scots

Skipper, Ed Lockey, crew - Eddie  
and Grant Lockey

No. 1. No, we did not go over

No. 2. Yes, we beat No. 284

No. 3. No, I do not have No. 269  
anymore but I do have No. 4291 and  
still race. (Better than this I hope).

**E. M. Lockey, Jr. Fleet 23**  
**6429 Pemberton Dr.**  
**Dallas, Tex. 75230**

Dear Sunshine:

The March/April issue of Scots n' Water carried Harry Carpenter's article about the new buoyancy bag and inspection (drainage) port. I have now had the experience of installing them, and I thought it might be useful to share this with other owners.

First, for the bag: it comes with straps, mounting hardware, two wood blocks, fiberglass sheets, and instructions. The two blocks are attachment points for the short strap that crosses the bag perpendicular to the keelson. One of them is visible in the bottom photo in Harry's article in the March/April issue. The first step in the installation is to glass these to the hull. The resin and hardener are not included in the kit. I found the sketch in the instructions, for locating the blocks, to be in conflict with the written instructions, at least as I interpreted them. The sketch indicates that the distance between the two blocks should be 25". The text says "Lay the uninflated airbag in the bow to be sure the position of the blocks is correct." When I did the latter, and placed the blocks on an arc 27" back from the bow, as indicated by the instructions, they wound up about 35" apart. Since the shorter strap wasn't even this long, I assumed the sketch was correct, and I glassed in the blocks using the 25" dimension apart. When the bag is inflated, then, the blocks wind up somewhat under the bag, which forced me to inflate the bag after screwing in the straps. My guess is that the blocks should be located 27" back from the bow, but a little farther apart than 25". I think 30" is about right, and then the installation would come out looking like the photo.

Next, when glassing in the blocks, I assumed that the smaller of the two fiberglass pads provided for each block was to be placed between the hull and the block, as kind of a glue pad. The instructions don't say. The hull is so sloped at the attachment location that the blocks have a tendency to slide down. I could have avoided this problem if I had done the glassing in two steps. The first step should be to use the small glass pad and "glue" the

block in place, using masking tape to hold it in the correct location, until the resin sets and holds it. The second step would be to place the larger glass pad over the top of the block, to complete the installation. I had no problems with the other strip, and the completed installation looks fine and functional, except that you can't see the two blocks: they are under the bag. It's possible that they will abrade the bag and wear it, but we'll see.

Second, with regard to the port, I installed only one, as Harry said (at the Mid-Winters) that one would drain the boat in about five minutes. I recommend against using a 4" hole saw to make the hole for the port in the transom. The main reason is that 4" hole saws are very expensive, about \$35 to \$40 in our area. Most people don't have one and would have to buy one, and wouldn't have much call to use it again. Second, the outside diameter of the female portion of the inspection port is slightly larger than 4", which would have required much and careful filing of the opening, had I used a hole saw. I found using a scroller saw to be a very easy way, instead. Further, I think that someone in a fleet or club is likely to already own an electric scroller saw.

I used Harry's very clear instructions to locate the center of the port, between the rudder post and motor mounting plate. Then I drilled a 1/16" diameter hole at this location, from the inside. Next, I removed the bottom gudgeon from the stern. This was necessary, to allow the base plate of the scroller saw to slide on a flat surface. Then, I covered the whole area

that the saw base plate would traverse with masking tape, to minimize scratching. I relocated the center hole, and using a compass, scribed a circle on the stern (now covered with masking tape) with a diameter equal to the diameter of the female portion of the inspection port. Then I drilled a 1/4" hole tangent to the inside of this circle, so I could insert the blade of the scroller saw. I used the finest blade I had, which was a hacksaw type. The pivot arm on my scroller saw let me set a hole radius of just the right size. Because of the base plate, I can't set a radius smaller than 2". The saw cut the hole perfectly. The rest of the installation was straight forward. I used GE Silicone II Bathroom Tub & Tile Sealant, to bed the inspection port and the screws holding it in. Then, I replaced the gudgeon, to finish the job. It's a good idea to mark the "up" direction of the gudgeon, before removing it.

I hope this information is of use to some other do-it-yourself installers. I did the installation myself, but it would be a good fleet project to do a dozen of them in a day. With fresh resin and the correct proportion of catalyst, all the blocks could be glassed in, in a morning, and all the ports could be installed in an afternoon. It would be nice to have some moral support while cutting a big hole in your boat, particularly if it's reasonably new. I found this the most traumatic part of the job.

Sincerely,

Michael Gold, FS 4785 Fleet 19

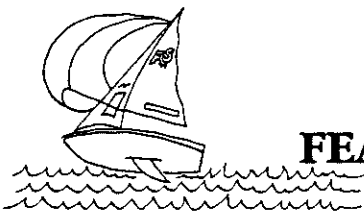
**HELLO, HELLO, HELLO,**  
is there anyone out there that has a Flying Scot that they use??? I would love to hear from you. There must be regattas, cruising activities, people on shore or in boats taking pictures...hello, hello hello...

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Mahomet, Illinois, 61853.  
Phone 217 (day) 355-1220  
evenings 586-3575,  
Fax anytime (217) 355-2587.

Jerry and I have been so busy with weddings, grandchildren, house building, not to mention our business that we have not been able to sail this year. I haven't talked to sailors in sometime...perhaps this is a national busy year and everyone is literally in the same boat (Ohhh, sorry about that).

If you could share your experiences with us, I would appreciate it and would like to hear from you...

Thanks a lot,  
Sunshine



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# Fowler Beats Carpenter in Atlanta

Rob Fowler and Pat Moore, from PYC in Chattanooga, won Sunday's race to finish first overall at this year's AYC Invitational regatta. Harry Carpenter, from Deep Creek Lake, Maryland with crew Allen Freeman and company finished second just beating Whit and Lisa Kendall who finished third by 1/4 of a point.

For the second year in a row, the wind blew strong all weekend and several of the boats were scrambling for extra crew. Unlike last year, the sun was out and the temp was in the high 70s. At the first gun, Rob Fowler tried a port tack start and was caught over the line early. Carpenter and Kendall changed the lead several times and on the last leg, Carpenter got on the inside right and took the gun.

Mark McCormick from AYC battled Fowler all the way around the course but ran out of time and finished fourth just behind Fowler. Bill and Kathy Robertson sailing their first regatta this year had good boat speed and were close behind in fifth. Ed Sandke and his wife took their two small children out for the first race (a true family boat) but the wind was blowing just a little too much. They finished sixth. Bill Ross and his wife battled Neil Matthews and Jim and Rosalind Grenfell all the way

around the course and often found themselves "very close". Not to worry, they are all good friends, now.

By the start of the second race, the wind had swung way right and once the fleet was off everyone saw a few minutes at the top. Six times the lead changed. Then on the next to last leg, Fowler found a puff that took him inside everyone at the jibe mark. Using some tight spinnaker work and a sustained plane, he made up for his mistake in the first race, charging ahead of Kendall and went on to win the race. Carpenter played the favored right side. Though he crossed Fowler just before the finish, he couldn't close the door and ended up second.

The Sandkes deposited their children ashore and were able to concentrate on the shifty conditions. They sailed well and took fourth. The Robertsons stayed consistent and finished fifth, just ahead of Mark McCormick.

Friday night, Bill Ross from Charlotte lead a great session on the new rules. It was a full room and a lot of people learned not only what is new for this year, but what is in store for the future. Saturday night AYC kept everyone well fed and in a good mood. As always, AYC put out a great shore party and a

promise of fair winds on Sunday.

And fair winds we got, straight down the lake from the east at about eight to ten knots. The line was heavily pin end favored, and at the gun, the Kendalls flipped to port and crossed the fleet, Carpenter tacked below and the two headed toward the right side while Fowler lead the group to the left. When they crossed back, the Kendalls were still in the lead, but went left while most of the fleet worked right. The race was now between Fowler, the Rosses and Harry Carpenter. But by the final leg, the Kendalls were able to catch everyone except for Fowler who held them off to win the race and the regatta.

Bill and Kathy Robertson of PYC sailed a very consistent weekend and finished fourth by beating out Ed Sandke from LNYC and the rest of the group in the last race. Mark McCormick finished sixth with three consistent finishes. Bill Ross from LNYC finished seventh overall despite a strong third place finish on Sunday. Neil Matthews with two novice crew took eighth, Jim and Rosalind Grenfell finished ninth, and Kent Hassell ended in tenth.

**Whit & Lisa Kendall FS1790**



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# FLEETS IN

Several of the Carlyle Lake sailors traveled to the Hawg Wild Regatta near Little Rock, Ark. over Memorial Day weekend. It was a great regatta and will be looked forward to for next year!

## GRANDE MAUMELLE SAILING CLUB HAWG WILD REGATTA 1993

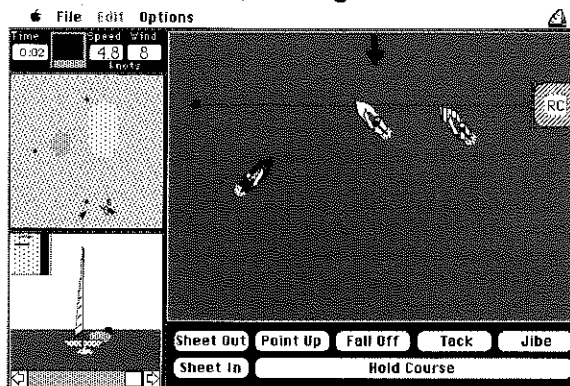
Memorial Day Weekend 1993

### Flying Scot Fleet

Place	Name	Boat #	Race 1	Race 2	Total
1	Bernie Knight	4115	2	0.75	2.75
2	Jim Harris	4296	3	2	5
3	Don Wright	4017	0.75	6	6.75
4	Jack Mulhollan	4016	6	4	10
5	Alison Woodworth	3943	5	5	10
6	Trish Brierley	494	7	3	10
7	Steve Brighton	3215	4	7	11
8	Tom Major	2281	8	8	16
9	Paul McCollough	1996	9	9	18
10	Nadine Currie	2002	10	12	22

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# Growing with Southern California's New 'Scot Fleet

by Chuck Bencik, Secretary, Fleet 176



Off Marina del Rey - Chuck & Bev Hoffman pacing Graham Hall and 3 other scots.

Proud to count 14 boats in its numbers, the one-year-old San Diego - Southern California Flying Scot Fleet is a healthy, active youngster. And prospects for further growth are good. Three happy new Flying Scot owners took the plunge in California in '92, and over 200 people asked for more information, trial sail rides, and literature.

Flying Scot owners from the Los Angeles area were especially willing to join in activities 124 miles to the South while America's Cup events were in the national spotlight. The first rendezvous, on San Diego Bay in January, was sailed in light winds and contrary tides. A then astonishing five 'Scots took part. It included a visit to "Kiwinado," the New Zealand 'Cup compound across from downtown San Diego.

Born at the San Diego Boat Show in November '91, Fleet #176 has had its share of launching snags. Blustery, rainy weather dampened enthusiasm for our first races sailed on Mission Bay in February, March and April. But the excellent facilities, reasonable costs, and hospitable reception sealed our involvement with the Santa Clara Racing Association, who, up 'till then, had been a Laser, Catamaran and board sailer club.

Initially, participation in monthly races was light. The Fleet was bi-polar: even today, we're split almost evenly between the L.A. basin and the San Diego Bay area. We decided to concentrate on each area once a month. By holding a second regatta

each month "up north," - Marina del Rey, Alamitos Bay, Dana Point, and several good reservoir lakes, - fleet members at both "poles" can get together with less time on the freeways. And excellent sailing venues such as Lake Skinner and Lake Cachuma afford spectacular views and even camping, with none of the metropolitan bay crowding along the coast.

Partying after races is limited during our Fall, Winter and Spring regattas: early sunsets put pressure on to commute back before the freeways get swamped. But our summer get-togethers are blessed with singers, musicians and sailing comics. Graham

Hall and Tom Ehman have done shore seminars for those new to spinnakers. We're blessed with experienced members like Chuck and Bev Hoffman. And we're challenged by intriguing cruise possibilities: Mexico's Sea of Cortez, Lake Mead near Las Vegas, maybe even Catalina or closer island groups offshore.

It should be expected that ultimately a fleet will be organized around Los Angeles, Santa Barbara or Ventura. Interest in the Flying Scot is very strong here, and regular 'Scot regattas can be expected to mark the Class as "west coast viable." In recent months, nearly a half-dozen new owners have invested in Flying Scots around Los Angeles; available used boats are becoming in very short supply.

So the future may hold regular annual events - a West Coast Midwinter's, an America's Cup Flying Scot Regatta, and so on. However things develop, the range of talent that comes together should be interesting, purely from the meteorological challenges. Seattle's Lake Washington fleet has "Northern Exposure" weather. Up around San Francisco, the Tomales Bay fleet regularly gets winds in the high 20 knot ranges. San Diego's Fleet, on the other hand, can sail practically every month of the year. We should be fairly well prepared for the drop of the gauntlet.

San Diego's Fleet #176 greets you all! Come on down and sail with us - any time!



Lake Skinner was beautiful in October for a regatta. We had the lake practically to ourselves.

# 1993 Warm Up Regatta

This year was no exception to the beautiful location, friendly hosts, great place to sail, wonderful facilities that are always enjoyed at Fort Walton Beach. There was a change made for the awards, with a dinner and DJ (which was great) at the Club but the areas where no one could plan or change were a problem...Very cool conditions and the wind building seemingly every minute during the first race, made the competitors think about staying for a 2nd or 3rd race.

It was a great time and hopefully next year the winds and temperatures will be back to the usual Ft. Walton conditions!



First time warm up sailors Mia Sorgi and David Ryan had Taylor Smith join them sailing in Ft. Walton Beach. They had a great time even with the weather cool and the winds strong. They report that they will be back. They had a great finish too (4th).

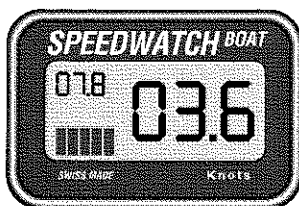
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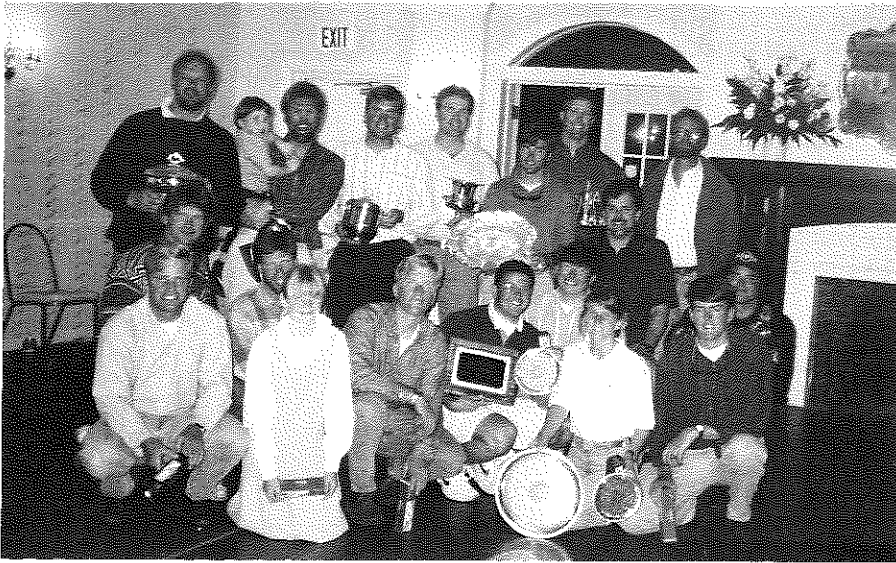
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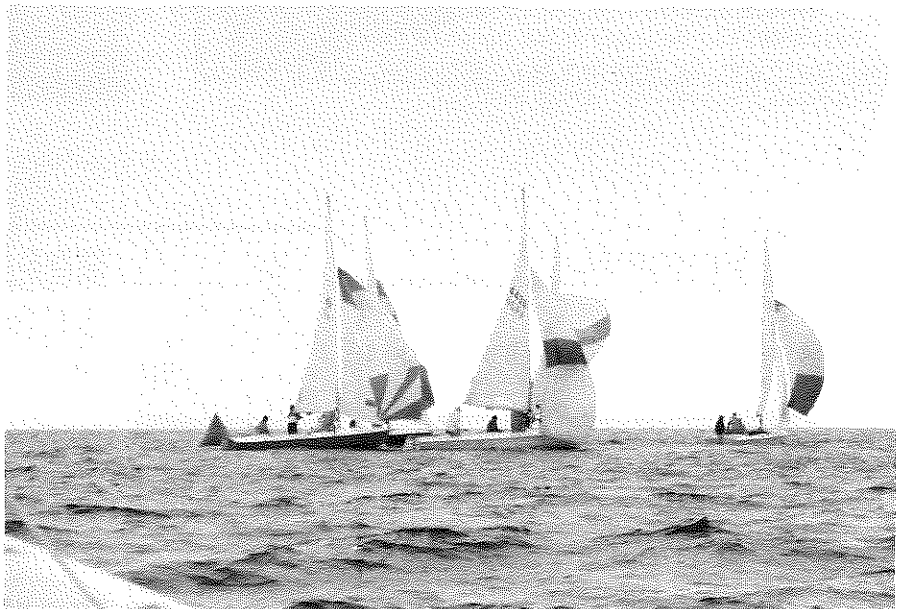
# 1993 Midwinters



Championship Division Winners and Crews

This year's Midwinter Regatta was very well attended and the competition was tough in both divisions. The conditions of the weather and the wind seemed to build as the week went on. The first day of racing, Tuesday started with moderate winds and almost perfect conditions. Kelly Gough with crew Jeff Grennan pulled off the win to get a good start on the regatta in the Championship division. In the Challenger division Jimmey Ruthven, Sr. with wife Brenda and son Jimmy Jr. held off the rest of the fleet to get a bullet. Both of these boats ended up winning first place trophies for the entire regatta.

The second race (back to back) started with great winds, but the sea breeze never came in and a small front did blow through leaving light air, heavy current and rain for the last legs. Jerry



Challenger Division Winners and Crews

Hartman, with crew (me) managed a bullet (these are our conditions). The Challenger division was won by Forest Rogers with crew Melanie Dunham and Richard Fleury.

That evening the winds started to build at a steady pace that lasted all the rest of the week. The festivities at St. Andrews Bay Yacht Club began that evening also, which are so much fun and are so well organized. Another activity that crept in on Tuesday was the "Boat Bob Flu".

This was started actually at the Warm-ups in Ft. Walton Beach. It seems that Pat Manichia's Crew Scott Kassel fell overboard during the first race. While in the water, since Pat couldn't get back to him real fast he was nicknamed Bob (since that was

what he was doing). Well, it seems that Scott/Bob brought a flu bug from Illinois that was the high temperature, chills, sleep 20 hours a day, have no energy, feel rotten type that spread to all the people that asked him how his first race in Florida was...many people were stricken.

The week at St. Andrews Bay Yacht Club went very well and competitors that were able to get in all the races certainly should be congratulated for their endurance.

If you have never been to a Midwinters, try to get to next year's. It is always a great time to meet people, sail, learn about racing and take a break before your summer activities start.

A complete list of finishers is in the last edition of Scots N' Water.

# Allen Douglas

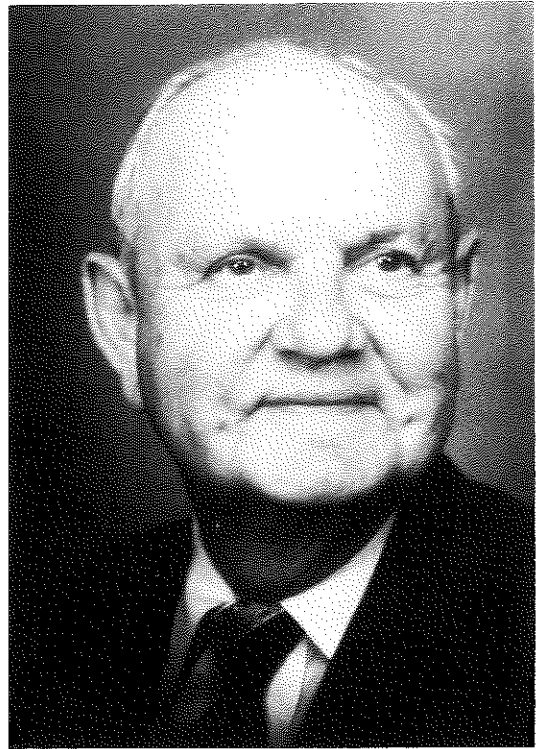
This year's Midwinter Regatta was a sad one for Flying Scot sailors, with the loss of Allen Douglas. Allen was a past president of FSSA and for the last 21 years, one third of the team that organized the midwinter regatta.

Knowing Allen for the past 10 years, I always looked forward to the moment when he would greet us upon our arrival at the Panama City Yacht Club. His stories about early Panama City, when he had the first movie theater (outside between two buildings, using lawn chairs) the Yacht Club and the Midwinters were fascinating. His deep love for his family, his city and boating were always evident in the stories he related.

Allen, Betty and Bo Smith always have done such a wonderful job planning and organizing the Midwinters. There will always be a midwinters, thanks to this hard work and great planning that these three people started 21 years ago.

I'm sure I speak for everyone that has ever attended a midwinters, when I say Allen will be missed. I was very lucky to have known him. Our sympathy to Betty, his wife, his children, his family and friends.

Memorials can be made in his honor to the Allen Douglas Memorial Fund, St. Andrews Bay Yacht Club, 218 Bunkers Cove Road, Panama City, Florida 33401.



Allen Douglas

## MEMORIAL

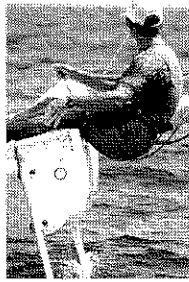
By Bill Pope

The sailing world has lost a true friend and influence with the passing of Allen M. Douglas. The lifelong member of the St. Andrews Bay Yacht Club was a two term commodore of the club as well as one term commodore of the Gulf Yachting Association. Allen was an avid sailor of the Fish Class sloops until the GYAs adoption of the Flying Scots as the association's racing yacht in 1969 which he too sailed in many events. It was the result of an injury in a Flying Scot race leading to the loss of a kidney that left Allen with the tough choice that risk of continuing to race was too great. Nevertheless, he continued to support yachting through his never ending dedication to events such as the Midwinter regatta held at St. Andrews Bay each year.

Allen is survived by his wife Betty Ann, two stepdaughters Weesie and Joann, and one son Michael.



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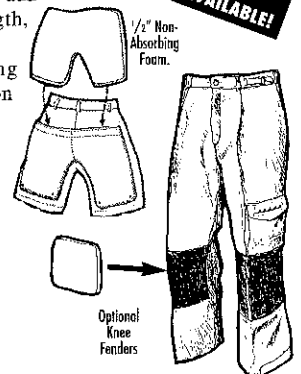
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# Charles Rettie

Charles S. Rettie, 78, insurance co. worker

Charles Scott Rettie, 78, a longtime Greenwich resident who worked for The Travelers insurance companies, died of heart failure Friday at Greenwich Hospital.

A World War II veteran, Mr. Rettie served in the U.S. Army from 1942 to 1946 as a member of the 47th Infantry Regiment 9th Division. He rose to the rank of first lieutenant and saw action in Sicily, Normandy, Ardennes, Morocco, Tunisia and North France.

He also served one year in Germany from 1951 to 1952.

Mr. Rettie moved to Riverside in 1952 and worked in various capacities for 25 years for The Travelers. He retired in 1978.

An avid sailor, Mr. Rettie was a member of the Riverside Yacht Club, The Corinthians and the Old Greenwich Yacht Club. He was the chairman of the Riverside Yacht Club's Race Committee for many years and received the Trenary Trophy for outstanding service in 1989.

Mr. Rettie was a founder and charter member of the Sound Beach Power Squadron, which merged with Greenwich Squadron to form Captain Harbor Squadron. He was a life-time member with 25 merit marks.

Mr. Rettie was a member of First United Methodist Church. He was an alumnus of Central Connecticut State University.

Born Jan. 4, 1915, in Hartford, he was the son of the late Charles Skene Rettie and Sarah Scott Rettie.

He is survived by his wife, Elizabeth P. Rettie of Greenwich; one sister, Letitia R. Willse of Ellenton, Fla.; two nieces and many cousins.

Burial will be private and at a later date.

In lieu of flowers, contributions can be made to the First United Methodist Church, 61 E. Putnam Ave.

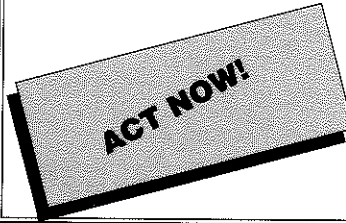
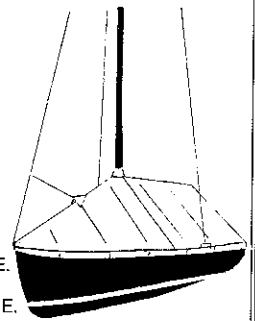
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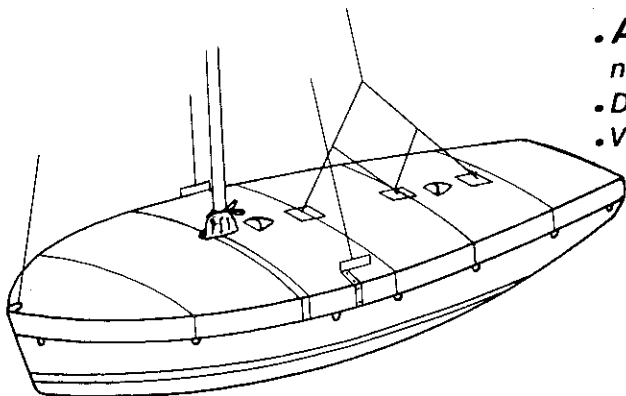
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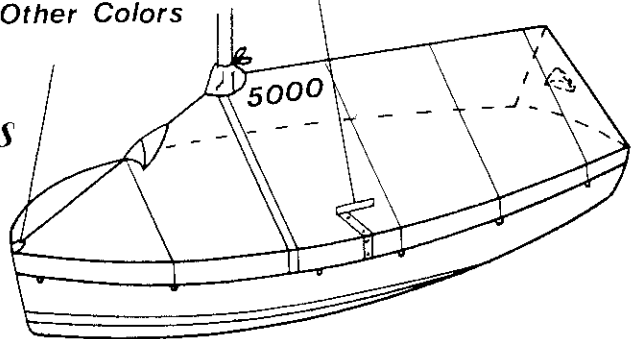


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Tent Full Side	405.00	418.00	438.00
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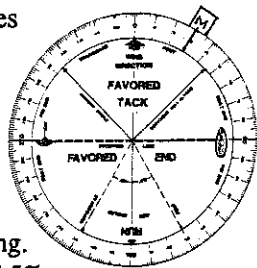
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April 21, 1993

## IF I ONLY HAD A CRANK

(to the tune of "If I Only Had a Brain" from the motion picture, "The Wizard of Oz")

Parody by

Chuck Bencik

c. 12/9/92

Original music

by H. Arlen

I'm just sittin' here and wailin'

But I'm not goin' sailin'

And guess who I can thank?

I'm all rigged and I'm floatin'

But I can't go sail-boatin'

'Cause I haven't got a crank.

I've a tiller and muh hat, 'n'

Muh sail has ev'ry batten,

But let me just be frank:

If there's one thing I ought'er

Have right now, 'twould be a motor

'Cause I haven't got a crank.

No joke: my last one's broke;

Now if that don't take the prizel

(I've another, but it's not the proper size;

No, what I meant: it isn't bent).

I am not an oil tanker

And you can't spank my spanker

'N' my stoke-hold you can't stoke.

I'd a yen to go sailin'

If I wasn't always bailin'

And a-floggin-and a flailin'

'Cuz my name's the biggest failin':

It's not "Koch."

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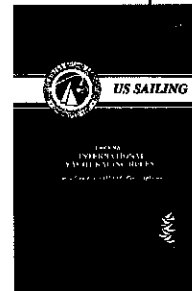
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# For your photo contest



FS4761 planing in the rain on Lake Arthur. Skipper - Dan Goldberg (not visible), crew - Joni Rets (aft), Patti Jahns (forward).



Boat No 269,  
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Scots  
Skipper - Ed  
Lockey, Crew - Eddie  
and Grant Lockey  
(see letter p. 4)

# 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

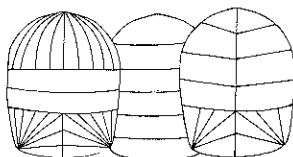


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| Red        |              |



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# Starting Line

**August 14-15, 1993**  
**Fishing Bay Yacht Club**  
**54th Annual Regatta**  
**Fleet 103, Deltaville, VA**

Fishing Bay Yacht Club, located on the lower Chesapeake Bay, is hosting its 54th Annual One Design Regatta and all Flying Scot sailors are invited to attend. The skippers' meeting is at 9 A.M. Saturday morning. There are three races on Saturday and two races on Sunday. Motel accommodations are in the area and there is camping on the club property. For details, contact Buck Brewer, Fleet Captain, (804) 270-3172 or Phil Webb, Fleet Secretary, (804) 746-4459.

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

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. Contact: Randy Rubinstein, 255 Mansfield St., Sharon, MA 02067, (617) 784-3075.

**September 11th and 12th, 1993**  
**Barnegat Bay Fall Invitational**  
**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. 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.

**HOT TO TROT REGATTA**

**September 18 and 19, 1993**

Flying Scot Fleet #20. Portage Lake, MI. (Near Ann Arbor and University of Michigan). Contact: Jean Thiel, Fleet Captain, 3660 Miller Road, Ann Arbor,

MI 18103. (313) 663-0292 or Fax: Attention: Jean Thiel FS Fleet Captain, (313) 426-5532.

**September 18 & 19**  
**Whale of a Sale 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 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.

**September 18 & 19**  
**Ohio Districts**  
**Lake Arthur, PA**

Three races Saturday, cocktail party, dinner; Sunday Bridge-to-Bridge race (winds permitting). Fleet 80 invites all PA, OH, MD, KY, IN, and WV Scot sailors. Contact Dan Goldberg, 412-831-1042.

**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. We will contest 3 round-the-buoys-races on Saturday, followed by the 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.

**Oktoberfest**  
**Oct. 3 - 4**

**Fleet 127, Nashville, TN**  
**Percy Priest Yacht Club**  
Come sail & celebrate. Well maintained

public marina, ramp launch. Well maintained camp sites, nearby hotels & restaurants. Contact: Nathan Dozier, (B) 615/353-1473. (R) 615/352-1026.

**Fleet 7, October 9-10**

SAD NOTE: Fleet 7 will be hosting its 4th Annual Invitational on October 9th and 10th. Please contact Steve Crihfield for further information. (203) 637-9234

Fleet 7 is sad to report the passing of its co-founder Charles S. (Chuck) Rettie. Chuck was one of the earliest supporters of the Flying Scot class and tirelessly supported one design racing on Long Island Sound. Now in its 35th year, Fleet 7 remains one of the strongest sailing clubs on the Sound and in the Flying Scot organization. This could never have happened without Chuck's love and enthusiasm for both the sport and the boat. He will be dearly missed by all.

**October 9, 1993**  
**Toms River Yacht Club**  
**Flying Scot Regatta**  
**Toms River, New Jersey**

This five race regatta is the last leg of the New Jersey Flying Scot championship sponsored by the Monmouth Boat Club, Shore Acres Yacht Club and the Toms River Yacht Club. For additional information contact, Jim Leggette (908-234-0716) and Allen Terhune (908-349-8377).

**October 9 & 10, 1993**  
**Gulf District Championship**  
**Fairhope Yacht Club**  
**Fairhope, AL**

For information contact Dan Kolenich (205) 626-7175

**McDougall**  
**Oct. 17 - 18**  
**Fleet 127, Old Hickory, TN**  
**Harbor Island Yacht Club**

This 24 year old event is celebrated annually with the traditional bagpiper in full dress. Private facilities, complete clubhouse. Ramp & hoist launch. Well maintained camp sites, nearby hotels & restaurants. Contact: Nathan Dozier, (B) 615/353-1473, (R) 615/352-1026.

**October 16 & 17, 1993**  
**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

# Flying Scot New Members

Fleet #	Boat #	Name	Address	City	State	Zip
Capitol District						
	0135	Charles Nass	4322 Evans Chapel Rd.	Baltimore	MD	21211
	3919	Ernie Mortensen	1318 Club House Road	Gladwyne	PA	19035
	3399	John P. S. Pugh	P. O. Box 85	Garrett Park	MD	20896
	0117	Byron L. Kolding	2521 Soapstone Drive	Reston	VA	22091
		Stuart A. Malcolm	1228 Waterford Road	West Chester	PA	19380
	4892	James H. Bryson	98 Stenton Avenue	Blue Bell	PA	19422
	4913	Charles H. & Cynthia Krumbein	9701 Old Dell Trace	Richmond	VA	23233
97	4859	Reed B. Wickner	9010 Bradgrove Drive	Bethesda	MD	20817
Carolinas District						
	4748	Joseph M. James	2622 Mimosa Place	Wilmington	NC	28403
	2733	Colin G. Thomas	408 Morgan Creek Rd.	Chapel Hill	NC	27514
		Roy H. Hobbs	2103 Jumpin'Run Drive	Wilmington	NC	28403
		Karen Hagner	42 Promenade Drive	Mooreville	NC	28115
	3828	Warren Ratley	P.O. Box 431	Fairmont	NC	28340
	4381	Diane & Michael Ashburn	P.O. Box 58212	Raleigh	NC	27658
48		Blair Boggs	1412 Hunters Road	Huntersville	NC	28078
48		Chuck Gise	16036 Samoa Court	Fort Mill	SC	29715
71	2660	T. R. Henretta	5024 Crossbow	Roanoke	VA	24014
78	3677	Ferrell Blount	P.O. Box 400	Bethel	NC	27812
Greater NY District						
	0999	John A. Plunkett	495 Clinton Avenue	Wyckoff	NJ	07481
	2124	Stephen Fendler	27 Locust Ave.	White Plains	NY	10605
	3034	Lynn Hoffman	5 Olsen Avenue	Harvey Cedars	NJ	08008
	4877	William Stein	70 Gooseneck Point Road	Oceanport	NJ	07757
		Alan Keener	680 West End Avenue	New York	NY	10025
		Laurence Conforti	388 N. Post Road	Princeton Junc	NJ	08550
	4274	William Campbell	99 Mountain Rd.	Irvington	NY	10533
10	2001	John Passarello	6 Private Rd.	Cntr Moriches	NY	11934
31	1238	Richard B. Reitz	RD #1 Box 301	Hampton	NJ	08827
46	1593	Charles T. Etherson	2696 Colonial Avenue	Merrick	NY	11566
162	4341	Paul Brown	222 Rivers Edge Lane	Toms River	NJ	08755
173	4430	Carrie C. Linker	74 Oak Road	Bayport	NY	11705
175	4825	Vincent B. Sweeney	P.O. Box 621	Westhampton	NY	11977
177	2697	William W. Tyler	20 Summer Island Rd.	Branford	CT	06405
178	3974	John Garth	360 Middlesex Avenue	Metuchen	NJ	08840
Gulf District						
	1500	David Hardwick	2308 1st Avenue South	Birmingham	AL	35233
		Hank Williams	Route 3 Box 489	Savannah	GA	31406
		Mark G. Smith	5731 Muldoon Rd.	Pensacola FL		32526
	0874	Larry McAllister	820 Gable Ridge Road	Roswell	GA	30076
	4904	Gerald P. Yates	2040 Hocking Cove	Germantown	TN	38139
85	2609	Mary Louise Simms	1369 Cooper Ave.	Pratville	AL	36066
85		Phil Turner	24 Lynwood Rd.	Sylacauga	AL	35150
118	1784	Macbeth Wagon	1400 Park Place Tower	Birmingham	AL	35203
Mich.-Ontario District						
41	0175	Ronald J. Cook	4185 Beeman Road	Williamston	MI	48895
Midwestern District						
	0035	John Aquino	7007 S. Bennett Avenue	Chicago	IL	60649
		Herbert W. Dakin	24 1st Drive	Decatur	IL	62521
41		Steve Last	505 Clark	Big Rapids	MI	49307
44		Stephen Sauter	635 N. Waukeegan Road	Deerfield	IL	60015
95	3958	Dr. John Brose	10118 S. Shore Drive	Plymouth	MN	55441
95	4783	Ted Janossy	4 Red Pine Rd.	North Oaks	MN	55127
114	4303	Steve Szczepanski	644 W. Willow #107	Chicago	IL	60614
114		Bob & Lisa Penticoff	1125 Wells Street	Lake Geneva	WI	53147
New England District						
	3890	Terry Keleher	River Lane	Duxbury	MA	02332
		Fred Haulenbeek	67 Bittersweet Lane	Burlington	VT	05401
124	2806	Carlisle Smith	561 Bridge St.	Dedham	MA	02026
156	1294	Samuel H. Butterfield	3 Obery Street	Plymouth	MA	02360
N.Y. Lakes District						
	4863	John J. Burger	52 East Utica Street	Oswego	NY	13126
43	1479	Robert H. Zimmer	309 Bradford Parkway	Syracuse	NY	13224

Fleet #	Boat #	Name	Address	City	State	Zip
Ohio District						
		John Butler	4309 E. Stonehenge	Port Clinton	OH	43452
		Phil Keller	1505 McPherson Blvd.	Fremont	OH	43420
1	1995	John Larson	6145 Salem Road	Cincinnati	OH	45230
1	4439	David A. Doster	5241 Lexington Court	Mason	OH	45040
1	2253	Patrick M. Glazier	8500 Nottingwood Drive	Cincinnati	OH	45255
1	3558	Kevin C. Toogood	7455 Huekleberry Ln.	Cincinnati	OH	45242
1	1379	Wray VanVoorhis	3411 Oakmont Avenue	Dayton	OH	45429
37	3607	Ross Long	57 Yorkshire Rd.	Delaware	OH	43015
65	0057	Karl Reed	5721 Frank Reed	North Canton	OH	44720
Pacific District						
	1717	Pennie Huntington	2913 E. Waverly	Tucson	AZ	85716
40	0851	Robert S. Cardwell	140 Camino Del Mar	Inverness	CA	94937
85	co2609	Nancy Hargis	4153 Indigo Court, NE	Salem	OR	97305
Prairie District						
	1647	Lee Moe	R.R. 3 Box 92	Pelican Rapids MN		56572
	4812	Keith L. Carlson	Route 1, Box 125A	Pequot Lakes	NM	56472
Texas District						
	2217	Daniel A. Wilson	11006 Renwick	Houston	TX	77096
	3296	Fred Stow	4039 Durness Way	Houston	TX	77025
23	2714	Tom Miller	24 Pringle	Rockwall	TX	75087
23	co3856	Michael N. Mittman	7740 McCallum #330	Dallas	TX	75252
23		Candace Cady	6722 Winton Street	Dallas	TX	75214
32	4709	Jim Riley	3314 Avenue O	Galveston	TX	77550
Florida District						
		Donald Z. Bailey	8225 Southwest 140 Ave.	Miami	FL	33183
167	3056	Edward Williams	Box 28 40 Highpoint Rd.	Tavernier	FL	33070

## Caveat Emptor

FS 716, Gordon Douglas built. White hull w/red cove stripe - very good. Galvanized trailer - excellent, full harken/race rigged, 2(+) sets of sails (one never used), C/B recently refurbished, miscellaneous equipment. Dry sailed last 5 years. Asking \$3250 negotiable. Contact Ron Koch Home Phone: 516-536-2039, Rockville Centre, New York 11570 (Long Island)

FS 2605 Douglass, white w/light blue deck. Very good condition. 1990 model Tee Nee Trailer. Checked out at Flying Scot Factory in November 1991. Main & jib, motor bracket with 1989 2 H.P. Evinrude, compass, accessories. Call Jim Mann at 205-338-6641, Pell City, Alabama. \$4100.

FS 2712 - Douglass: Like new white, yellow deck, 2 suits sails and 2 spinnakers; galv. tilt sterling trailer. Dry sailed, excellent condition, new cockpit tent, Harken fittings. Anchor, etc., asking \$5000. James McHaney, Cape Girardeau, MO 63701 (314) 334-5259 or 334-8357.

(Continued on page 20)

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

6 STYLES:

### MOORING FROM \$296

FULL DECK OVER THE BOOM  
(PICTURED)

### TRAILING/MOORING FROM \$259

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

### SKIRTED FROM \$334

BOTH TRAILING & MOORING VERSIONS

### COCKPIT FROM \$186

BOOM TENT THAT COVERS FROM MAST  
OF TRANSOM

### BOTTOM COVER \$247

SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

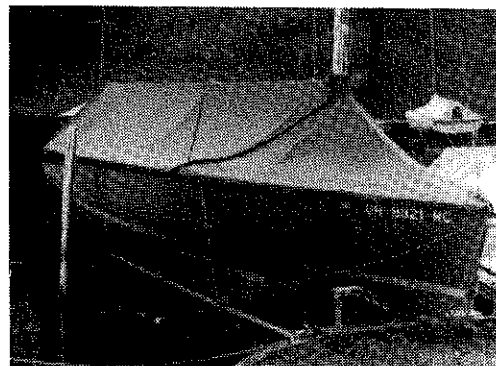
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Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!



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

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**The Sailors' Tailor**  
191-FS Bellecrest, Bellbrook, OH 45305

## Caveat Emptor

(Continued from page 19)

Sails, jib & main with windows; brand new never used \$475. James McHaney, 602 Themis, Cape Girardeau, MO 63701, (314) 334-5259 or 334-8357.

FS 3377. White hull and deck with blue stripe. Always dry sailed. Main, jib and spinnaker. Full race with all controls led to centerboard cap. Boom cover, lifting bridle, Waco 360, anchor, spar fly. Gator trailer (repainted), with removable tail lights. \$3,900.00. Thomas W. Reinke, PA. Phone 215-565-2871.

FS 3720, racing equipped, main, jib, spinnaker, boom cover, trailer plus extras. Call days (203) 771-4610, evenings (203) 263-0769, \$4,600.00.

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 \$4000. Phone (215) 962-4339.

FS 3931. White/white - blue strip, excellent condition, Tee Nee trailer, many extras. Sailed 3 seasons in

southern Wisconsin. \$6,200. Call Kim Black, (608) 329-3184 (O), (608) 325-6118 (H).

FS 4127, main, jib, spinnaker, boom cover, trailer and much more. \$5,100.00. Days (203) 771-4610, evenings (203) 263-0769.

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

FS 4654 1990 Douglass. Original owner. White hull/deck. Schurr sails. Cockpit cover, galvanized Tee Nee trailer, anchor and line, motor mount. In excellent condition. Asking price \$7500. Contact: George Collin (603) 778-3128 or (603) 474-5541.

FS 4688, '90 Douglass, Lt. grey hull with blue stripe. Race rigged but never raced. Cover. Side motor mount with 21/2 hp motor. Hercules trailer. \$7,500. Frank Harvey, office (212) 532-5000; weekends (516) 286-3230.

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