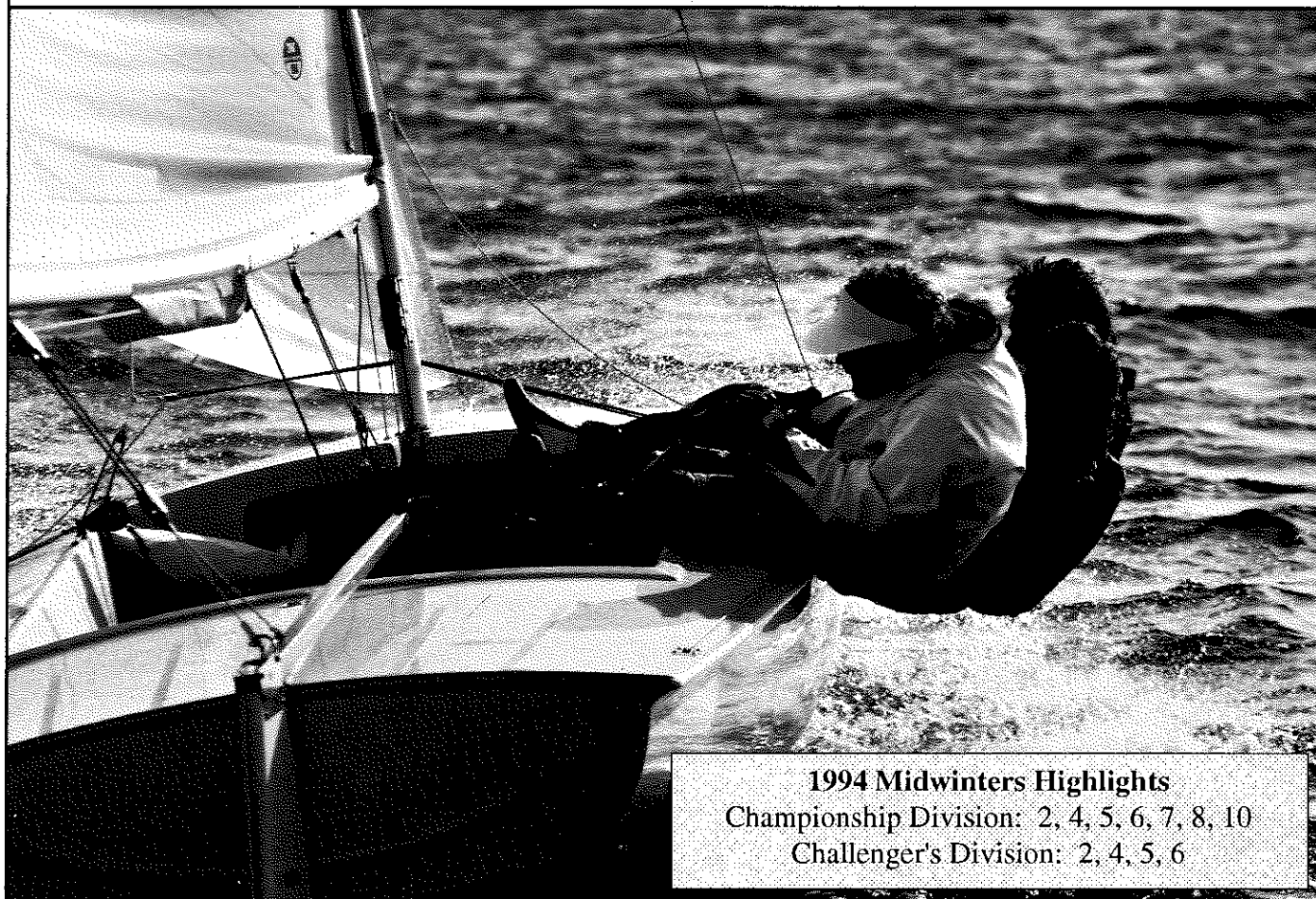


Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION VOLUME XXXVII NUMBER 5 SEPT/OCT 1994



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1994 Midwinters Highlights
Championship Division: 2, 4, 5, 6, 7, 8, 10
Challenger's Division: 2, 4, 5, 6

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Scots n' Water

COVER: Doc Bellows GYA 11, 4096 sailed by Brian Hayes and 4987 sailed by Harry Carpenter.

Flying Scot® and the FS logo are registered

CONTENTS

September/October 1994

Volume XXXVII Number 5

| | |
|----|--|
| 4 | Letters to the Editor |
| 4 | Postscript |
| 5 | Connecticut Special Olympics |
| 7 | Fundamentally Speaking |
| 9 | Act Quickly If She Capsizes |
| 11 | Everything You Always Wanted To Know About Turtles, But Were Afraid To Ask |
| 14 | What's In A Name? |
| 16 | Annual Meeting |
| 17 | Performance Sailing Know-How |
| 20 | New Membership |
| 21 | Fleets In |
| 23 | Starting Line |

ADVERTISERS

| | | | |
|----|----------------------|----|-----------------------|
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| 11 | Midwest Aquatics | 21 | The Sailor's Tailor |
| 12 | Flying Scot | 25 | Starboard Software |
| 14 | Sailing Angles, Inc. | 27 | Schurr Sails |
| 15 | Ullman Sails | | |

Scots n' Water

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LETTERS TO THE EDITOR

Dear Editor Sunshine,

As usual, I read the May/June 94 Scots n' Water before any other mail. Congratulations, to you, for maintaining the interest standard of the publication. Scots n' Water first came to my attention in the early 80s. Then there was a gap of five years until membership in the association was recently renewed.

After two years wet sailing in salt water around Ocean City, New Jersey, the Scot was put away "hard rode and wet." Loaded with barnacles and green slime, she was not a sight to behold. Didn't smell good either! Early this spring she was taken out of storage and restored to *bristol* condition. Every piece of the boat was saved and made to look new. But that is another story. It was the completion of the boat (color scheme: red, white and blue) that lead me to want the Flying Scot Sailing Association logo affixed to the transom. As I remembered, the logo was the same three colors. However, when it arrived I re-discovered that while the letterhead is tricolor, the logo is only blue and white. (My face is red.)

My reading of contemporary issues Scots N' Water is a visit to the past. The Editor asking for contributions, and the polarization of racing/cruising Scot sailors continues. Unlike the past, this time around I will respond to the Editor's plea for articles. I plan to offer articles on the following:

Great Cruising Adventures (In fleet #1, 95% of the Scot owners race. I don't.)

What's in a name? (Why we named our last three boats, "That Damn Thing")

Why I like sailing (An extension of Paul Newton's fine article similarly named)

Restoring Old Scots (It's not about curing a Scottish octogenarian of impotence)

Edit to your heart's desire with my sincere best wishes,

Mike Palm (FS 1242)
5110B Capitol Hill Drive
Fairfield Ohio 45014

Mike, I hope to someday meet you in person. Your letter was very encouraging to me and I sincerely thank you. I am printing your article in this issue on page 14 and look forward to the other articles you mentioned. Thanks so much!

Dear Editor:

As a relatively new member (1993 Scot #4583), may I suggest a column of hints on how to sail a Scot to be repeated every two years — the same articles with editing if necessary. This issue (May/June 1994) had 15 new members. If this is typical, at the end of two years, there would be 180 new members, most of whom would benefit by the articles and maybe it could help some of the old members to remember some sailing tips.

Leonard Evelev
Philadelphia, PA

From the Editor:

I also received a very nice letter from Dick Cline, Montgomery AL and Pensacola, FL. saying much the same suggestion. I am very encouraged by hearing from both Leonard and Dick. The suggestion is a good one and I will, as space permits, find older articles with tips to reprint and encourage all members to write to me with possibly updated tips or a better way to do things that were printed in previous magazines.

What better person to start with than Sandy Douglass . . . I have included in this issue two articles that Sandy wrote (1985 and 1973) The article Sandy wrote on capsizing (1973) is followed by Jack Rudy's of July-Aug 1985. Perhaps one of you readers would present us with a 1994/95 article that deals with the same issue but includes how to react and the differences if you have internal spinaker trims, they happen to let more water come into the boat.

Thank you both for your suggestions and help!

Postscript:

Congratulations are in order to Heidi and Kelly Gough for sailing almost a flawless regatta in winning the Championship Division. The Challenger Division was somewhat more contested, with 3/4 points separating the first four places. Drs. Nancy and Berkeley Merrill from Ft. Worth, Texas, captured the title following an unusual redress hearing resulting from the fact that only six boats officially crossed the finish line of the final race in the Challenger group.

Words cannot express my personal gratitude and appreciation of the rescue and salvage efforts put forth by the Race Committee, members of Fleet 23, as well as Regatta competitors, during and after the unexpected storm at the conclusion of the fourth race.

I'm extremely thankful to Richard Wade, (FS 4271) the Race Committee chairman, and the committee he assembled to assist him for the regatta. I'm sure that I speak for all of the competitors when I describe their performance as flawless. The storm lasted almost 30 minutes, with continuous rain, lightning and strong winds, but every competitor and crew were safely rescued and accounted for within 15 minutes of the first capsized.

To: Tommy Miller (FS 2714), Madison Barnhart (FS 89), Chris Dukeminier (FS 856) Bob Harrington (FS 4689), Mike Linck (FS 4497), Pat Manicchia (FS 4261) and Mike Mittman (FS 3856), thanks for being there and all your help afterwards!

Roland Foerster (FS 1198)
Chairman, Regatta Organizing
Committee

1994 Connecticut Special Olympics Invitational

Savin Rock, West Haven, CT.

Sailing will be part of the Special Olympics for the first time in July 1995. This year was a test to see what special procedures will be required for 1995.

Event: Sailing Invitational
Site: Savin Rock, West Haven, Connecticut
Date: July 9th-10th, 1994
Number of Special Athletes: 70
Number of Coaches/Delegates: 16
Number of Volunteers: 300

The work and dedication of David Jacobsen, the new President of the Flying Scot® Sailing Association ensured that the Flying Scot was chosen to be the boat used in the Special Olympics in New Haven in 1995. The Hobie 18 was also selected. Members of the Scot Association excelled themselves and the full list of members who supplied their boats and safety officers are as follows:

Flying Scot:

- 4345 Michael Sheridan, East Brunswick, NJ
- 4108 Hank Skyes, New Haven, CT
- 4508 Joanne Blum-Carnevale, Bethel, CT
- 4736 Ed Summerfield, Riverside, NJ
- 3063 Andrew Fox, Sherman, CT
- 964 Joe Gulick, Ridgefield, CT
- 4447 Dan Verdier, Pound Ridge, NY
- 3242 Norman Luck, Bedminster, NJ
- 4434 Skip Paltern, Riverside, CT
- 4098 Forest Rogers, Brookfield, NJ
- 3290 Danny Waltuck, Sharon, MA
- 4810 Barb Barkley, Liz Harcord, Baltimore, MD

Harry Carpenter brought a new boat for demonstration purposes and took Eunice Kennedy Shriver, the Founder of the Special Olympics, sailing.

Greg Fisher arrived to talk about technicalities and sails.

Next year, we expect the event in total to be:

- 6,500 Athletes from more than 120 countries.
- 2,000 Coaches.
- 15,000 Families and friends.
- 45,000 Volunteers.
- 500,000 Spectators.
- 1,500 Media representatives from around the world.

We already have entries from ten countries for sailing. We are going to need your support. The pictures tell the story and the Flying Scot sailors enjoyed a great satisfaction throughout the weekend.



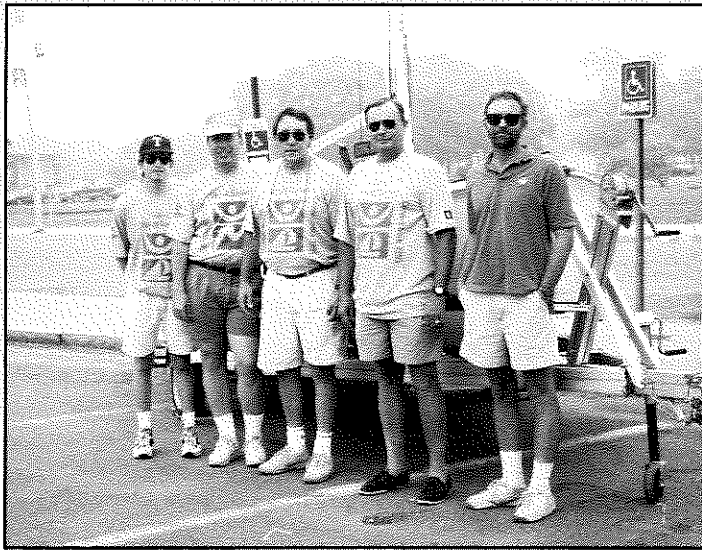
The parade of the Special Athletes.



The Lighting of the torch by Jennifer Hotchkiss.



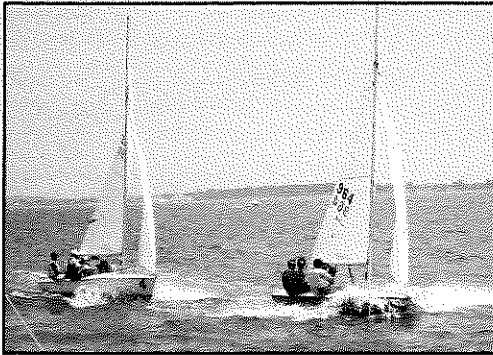
Safety Officer, Hank Skyes from Sprite Island aboard his boat after winning the first race.



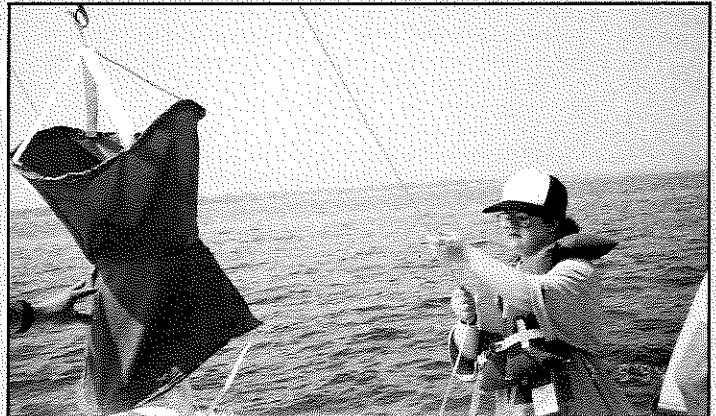
Race Committee Members, Bill Dunhan and Forest Rogers, Principal Race Officer with Harry Carpenter, Flying Scot Inc., Joe Gulick, and Greg Fisher of North Sails.



Safety Officer, Andrew Fox from Riverside finishing...



Safety Officer Danny Waltuck from Sharon, Mass., chasing Safety Officer Gulick at the finishing line. (Gulick won the first race).

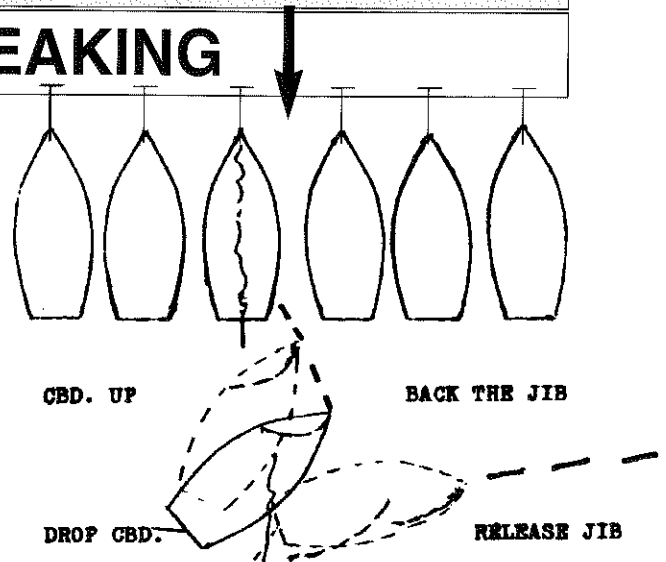


Our Special Olympian Annie B. handing racing signals



Norman Luick 3242 Safety Officer from New Jersey. 4810 with Safety Officer, Liz Hancock from Baltimore, Maryland and Louisa Rudeen, Safety Officer on 4619.

FUNDAMENTALLY SPEAKING



How to Back a Scot Out of a Slip

Reprinted from *Scots n' Water* 1973

by Gordon K. "Sandy" Douglass, FS 3000

Many yacht clubs, such as our Deep Creek Yacht Club, present a recurring problem to small-boat sailors resulting from our long pier extending at a right angle to the prevailing wind. Such a pier offers safe mooring to many boats lying abreast, trailing before the wind. Before races we often will see a dozen Scots in a row.

Not all of these boats will be ready to go at the same time, and herein lies the problem for any but the outermost boat. Backing out of a slip is not easy. The problem comes from the nature of sailboats to luff into the wind. The skipper who orders his crew to cast off and shove the boat astern may find that even before he has backed clear of the adjacent boats, his own boat has fallen off enough to fill the sails. Soon losing its sternway, the boat charges ahead and, despite his best efforts with the rudder hard over, the skipper finds his boat luffing up into the other boats.

How should this maneuver be

carried out? What is the proper procedure for backing out of a slip? First of all, it is not enough merely to have the main sheet slack. Because the next course will be a beam reach to clear the other boats, the main sheet must be run out, in advance, to where the sheet still will be slack even with the boat beam to the wind. If the sheet is not run out in advance, the mainsail will drive the boat ahead and into the other boats – the last thing we want to happen.

Most important to this maneuver is the position of the centerboard. Contrary to the common belief that the centerboard gives control when it is down, that belief is only partly true. The centerboard does give control when we want the boat to go to the windward. It prevents the boat from sliding off sideways. But when we are trying to leave the slip we want the boat to slide off instead of luffing. We want the boat to slide off, and without any board down this is what she will do.

The correct way to leave the slip, then, involves:

1. The main sheet should be run out to give it plenty of slack so that the main will not fill.
2. The centerboard should be raised all the way up.
3. The crew should give a hard shove directly astern, then come aboard and prepare to back the jib on the onshore side, but not before the boat is astern of, and clear of, the other boats.
4. The skipper should steer the boat to keep it moving straight astern and head to wind but, if anything, tending to fall off in the direction of the open water.
5. Once the boat is clear astern of the others, the skipper pushes the tiller to head the boat out, the crew backwinds the jib to throw the bow away from the shore, and then, as soon as the boat is safely in the clear, he trims the jib and lowers the centerboard while the skipper bears away and sheets in the mainsail.

DEADLINES

District Governors, Fleet Captains, Boat Owners, Friends...

Don't forget your deadlines. Please Help

| DEADLINE | ISSUE | DISTRICT RESPONSIBLE |
|--------------|-------------------|-------------------------------|
| July 1, 1994 | Sept/Oct Issue | TEXAS |
| September 1 | Nov/Dec Issue | PACIFIC AND CAROLINAS |
| November 1 | Jan/Feb Issue | FLORIDA AND MIDWEST |
| January 1 | March/April Issue | CAPITAL AND PRAIRIE |
| March 1 | May/June Issue | NY LAKES & OHIO |
| May 1 | July/August Issue | GULF & NEW ENGLAND |
| July 1, 1995 | Sept/Oct Issue | MICHIGAN/ONTARIO & GREATER NY |

So far the deadline came and went for the **Texas District**. Pretty unusual . . . They have lots of boats, lots of regattas, hosted the Wife Husband and will be the host for the Nationals next year.

Pacific and Carolinas deadline is (as I write this) **THREE WEEKS AWAY** . . . I look in my mailbox every day.

Florida and Midwest deadline — November 1st.

Get Ready . . . Get Organized . . . Get Writing . . .

All you other readers, look to see who your Governor is and call him.

Thank you, Thank you, Thank you

Scots & Women

by Eileen Ewing

I thought it might be fun when Diane Smith asked me to skipper her boat two years ago for the '92 Women's NAC. We picked up a local crew, Kelly Kaminski, at Lake Carlyle and were runners-up to Felicia Barner/Betty Struckhoff/Jo Sullivan. And I was right — it was a lot of fun.

Diane and I teamed up again, with new foredeck, Cathy Cohen, for a third place effort in Pensacola last year; and we won the Women's NAC this year at North Cape Yacht Club on Lake Erie.

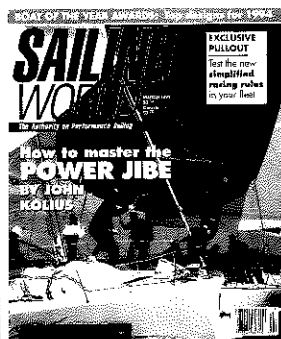
Diane, Cathy and I went together like peas, potatoes, and carrots. Things that needed to get done got done with efficiency and cooperation — for the most part. At the start of the second race, we were being passed badly, only to discover the centerboard was up. There wasn't a lot of discussion about this; we were just glad to be able to correct the problem and start moving again.

We had a combined 42 years racing experience on board; and in the light air and little swells, it really paid off. The spinnaker went up and down flawlessly, and our boat handling was surprisingly good considering the three of us had only sailed one race together before. Cathy looked for the dark patches and "encouraged" me not to pinch to keep the boat moving. Diane kept one eye on the compass and one eye on her watch to time the oscillations. They made my job easy. When we crossed the finish line in the final race, we all yelled "YES," followed by an armpump and the Ewing handshake. (Ask me for a demo on this.)

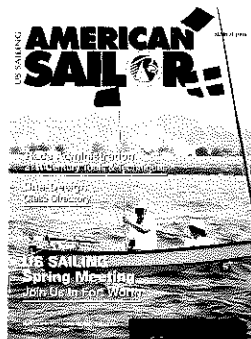
Eleven boats participated this year; that's roughly 30 women. It was fun to see everybody out there. I would definitely encourage teaming up with other crews to sail the Women's NAC in Dallas next

(Continued on page 10)

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Act Quickly If She Capsizes

by Gordon Douglass

Reprinted from Scots n' Water 1973

Your Flying Scot is one of the most stable and able of small boats, so much so that you may develop the feeling that she cannot and will not capsize. You may find, on trying to make her capsize, that you are unable to do so. You may find, on a breezy day, that you can make her heel only enough to lift the rudder out of water, after which she will round up into the wind. This is as it should be.

However, remember that the Flying Scot is a centerboarder and that in extreme wind conditions all centerboarders can and will capsize. Remember that the force of the wind increases according to the square of the velocity, that a 30-mile wind is four times the force of a 15-mile wind, not double, and that a 60-mile wind has sixteen times the force! This is more than any small boat can be expected to take, and the smart, experienced sailor will head for shore when he sees a squall coming.

The cockpit of the Flying Scot is designed to prevent her from filling if she does capsize, and after capsizing she can be righted without taking in water. It sounds simple, and it is, but it requires proper handling by her skipper and crew. Without proper handling, in common with all other centerboarders, she can — and may — turn turtle and fill. She will not sink, held up by her buoyancy apparatus, but rescue then requires outside assistance.

In calm water the Flying Scot will float almost indefinitely on her side with the tip of her buoyant mast

in the water. When the mast is horizontal she is in balance, and as soon as the mast comes above horizontal, she will come back onto her feet. Obviously, rescue involves getting the top of the mast above horizontal, accomplished by having one or more persons standing on the centerboard and pulling the boat back up.

The picture is not quite so rosy when the wind is strong. Then, if she lies broadside with her bottom to the wind, the wind and seas will drive her sideways, the mast and sail will go deeper and deeper until finally she will fill and sink to the water,

against the line. Your weight will depress the side of the boat and the pull on the line will slowly rotate the boat in the water, first onto her side and then onto her bottom.

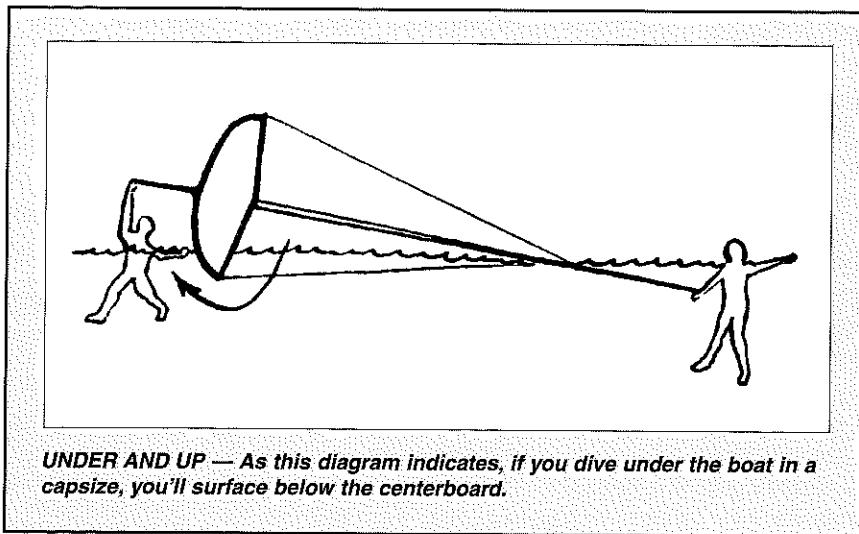
Much better than this, of course, is to prevent the boat from turning turtle and filling. Flying Scots do capsize occasionally, and in most cases are righted through prompt action of skipper and crew. Properly done, this operation does not even mean wetting the feet, and takes only a few seconds.

First of all, let's think in terms of not capsizing because in most cases it can be avoided. Needless to

say, the crew should be on the weather rail in heavy weather, and sheets should be hand held and not cleated. It is this writer's opinion that the main sheet of a centerboard boat never should be cleated, and that in heavy weather it should not even be lead through a cam cleat or other device on the centerboard trunk.

In a hard slam the main sheet cannot be trusted, even when not cleated, to run out through any such fitting fast enough to save the boat the way it can if it comes directly from the end of the boom.

Keep the boat on her bottom. Don't fight the boat. If she wants to luff, let her luff and ease the main sheet before she heels. At her normal 17 degree angle of heel, she has 73 degrees to go before she is on her side, whereas at 45 degrees of heel she has only 45 more to go.



bottom side up, where she will float indefinitely until she is rescued. Just about all centerboarders will do the same.

Unless the water is shallow and the mast sticks into the bottom, the boat can be rolled onto her side and then her bottom by one man, after which her crew can climb aboard and sit inside the cockpit, wet but safe. To accomplish this, throw a line such as a jib sheet across the bottom of the boat. Swim to the other side, grasp the line and pull, standing with the feet on the Scot's flare at the gunwale and leaning

(Continued on page 10)

Act Quickly

(Continued from page 9)

She is most stable at 17 degrees, and the more she heels the less stable she becomes, so act before she heels. If she still heels, don't fight her, help her by letting out the sails, push on the tiller to help her come up into the wind.

The time may come when, in spite of everything, she is knocked onto her ear by a hard slam, making you wonder if she will come back or go on over. If this happens your every instinct should be to stay on top of the boat, so if this happens, let go of sheets and tiller — giving the boat a chance to save herself — and climb! You and crew should already have been on the rail and it shouldn't take long to get on top if she does go on over.

Immediately — repeat, immediately — swing your feet down onto the centerboard (which always should be part way down, especially in heavy weather), lean back and pull! She'll come back up, and, as she does, you climb back aboard. But don't wait! Don't dawdle!

If, by any chance, you are caught inside the cockpit as she goes over, do not try to hang on to keep your feet dry. Drop into the water. If you try to stay dry in the cockpit with the boat on her side your weight, being on the negative side of the center of buoyancy, will only make the boat turn turtle.

If someone is on the centerboard, just hang onto the seat and, as the boat comes back up, you will be lifted aboard. If there is no one on top to stand on the centerboard, get to the other, the bottom side, of the boat, reach up and grab the centerboard and pull. Don't take the time to swim around. If you dive under the boat, you will come up right below the centerboard.

But act! Every second counts!

Scots & Women

(Continued from page 8)

year. Heidi Gough said she is going for it, and it's on our calendar too.

Here's a few points of interest about women and Scots:

- Jennifer Tamm and Marjie Liddle, who won the event at Riverside in '91, finished second. They drove 6 hours from Pennsylvania just to sail the Women's.

- Melanie Dunham/Ann Seidman/Liz McCullough rounded out the top three. Melanie is an up-and-coming skipper; look for her name up at the top any time she sails.

- Jo Baugher, helming in a race for the first time, really turned it on by the last race and finished fourth. She and crew, Rosalie Leipper and Pam Pace, did a great job.

- Cathy Cohen had an incredible week. Not only did she have a 1-2-1 in the Women's, she won both the qualifiers with a 1-1-1, and the NAC with 5-7-1-1-2.

- Congratulations to Martha Stewart who won the Masters! She really hung in there in the wind the second day.

- It was, as always, so wonderful to see Florence Glass who remains an inspiration. Florence took an unexpected dip in the lake one day and was back aboard *Swan Song* the next.

- Mary Robinson was the highest placing female skipper in the NAC. Way to go, Mary!

You may have noticed by now that this article is about women only; with the exception of a big "hats off" to Skip McCullough, the Race Committee, and the regatta organizers who provided us all with the opportunity to have lots of fun!

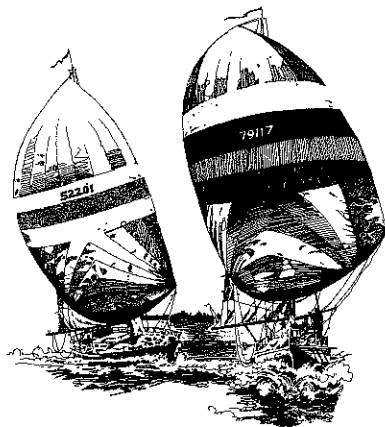
Dates to put on your calendar

Midwinters

Panama City, Florida
March 27-31, 1995

Nationals

Dallas, Texas
Starting July 13, 1995



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Everything You Always Wanted to Know about Turtles, but Were Afraid To Ask

A recent Scot "convert" explains why it happens and how to prevent the dreaded turtle.

by Jack Rudy, FS 3558

Reprinted from *Scots n' Water* July/Aug. 1985

TURTLES — Are what Mrs. Turtle has when she has babies.

TURTLES — To my crew, are pecans covered with chocolate.

TURTLES — In the title, however, refers to the burning question:

"Are TURTLES what Flying Scots turn when they lose their upright attitude?"

Or, if we must talk straight, do Flying Scots, once capsized to the mast-on-the-water position, continue rotation to the mast-straight-down position — do they TURTLE!

This is, if you have not guessed, going to be an article about capsizing in general and about capsizing Flying Scots in particular. Our claim of expertise here will be based on the premise that experience is the best teacher. And experience we have had! We campaigned a Thistle for about 10 years. The last several of those years our store of Rudy children-crew grew up/dried up and we found ourselves "two-manning" it. I do not know our total capsize count, but crew is adamant that the final year of Thistle campaigning included exactly five of those wet trips. Five times over, but never a turtling did we go. Thistles go over quickly, and come up easily. They come up swamped, but they generally keep their masts out of the mud.

Then we made the move. We opted for stability and comfort. We became Scotters. And of course we did our *Scots n' Water* researching about our new boat. We certainly read all about how, in the unlikely event that we should go over, we need only get to the centerboard in good time, and our new boat will quickly pop right up — dry! That thought came to us one summer morning as we were busy toothbrushing mud out of our masthead. Thus was born the idea for this written contribution.

The final bit of expertise needed to qualify us for this treatise came one hot summer day on our pond, Lake Cowan. We were completely occupied by the busywork of a

(Continued on page 12)



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Turtles

(Continued from page 11)

Sunday race when we noticed several of our neighbors to the west . . . turning over. 'Twas a good ol' mid-west storm comin' through. Before the big wind got to us, we dropped the jib, and got set to hang on. This was an extra windy one, and we soon realized that dropping the jib and wearing white knuckles *would not* carry the day. We bore off a bit to a beam reach, mostly to minimize flogging. (Must preserve the family investment in sails!) Took the BIG PUFF. Let the main out completely and climbed back to the gunwale. Heeled over and watched the jib self-hoist right back up the forestay and, about 10 seconds later, with both sails crackin' like fire crackers, did capsizes.

We went over slowly enough to allow skipper ample time to cheekwalk over the gunwale and to find the proper position of the centerboard. Having achieved this textbook position, I was very nicely

situated to watch the mast and sail . . . as they *sank* — not so slowly — into riled-up Lake Cowan! (Crew was in the water, but was swimming, not adding weight to the wrong side.) The final attention necessary was to keep fingers and toes out of harm's way, as the centerboard banged down into the now-vertically inverted centerboard trunk.

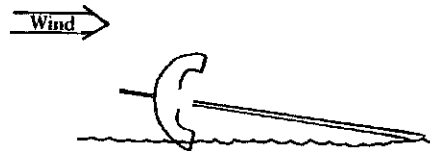


Figure 1

Why did this happen? Why must we be subject to the public shame of having allowed what all my friends and fellow readers of *Scots n' Water* know should not have happened!

So there we were, scrubbing mud from our masthead and contemplating and wondering. Born of this scrubbing penance is a theory on turtling Scots which we now share.

A Scot, when its mast just lays

on the water, looks as sketched. (See figure 1.) It has a lot of hull out of the water, catching wind, and it has not much hull at all in the water to resist movement downwind.

As the Scot is driven to leeward, the sail becomes a large and effective water scoop . . . and said sail dives. It would have taken one and one-half elephants, poised delicately on that centerboard, to have nullified that water-scoop force. Once we got to that position, in that wind (estimated at 40 mph), the *TURTLE* was inevitable.

But why didn't *all* the Scots turn turtle? We refined our theory when we noticed that some of our neighbors who capsized while on either beats or runs scrambled to their boards and popped right up.

Consider the airplane view of the situation. The next series of sketches shows three boats, just as they have turned over and then about 30 seconds and finally 60 seconds after capsizes. (See figures

(Continued on page 13)



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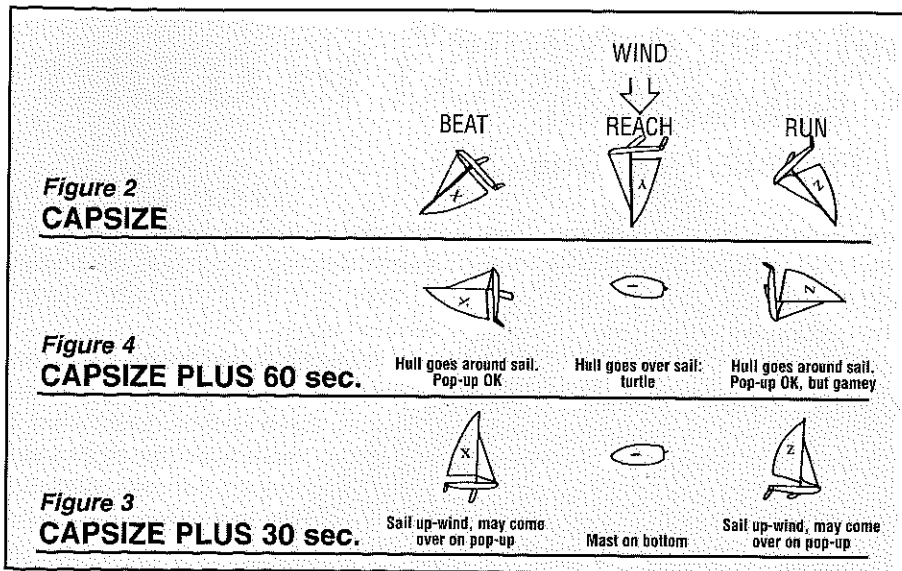


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(Continued from page 12)

2, 3, 4.) The center boat, Y, was on a beam reach when capsized, just as we experienced it: sail in the water and wind forces pushing the hull directly toward, or over, the sinking sail. In the sequence, for boat X we see a different picture; this picture assumes that the capsized boat was beating when knocked down. The final sequence, with boat Z, shows the relationship between hull, sail, and wind direction when the boat was running when knocked down. In both X and Z sequences, the force of the wind on the hull moves the hull around the sail rather than right over the sail; the hull is not directly up-wind of the "sail-scoop."

In both the beat and run cases, the sail does not try to submarine. Timely arrival of the skipper at the proper position on the centerboard should cause the boat to pop right up. If you got there from a beat, the boat should pop up, bow to the wind; if by run, stern to, but still swinging toward the wind as it comes up.

There is one more problem that should be addressed if this is to become the complete treatise on capsizing the Scot. If you have been clever enough to be on a proper course when you "allowed" yourself to capsize but did not get to the centerboard as fast as those nimble skippers do, you may find yourself in

the position illustrated in the 60 second row of sketches for beat or run. The hull has been blown so far around the sail that it is now directly downwind of the sail. Everything is nice and stable, particularly if there are not sufficient waves to fill into the boat from the windward direction. However, you may be in for a surprise when you get your act together and pop it up. The sail, now being up-wind, can catch the wind as it clears the water, and the added force will probably roll your Scot right over toward you!

What to do? If it is real windy, and by the time you get around to climbing onto the centerboard the wind is coming on a line from masthead to centerboard, you should drop your main into the boat before popping it up. This should avoid the up-n-over syndrome. An easier alternative, if you have a powerboat offering assistance, would be to pass a bow line and have him keep your bow into the wind. The pop-up should behave itself and the boat should stay up.

There were other lessons we learned that stormy day. Dropping the jib was *not* an adequate way to prepare for that strong blow. The jib did not stay down. Accordingly, our current survival formula, given some warning of a really threatening picture, is to drop the *main* first. This has several advantages:

1. crew is in the boat, working in more secure circumstances;

2. jib can be kept drawing, giving control of the boat;
3. the drawing jib directs air aft, past the mast, tending to keep the dropping main and boom at least near the cockpit; and
4. it gets more sail out of the wind, faster!

The prime disadvantage is, of course, that the cockpit is a mess with all that aluminum and Dacron. That can be dealt with by disengaging the boom from the mast and feeding the boom and main forward under foredeck.

Once main and boom are stowed, you re-find your jib sheets and sit back to enjoy your new-found stability, the reduction in noise level, etc. You should be in a position to choose from among the following options:

1. sail for cover under jib power, with centerboard full down to balance as much as possible;
2. wait out the storm with or without the jib. The jib should be easy to drop now that everything else has quieted down;
3. sort out and drop your anchor; or
4. a combination of the above.

What I always do at this stage of the drill is to have my crew give me a rub between the shoulder blades. Having to push that tiller around in the midst of all that excitement gets a bit tense! And we did change to Scotting to enjoy the relaxing moments of sailing!

And now, may all your *TURTLES* be of the chocolate-covered pecan variety. What's this? A little box right under the after-deck

... Jack and Nancy Rudy have a long background in both one-design and big boat sailing. Sailing *Star*, *Snipes* and *Sunfish* for several years, the Rudy's found themselves on Lake Cowan 14 years ago and purchased a *Thistle*. After 10 years of "chronic-bruises-about-the-knees-of-Nancy," they moved into a *Scot* in 1981. Jack's big boat racing and cruising experience is extensive as well, having sailed in seven Macinac races and cruised the *Virgins*, Italy, Spain, and Greece. Jack and Nancy get out for regattas as often as possible but concentrate most of their efforts sailing with *Fleet 1* at Lake Cowan.

What's In A Name?

by Mike Palm
FS 1242, Fleet One

In 1964 two events led coincidentally to the naming of our boats. First, we built a house with a two car garage but we only had one car. Second, a friend gave us an old, beat-up, 21 foot, wooden sailboat. The deal was, we would restore and own it. The friend's family could use it.

In the early spring, the six members of our family began the long hard process of a full restoration. After the evening meal, my wife or I would look across the dinner table and say, "Well, let's go work on that damn thing." The kids (girl boy boy girl - ages 8 to 14) would groan but help. It was a good team effort but more difficult that we anticipated. When it came time to name the boat, many suggestions

were offered but few chosen. The one that got almost unanimous approval was "That Damn Thing." The youngest, Peri, told us she could not sail in it because it had a bad word in the name. So as a concession to a sensitive young woman of good taste, we settled on . . . "That Darn Thing." We had many good times and great adventures on the water. After the kids left the nest, we gave the boat to the Explorers.

Later, we bought a used Scot because it was similar to the other boat and should be easier to maintain. It was a bilious shade of green and had had a lot of hard usage. Four more years of use, (two in salt water) and three in storage did not help. It needed work. This Spring, we decided to fix the color

and do a full restoration. During the fourth sanding of the hull, we began to think of it as "That Damn Thing" all over again.

When it came time to put the name on the sparkling white transom, there was no doubt what it would be. Years after the eight year old girl expressed concern over the "bad" word in the name, the other siblings told us that there was a "street" Peri and a "house" Peri but we, the parents, only knew the "house" Peri. So we felt comfortable with the use of "damn." However, to send a "welcome aboard" signal to Peri the Scot was named "That Darn Thing II." In addition, there are now six grandchildren with pure, sensitive minds to protect.

That leads to the next boat. My dock neighbor and good friend John Eilers (FS 3753), gave us a rubber dingy. It was put in working order as a way to pull the grandchildren behind the Scot. We had vinyl adhesive letters made and named it "That Darn Thing III." If you ever see it with two happy kids being towed behind a clean looking Scot with the same name, you must know that the entire background warms the cockles of our hearts.

Just recently, a very nice young man named Jamie, who's only known character defect is to sail a Highlander, sailed up to our Scot after his class finished racing. He hailed our boat politely and asked if the wife had named the boat. Not being able to give a full reply *empassant*, we said "No . . . the children." It was his good question that inspired a response to Editor Sunshine's plea for Scots n' Water articles, as a way to give him the full reply he deserved.



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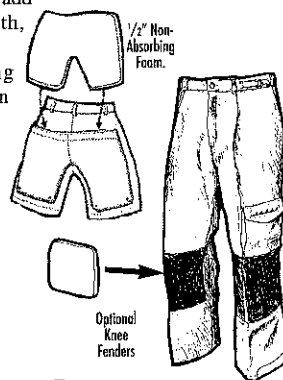
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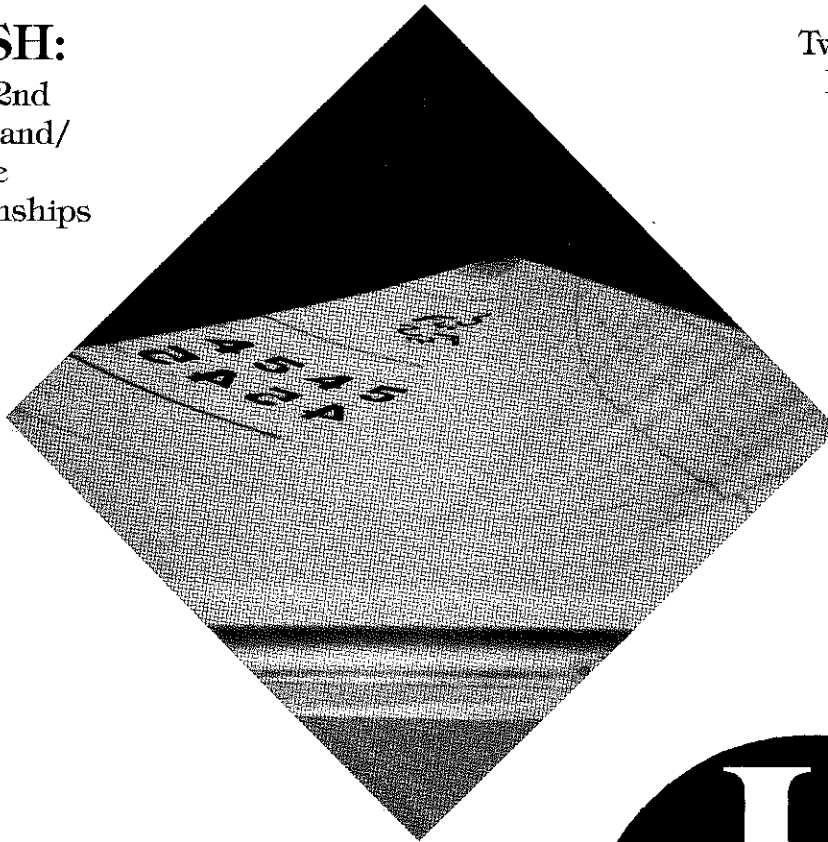


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FLYING SCOT® SAILING ASSOCIATION
ANNUAL MEETING
Thursday, August 11, 1994
North Cape Yacht Club, Monroe, Michigan

The meeting was called to order by Bernie Knight, President, who welcomed everyone. Knight recognized Dave Jacobsen who talked about the Special Olympics. Special Olympics is for the mentally retarded and this is the first time for a sailing event. The Flying Scot is the official boat. FSSA is urged to support it. Recognition for the class should be incredible. Forty boats are needed and volunteers were solicited. A video on the Olympics was shown.

Thanks were given to the North Cape Yacht Club for hosting the 1994 NAC and Karl and Yanny Vanderhorst were introduced. They held a drawing and gave away a good number of door prizes. Bill Rogge was thanked and recognized from the North Cape Yacht Club. Plaques and other recognitions will be held until Friday evening. Rogge thanked everyone and expressed that the club had enjoyed hosting the event.

Knight reported on results from the Executive Committee. The 1995 NAC will be held 20 miles out from Dallas, Texas. Fleet 23 will be the host and Richard Wait from there spoke on the regatta site and the Rush Creek Yacht Club. The Wife-Husband will be at Lake Norman in North Carolina and the Mid-Winters will be back at St. Andrews Yacht Club in Panama City, Florida.

The Executive Secretary's Cup given to the person who has done the most for the class was presented to Bernie Knight by Mary Ann Eubanks.

The quorum roll call was reserved until the end of the meeting to be coincident with a roll call vote in the interest of time.

A motion was made and seconded to approve the last meeting's minutes. Per Executive Committee direction, minutes are

published in Scots N' Water.

OFFICER REPORTS

1st Vice President Dave Jacobsen announced the Fleet of the Year Award. There were three contenders: Fleet 131 and Fleet 104 came in late therefore the winner was Cowling Lake, Fleet 1.

Terry Dees-Kolenich, Secretary/Treasurer reported that there has been an increase in membership so therefore an increase in revenue which puts the class in good financial condition.

Bob Neff, Measurer, thanked Greg Fisher and the team for the good measuring job at this regatta. Everything is quiet on measuring issues.

Sunshine Hartman was absent but reported by phone that there was an error in Scots 'N Water. This Glow in the Dark is NOT the last one.

REVOCATION/SUSPENSION

The list of fleets to be suspended and revoked were read as follows:

Revoked: Fleet 116, New England District, Manchester, NH; Fleet 172, New England District, Bass River, MA. Suspended: Fleet 64, Capitol District, Baltimore, MD; Fleet 134, Carolinas District, Hilton Head, SC; Fleet 143, Ohio District, Andover, OH.

Bernie Knight announced that these fleets and the Waco item would be held to be voted on at the end when the roll was called.

The Nominating Committee was made up of Larry Taggart, Paul Moore and Dan Goldberg. The report was presented by Larry Taggart, Chair. The 1994-95 slate was nominated as follows: President - Dave Jacobsen; 1st Vice President - Cal Hudson; 2nd Vice President - Terry Dees-Kolenich; Secretary -

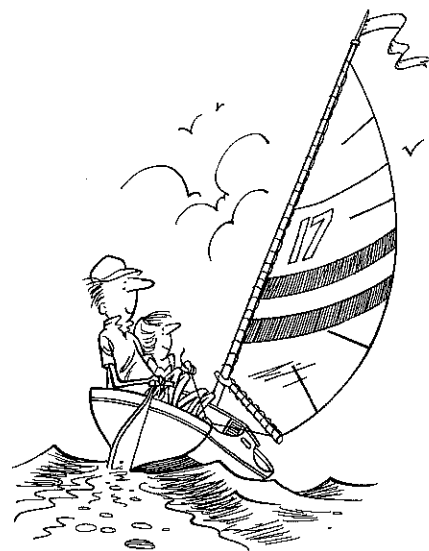
John Pridmore; Treasurer - Dan Goldberg; Measurer - Bob Neff; Commodore - Bernie Knight; Immediate Past Commodore - Larry Taggart; Editor - Sunshine Hartman; Nominating Committee - Paul Moore.

The floor was opened for nominations and there being no further nominations, the slate was voted on in the roll call.

Andrella Brunson called the roll of fleets. All votes were received in one roll call. The fleets to be revoked and suspended and the slate of officers were passed unanimously. The Waco issue passed by a vote of 621 for and 21 against.

Knight presented incoming president Dave Jacobsen with a gavel and a vote of confidence. Jacobsen expressed much appreciation to Bernie Knight for his years of service and presented him with the association clock. Knight expressed his deep appreciation to the association.

There being no further business, the meeting was adjourned.



You Can Learn A Lot From the Back-Halfers

by Eric Feldman

Eric Feldman studies the teams at the back of the fleet and shows how to avoid their losing techniques.

Not long ago I was in the not-so-enviable position of being a "back-halfer" — you know, one of the racers who consistently finish in the back half of every race. I was, however, determined to move into the front half of the fleet and become a contender, both in my fleet and on the regatta circuit. Sure enough, over time I moved up in the fleet by watching what the leaders were doing, asking them questions, and then trying to sail the way they did.

But what turned out to be just as important for my progress was that I began to study what the crews who always finish in the back of the fleet were doing to keep themselves there. My research helped me pinpoint nine techniques and procedures that will keep you consistently in the back half of the fleet. Some may be obvious, others less so. However, any one of them can keep you out of the winner's circle — so do everything you can to keep from making any of these errors.

1. Don't spend practice time on the water. Can you name one organized sport in which practice is not an integral part of training? I can't, and the fact is that one of the most rewarding experiences in sailing is when your team works together to make your boat go faster.

When we prepare for the racing season, we practice a lot and concentrate on each maneuver until we get it right. We might tack or gybe 30 or 40 times before going on to the next maneuver. Then we might raise and douse the spinnaker 20 times. Once we are ashore after every practice, we go over the session and put it in the context of typical tactical situations we list on a blackboard. My conclusion is that the time we spend practicing basic maneuvers gives us the necessary foundation we need to develop more advanced skills.

2. Yell at your crew. In my view yelling is the quickest way to motivate someone to get off your boat, and you see it a lot in the back of the fleet. When I first started sailing with my crew, we made mistakes, and I recall yelling a bit. On reflection, I yelled because I am competitive and frustration set in. But control that urge to yell at others because you're sailing slowly.

Better yet, make sure that you dole out praise frequently. Complimenting your teammates' performance is one of the best ways to build confidence among the whole crew and is a surefire way to sail faster.

3. Call your crew your "crew."

This is a good way to reduce a crew's sense of team spirit, and that's bound to make a boat go more slowly. Skippers at the back of the fleet do this a lot. I always introduce my team as my friends, teammates, or partners, never my crew. Sailors love to tell stories, and when it's my turn, I always use "us" and "we" rather than "I," even if my crew doesn't happen to be present when I'm talking. By building this team attitude, I know our sailing has become much more productive, and we all want to get out and sail.

4. Use a too-short hiking stick.

A surefire way to keep your boat moving slowly through the water is to have poor control on the helm, and I find this is another key element for skippers who finish way behind the leaders. When one of my sailing buddies told me about the trouble he was having keeping his boat flat, even on a moderately windy day, I started to ask them some questions. I asked him about sail trim, vang, and so on, because I couldn't figure out why he was having the problem. Then I measured his hiking stick and found that it was over a foot shorter than mine. While he might have thought he was hiking out correctly, clearly there was no way he could do so properly with the stick he was using: it was far too short.

Always make a point of holding the hiking stick loosely, with your palm down and your thumb on the end, and keep it close to your chest. On most boats this position forces you to sit farther outboard than you

(Continued on page 18)



You Can Learn

(Continued from page 17)

I always introduce my team as my friends, teammates, partners, never as my "crew." I always use "us" and "we" instead of "I." Team attitude is all-important.

might otherwise, and it also allows you to use your steering hand to help sheet the main. Watching the steering methods of the skippers who finish in the back of my fleet has shown me conclusively that all of them are either holding the stick the wrong way or using a too-short stick.

You can do yourself a big favor by watching how the leaders in your fleet steer their boats. Try to emulate them even if their technique feels a little strange at first. Keep working at it until it becomes second nature.

5. Don't learn from your mistakes. There is nothing wrong with making a mistake, as long as you learn from it. But the crews at the back of the fleet never grasp this rule, and they make the same errors over and over again. We were leading in one race and rounded the last mark before we tacked to sail toward the left side of the finish line. The boat astern of us split tacks with us and sailed off to the right. Although it was sailing at a better angle to the line, it took me 2 minutes to realize it, and that was a mistake. We quickly tacked to port but could not clear the other boat, which was now on starboard. They won the race and the regatta, and we finished second. Had we won that final race, we would have won the regatta.

I had broken the basic rule that says you should stay between the finish line and your competition. Since then, we've been in the same

situation several times, and guess who hasn't crossed the line second? It's also another example in which the last-place finishers always seem to make the same mistake by letting boats astern get ahead of them. They refuse to learn from their mistakes, and they stay at the rear of the fleet.

6. Compete only in your hometown fleet. I sail in a large fleet. Our racing season covers six months, and something is going on almost every weekend. Such an active schedule produces comments from the back-halfers like, "I have all the racing I want right here — why should I go anywhere else?" Some other excuses: too small a car, a bad trailer, no money, no time. My observation has been that those comments usually come from those sailing at the back of the fleet.

If you never race anywhere but on your home turf, you will race the same people, have the same winds, and compete on the same water. Habitual experiences produce predictable results, and sometimes bad habits. Participating in regattas away from home gives you new insights and experiences that you can bring home. If you really want to get better, you have to hit the road. It's that simple.

7. Have plenty of excuses, and mean every word you say. One year I was promoting a district championship, and I thought that one sailor was reluctant to travel to it because he felt he might be embarrassed by a poor finishing position. Although I promised him that his final score would be a pleasant surprise, his answer was still, "I'm never going to sail any better than I do now, so why should I bother." Since he is successful in business, I am amazed that he hasn't used the same excuse for all parts of his life: "I'm not going to get any smarter, so why should I study; I'm not going to do well in business, so why should I work harder." Of course, the truth is that anyone can

learn how to sail, and anyone with the right attitude can become a better sailor. Making excuses, and really believing them, is never part of a winning formula.

8. Use the cheapest equipment you can find. Nothing will contribute to a poor finishing position quicker than an equipment breakdown. But here again the crews at the back of the fleet don't seem to get the message. A member of my club is one of the best natural seat-of-the-pants sailors I know. He is always competitive, he always has good boat speed, and he has great instincts when it comes to tactics. But one major obstacle keeps him from being a much better sailor, and that is the gear on his boat. At times I'm amazed that the boat floats, and I am equally interested in the way he prides himself on gadgets and gizmos that he's built for almost nothing. His jib blocks are missing ball bearings, and his spinnaker blocks are pulleys from the hardware store.

What happens, of course, is that the gear invariably breaks or at least fails to work correctly. Success in sailboat racing requires mastering many variables. It's easy to have a bad race, because you can't control every situation you encounter. However, one variable you can control is the quality of the gear and fittings you put on your boat. Last place finishers are often those who put proper gear way down at the bottom of their list. The sooner they recognize this fact of life, the sooner they will start moving up in the fleet.

If you want to sail better, hit the road. Racing only on your home waters, in the same conditions, and always against the same people means no gain.

(Continued on page 19)

(Continued from page 18)

9. Be stubborn and use "get out of my way" tactics. It's easy to get obsessed with winning a race or regatta. However, you can't lose sight of your basic objective — having fun, while doing the best you can. A friend of mine has won regattas on both the local and national level, but people who have sailed against him will not get near him on the water.

You don't want to be under him if he takes a flyer, or you'll wind up there too. If you try to pass him on a reach, he will not let you pass, even if that means he will lose 10 boats in the process. If you approach him on starboard, he'll try to cross you, because he has to get across. In a race he's obsessed with winning the battle, but in the process he always manages to lose the war. Here again is a trait that seems to be especially prevalent among those who are sailing in the lower half of their fleets.

Sailing is a game of variables, and a decision made one minute may not work the next. The successful sailor can adapt and change his or her tactics and strategies. Winning crews base each decision on whether it will get their boat around the racecourse faster and not on whether it will prevent another crew from doing the

same thing. Winning sailors also know that when the stubborn sailors in the fleet are playing their games, it's best to let them play by themselves.

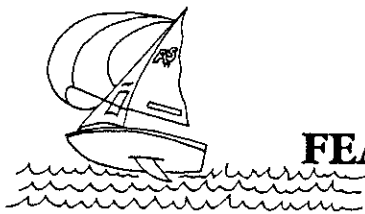
So there you are, nine techniques that will help keep you sailing at the back of your fleet. If you can learn to avoid making them, you will have gone a long way toward getting yourself where you

really belong — sailing up with the forerunners in your class while you improve both your skills and your enjoyment of the sport.

Eric Feldman is a corporate account manager and a consultant in the computer industry. He now races a Flying Scot and competes in many other one-designs and offshore racing boats.



PHOTO BY CLARK BROADBERT



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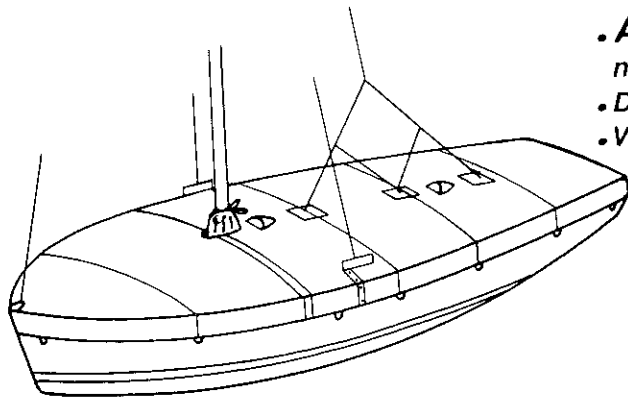
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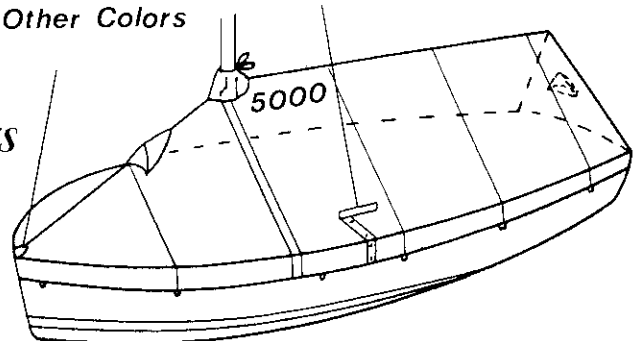
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| | | William John Kirkwood | 161 Lance Court | Elkton | MD | 21921 |
| | 3300 | Russell Dabney | 13706 Steeple Chase Terrace | Midlothian | VA | 23112 |
| 6 | | David C. & Mary Jane Mahan | 103 Golden Pond Circle | Stephens City | VA | 22655 |
| 42 | 3733 | John Davidson | 1444 Mariner Drive | Arnold | MD | 21012 |
| Carolinas District | | | | | | |
| | | Steve Hulme | 4100 Famwood Drive | Florence | SC | 29501 |
| | | Dennis Scanlin | Route 2 Box 112 | Vilas | NC | 28692 |
| Greater NY District | | | | | | |
| | 3832 | Stuart Hoffer | 9 Ashley Street | Hawthorne | NJ | 07506 |
| | 3968 | Kim R. Parkins | 254 Boulevard | Mtn. Lakes | NJ | 07046 |
| | 4000 | Peter F. Sayia | 19 Claremont Avenue | Short Hills | NJ | 07078 |
| | 2220 | Roger W. Pierce | 40 Daniel Street | East Hampton | CT | 06424 |
| | | William L. Carnevale | 101-35 Madeline Avenue | Waterbury | CT | 06708 |
| | 4222 | Mark Kaplan | 5 Madonna Lane | Annandale | NJ | 08801 |
| | 3034 | Joy Hudecz | 372 Central Park West | New York | NY | 10025 |
| 173 | 1480 | Ken Boyle | 27 Macon Avenue | Sayville | NY | 11782 |
| Gulf District | | | | | | |
| 118 | | James D. Sisson | 118 Meadow Croft Circle | Birmingham | AL | 35242 |
| Mich.-Ontario District | | | | | | |
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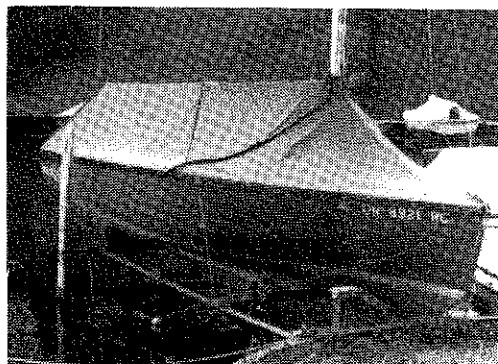
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Fleets In: The Sandy Douglass/ Jack Orr Invitational Regatta

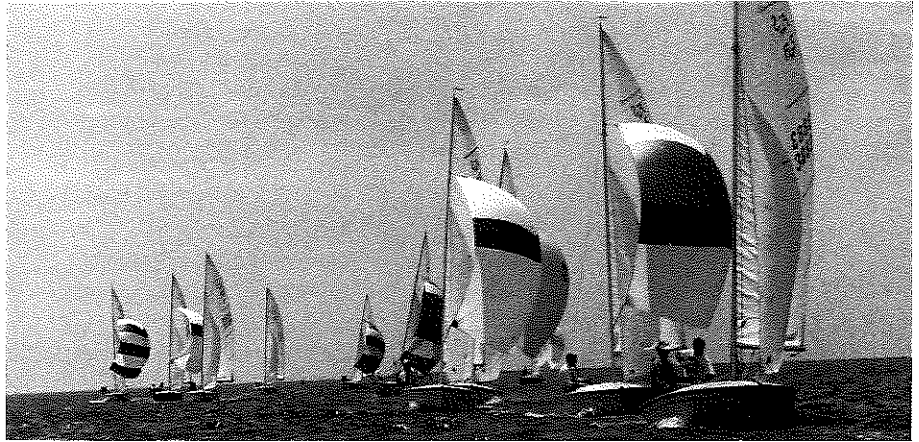
Held At: New Haven Yacht Club, June 11th and 12th, 1994

Nineteen Flying Scots and one Thistle were present for the First Invitational Regatta hosted by Fleet 177 at the New Haven Yacht Club.

Superb racing conditions greeted the Race Officer, Forest Rogers and the competitors for the first day of racing. Three races were held with different winners.

The first race was won by Steve Bellows crewed by Suzannah, Shohom and Ira Cohen. Race two was won by Gary Powell crewed by Murna Fong and Dave Crawley and race three was won by Brian Hayes, crewed by Jeff Eiberg.

The conditions on Sunday were rainy, light and variable creating difficulties for the race committee and competitors.



Race four was won by David Jacobsen crewed by John Cook. The fifth race had massive shifts resulting in spinnakers being seen on each leg of the course.

Hank Sykes crewed by Andy Sykes won the race closely followed by Brian Hayes to ensure his first place in the regatta.

(Continued on page 23)

Douglass/Orr Invitational Regatta

June 11th and 12th, 1994
New Haven, Connecticut

| Sail No. | Skipper | Race | | | | | Points | Pos. |
|----------|---|------|------|------|------|----|--------|------|
| | | 1 | 2 | 3 | 4 | 5 | | |
| 4096 | Brian Hayes Jeff Eiberg | 2 | 2 | 0.75 | 7 | 2 | 15.75 | 1 |
| 4429 | Gary Powell Myrna Fong David Crawley | 4 | 0.75 | 3 | 2 | 7 | 16.75 | 2 |
| GYA 11 | Steve Bellows Suzannah Shoham Ira Cohen | 0.75 | 4 | 2 | 3 | 13 | 22.75 | 3 |
| 4937 | David Jacobsen John Cook | 6 | 9 | 4 | 0.75 | 3 | 22.75 | 4 |
| 4987 | Harry Carpenter Bill Dunham | 3 | 3 | 5 | 4 | 10 | 28 | 5 |
| 3883 | Tom Hohler Chris Czaplinski | 5 | 5 | 10 | 8 | 6 | 34 | 6 |

Fleets In

(Continued from page 22)

FISHING BAY YACHT CLUB SPRING SERIES

Fishing Bay Yacht Club -
Deltaville, VA

By William Bowie, Fleet 103

April 16 - The first day of the Spring Series was canceled because of very high winds and micro-bursts.

May 15 - The first of three races was started in a strong southerly breeze but later abandoned when marks would not stay anchored and a major capsized required Race Committee assistance. Races 2 and 3 were sailed in increasing winds. Max Aldredge made it look easy by winning both races despite "wipe-out" conditions. Phil Webb also seemed to ignore the rotten weather to finish 2nd overall.

May 30 - Three races were logged in light to strong easterly winds and chop. Modified Olympic courses were well set and challenging. Racing was close and exciting with the lead changing often. When the smoke cleared, Max was again in the winner's circle...both for the day and the overall regatta. The Bowies and Phil Webb took trophies for second and third.

Regatta results: Max Aldredge, 5; Bill & Leslie Bowie, 15³/₄; Phil Webb, 16; J.J. Miley, 20; Jan Monnier, 34; Jim Lythe, 42; Allen Heyward, 43; Buck Brewer, 43.

DG BELL MEMORIAL TROPHY REGATTA

July 4, 1994, Fleet #78
Morehead City Boating Club
Morehead City, NC

SCHULTZ WINS D.G. BELL TROPHY

More than 30 sailors competed in the 31st sailing for the Fourth of July D.G. Bell Memorial Trophy Regatta on Bogue Sound in light winds on a modified Olympic course.

With 12 Flying Scots entered, by far the dominant class, Dick Schultz of Pine Knoll Shores and

Emily Selby of Morehead City captured the D.G. Bell Memorial Trophy by finishing first and second in two races. Because of a possible thunderstorm, only two races were held instead of the customary three races. Overall, there were 18 boats entered, with five Vanguard 15s on hand and on San Juan 21.

The D.G. Bell Memorial Trophy was donated to the Morehead City Boating Club in 1963 by Dr. L.J. Norris in honor of his cousin who was a force behind early sailing on Bogue Sound. The trophy was first sailed for July 4, 1963. The Morehead City Boating Club sponsored the event.

This regatta was sailed in light winds (12 mph) for Bogue Sound, cloudy skies and 90 degree temperatures. Schultz and Selby not only won the Flying Scot class but they also won the DG Bell Memorial Trophy over all the other boats on the Portsmouth Handicap scoring system.

1994 NAC DIARY

by Sandy Eustis, FS4710

Friday, August 5:

Longtime crew Scott Litwin and I leave Cowan Lake with FS4710 (Quicksand), 8 cases of Little Kings (Cincinnati cream ale in 7 oz. bottles), and 8 cases of soft drinks at 8:00 pm, arriving at the North Cape Yacht Club (on Lake Erie in extreme southeastern Michigan) just after midnight. There is still a small crowd of North Cape members at the bar when we arrive and ask where we can pitch our tent. After being told that tent camping will not be allowed during the coming week, we order a couple rum drinks and contemplate our options. After another rum drink or two we are getting pretty chummy with the members, so we buy the last round for everyone at 1:30, and sure enough North Cape member good ole Joe offers us a boat to sleep on "just for the night." So we move our stuff onto Grasshopper, a Soverel 33, and fall asleep to that

great sound of halyards slapping masts in a gently night breeze.

Saturday, August 6:

We get up at about 8 am and take a quick tour around the North Cape YC. Our hosts have a great facility right on Lake Erie, with about 150 cruising and big racing boats in slips, and a dozen drysailed J-24s constituting their only one design fleet. We go shopping in town, get 6 cases of Little Kings and 6 cases of soft drinks on ice, measure in "Quicksand," and by 10 am we settle down to perform our assigned duties as the official pre-regatta welcoming committee. So despite what you probably were thinking, the Little Kings were not all for our own use.

We don't stay settled long; on Thursday the North Capers had roped off what they guessed would be a sufficient boat parking area for our fleet, but the 30 or so Scots who showed up on Friday evening or Saturday morning have already filled about 75% of the available space. We soon run out of parking, so we spend a busy day pushing and pulling Scots, sweet-talking North Cape members into moving their cars, passing out libations to club members and new arrivals alike, and working hard to keep good ole Fred happy. Good old Fred is a North Cape member who has been assigned to handle regatta parking, but he keeps insisting we can put 3 boats in places where two will barely fit, and he regales me with story after story of a disastrous week the club experienced two years ago when they let a rather boisterous one design class (nameless, to protect the identities of their (hint) green and purple bruised thighs and rears) hold their Nationals here. Little Kings work pretty well on good ole Fred's disposition, and we're working pretty well together.

(Continued on page 24)

Fleets In

(Continued from page 23)

At about 8 pm, I mention to Helen, another of our new North Cape friends, that Scott and I are about to head into town for a burger. "No, no," she says, "we just finished with dinner and I have some leftovers on our boat. Just wait here and I'll get you each a plate." Five minutes later we're sitting at a picnic table digging into tender steaks, baked potatoes, fresh green salads, and (of course) big slices of blueberry cheesecake. Bill Rogge, who is Helen's boyfriend, the bringer of our cheesecake, and also the official North Cape YC head honcho for the event, casually mentions that he talked to Grasshopper's owners during the day, and we're welcome to live aboard 'til Wednesday. As it turns out, tent camping is allowed, but Scott and I are thrilled to have our own floating accommodations in the high rent district much closer to the clubhouse. Tomorrow we'll start partying with Scot people, but the North Cape folks are tons of fun, and they seem genuinely happy to have us here enjoying their club.

Sunday, August 7:

Up at 8 again, and another busy day being the official welcomer and semi-official parking lot attendant. The mood is definitely mellow as sailors from all over the country greet longtime friends and meet some new ones. By the close of registration in the afternoon we have 78 Scots on hand, and it looks like a pretty strong field to me. I've sailed Scots long enough to know most of the competitors, and I have this habit of trying to identify all the hotshots who are absolutely better at this game than I am and who will surely stomp on me in the upcoming week. Even though Graham Hall told me today that this is a terrible self-defeating habit, I still have fun trying to predict the winners ahead of time, and it makes for good pre-regatta conversation.

At any rate, my personal "untouchable by the likes of me" list this time around includes 12 names:

Greg Fisher, Bill Draheim, Steve Bellows, Harry Carpenter, Graham Hall, Kelly Goff, Brian Pace, Rick Baugher, John Meredith, Bill Ewing, Larry Taggart, and Dave Neff. There are another dozen to fifteen skippers who have beaten me more often than vice versa over the years, so it all adds up to a very tough field. We'll need a very good regatta to reach our goal of a top 20 finish. This is our annual NAC goal, but it's something we've accomplished only 3 times in 10 previous NAC trips. At the skipper's meeting we are assigned to the Red division for the three race qualifying series, and as usual I scan the list of who's in which division and decide that the one I'm in has far more than its share of hotshots. (There's another bit of self-defeating psychology for you, Graham.)

The evening's entertainment consists of four skits, one by volunteers from each of the four qualifying divisions, with each group being given a bag of props and costumes and a half-hour to come up with something. Hardly anyone else in the Red division wants to play, but of course I'm always willing to make a fool of myself; so is Larry Klick, who immediately grabs the only really cute skirt and blouse in our bag. This is unfortunately the only good idea we have for 30 minutes, and we wind up making fools of ourselves, as expected.

Monday, August 8th:

After two days ashore, it's great to be on the water today. There's a light to moderate breeze for both qualifying races, with temperatures in the 70s. Comfortable weather, but unfortunately there's also a lot of chop to contend with on Lake Erie, and just as we figure out how to punch through one kind of waves smoothly, the wind shifts slightly or the wave pattern changes and we're dealing with a whole new variation on the theme of light and lumpy. Going upwind, it seems that every time we get going we either get slammed by a big wave and have our bow pushed way off the wind, or we point up through a big one and

then stall out completely. After today's races, the day's big winners hold a roundtable discussion on shore describing what they did, and I get three big ah-ha's about sailing faster in chop. (1) Ease off on the jib sheet (but not on the weather sheet) a couple of inches to put more twist into the upper section of the jib, which provides more power to drive through waves; (2) tighten up one notch on the sidestays to take most of the slop out of the rig and reduce mast rocking; and (3) ease off on the main a bit, stop trying to point high, and just concentrate on maintaining good boatspeed upwind.

Tuesday, August 9:

The wind is much stronger for today's final qualifying race, perhaps 12-15, with a much bigger chop than we saw yesterday. Larry Taggart and I start near the (unfavored) pin in clear air and continue going left toward shore and an anticipated port tack lift coming out of the left corner. We sail through a minor shift or two and I feel much faster than yesterday; taking the slop out of the rig seems to help, and I definitely like the feel of twisting off the jib a bit. We tack to port in a 10 degree header and we're now lifted above the entire fleet on the right side of the course. Fisher, Draheim, and Serje Vanderhorst have about 10-15 boatlengths on everyone else from the right, and all three start cutting into our lead through a series of short tacks. Finally I have to cross behind Fisher about 20 boatlengths short of the mark.

Just then the mainsheet turning block pops off its swivel base on the centerboard cap; the main releases, and... PANIC! Frantically I haul on the mainsheet, which now leads from mid-boom to the inchworm keeper atop the mainsheet camcleat, but the force of the line makes the swivel arm under the cleat turn around to the other side of the boat every time I release the line to grab more, and of course the cleat itself is completely useless since the line is no longer led to it.

(Continued on page 25)

Fleets In

(Continued from page 24)

While Scott and I gradually get the main in to about a foot off of where I really want it, the leaders all pass us and round the weather mark 5-10 boatlengths ahead. Taggert from the deep left corner (was that a one tack beat, Larry?) appears to be the leader, with Fisher overlapped on his outside.

There's a big puff right as we round, and the first reach becomes a screaming plane; I'm as far aft and as far out as I can get, trying to handle the chute and keep us balanced while Scott sits in the boat like 180 lbs. of ballast and attempts to fix the main swivel block. We gybe onto the second reach, almost broaching because the main sheet won't feed out properly, and finally give up altogether on making repairs during the race. For the next four legs of the race I can't get the main in all the way or cleat it down, but the wind abates slightly, and we only get caught by 3 more boats, all on the last beat; I'm very satisfied with our 8th place finish. Funny, but in retrospect this minor breakdown might have actually helped us! I had to play the main continuously and couldn't overtrim, so we sailed flat and fast and hardly ever stalled out in the chop. I was exhausted at the finish, but we qualified in 26th place and I am starting to feel that we can hang in there with the good guys in heavier air. Bring on the Championships.

Tonight's dinner was great fun. We wound up going to a place called Pete's Garage with the skippers and crews of 4 other boats (Bob and Dave Neff, Don and Barb Griffin, Bob and Allyson Summerfeld, Dan Goldberg, Joani Reis, and Heidi whose last name I don't know but who sails with Dan and Joani and plays a mean game of pool). We sat in booths made from a '55 Cadillac and (at least according to Bob Neff) a '53 or '54 Buick Riviera. Don and I both had breakdown stories to tell (his kept him from qualifying today), and the Summerfelds told us all

about Allyson's adventure earlier in the summer when she was pulled out of their boat by a competitor's mainsheet at the Ohio Districts (see the July/August *Scots 'n Water* for the details). Once again the combination of age and low cunning triumphs over youth and superior skill Bob S. and I soundly thrash Dave and Heidi at 8 Ball, but I suspect that Dave will have his revenge on the water tomorrow.

Wednesday, August 10:

I'm hoping for some stronger wind after yesterday's success, but Wednesday morning brings only a 3-5 knot patchy breeze and (for the only time all week) no chop to contend with. We choose to start at the pin again, going toward that anticipated shore lift in the deep left corner, and we look to be among the leaders early. Then a big shift to the right has us disadvantaged against most of the fleet, and we're way back in the pack at the weather mark. Bernie Knight passes us like we're standing still on the second reach, and we go left again on the second beat. The course has been shortened due to the light wind, so this will be the finishing leg. We pass a handful of boats in a series of little shifts, and just as I'm starting to think we're recovering nicely from our bad first leg, another big righty lifts most of the fleet up inside of us, and we wind up finishing 31st. UGH! Not a good way for us to open the Champ series.

After a nice picnic lunch on the water, everyone gets squared away for the second race. The wind stays light, but an irregular 1 foot chop develops. This may not sound like much, but the wind is too light to enable us to power through it easily. Oh well, everyone else has the same problem. We have a lousy start and are well back in the pack at the weather mark. We have a couple of nice crowded mark roundings, but we're basically buried in the middle of a 10-15 boat pack throughout the race, and we wind up 24th. It's really frustrating sometimes to be a Champ division pack rat at NACs; you never see enough clear air to

start finding your own shifts; you're always ducking sterns when beating on port, and since everybody's very competent at this level, nobody ahead makes big mistakes to let you catch up. Racing becomes very tactical, and you lose sight of the big picture as you move from little duel to little duel trying to climb out of the pack. We have a long and mostly silent sail home, wondering if the top 20 is still possible after today's pair of poor finishes.

On shore all of us from Cowan Lake gather round congratulating Mark and Alice Shoemaker, who had a solid 13th in the first race and stand in 16th overall after two races on their first trip into the Champ division. Eventually Scott and I head off to dinner with Nancy Fowler, Don Smith, and his crew Meredith Allen. Decent food at a local dive plus good sailing conversation helps us shake off our down mood from the racing results of earlier in the day. Charlie Fowler has not joined us for dinner. Having finished 2nd in both Challenger races today, he got inspired to stay behind to work on his hull in the drizzle. Don and I wax philosophical on the merits of being Champ division pack rats with full stomachs vs. Challenger division contenders, sanding, drilling, and fiddling in the rain.

Back at the club Scott and I learn we can stay on Grasshopper for the duration, so we move our duffels aboard and sort dirty laundry while promising each other that we won't be pack rats tomorrow.

Thursday, August 11:

It has rained all night, and although it stops around 9 am, the forecast is for thunderstorms all day; we play UNO with the Shoemakers and the Glaziers in the clubhouse during a long postponement. Finally it looks like the storms may miss us and everyone heads out to the racing area. The wind is heavier than yesterday, but still moderate. We have a good start near the committee boat, tacking to port and

(Continued on page 26)

Fleets In

(Continued from page 25)

going right immediately. We find increased velocity, but tack back to starboard too soon and sail stupidly through a long header halfway up the beat. We're in the mid-twenties at the weather mark, but hold or slightly improve our position the next 4 legs. It begins to rain on the running leg, which cuts the chop even though the wind has increased a bit. It looks to me like the rain is heavier on the left side of the beat, so I head that way (into a building breeze) on the last beat and we catch 5 boats for a solid 16th place finish. The rain looks like it's here to stay, and gambling on better weather tomorrow, the race committee decides to send us in for the day.

Back on shore it's still drizzling when suddenly a big van with a J-24 in tow pulls right up to the hoists. Amid much laughing and backslapping and so forth, about four or five guys pile out of the van and start getting ready to throw up their mast; it seems that good ole George and his good ole crew have just arrived with the newest addition to the local J-24 fleet. Several more North Capers gather round to ooh and aah, and good ole George starts talking faster and faster around his stubby cigar, becoming positively manic with his instant celebrity beside his fine new yacht. Unfortunately, he has totally blocked access to the hoists, and John Eilers, who won today's Challenger race, snags his Scot sidestay on the end of George's boom while trying to maneuver his way past. Since I'm the semi-official parking lot attendant here, I sidle up to good ole George and inquire sweetly as to his current plans. George chomps down on his cigar, glances briefly my way, and then tells me in no uncertain terms that he's about to put up his new mast and park his new boat in his assigned space which he paid for with his own money and do I have a problem with that. I allow as how I have no problem with that and have in fact come over to help him

since there are about 30 Flying Scot trailers gridlocked until we get him squared away. Suddenly good ole George spins around and takes in the whole scene, realizing for the first time that there is a really big regatta going on here and that he is right in the middle of it. He has been so enthralled with his new boat that he has literally not even noticed that 78 Scots have descended on his club. "Oh," he mumbles, "it's a Scot regatta." Duh! Ah, the rapture of a sailor in love, oblivious to everything but his new mistress.

The annual dinner on Thursday night features a raffle for a variety of donated nautical prizes. When the next prize is announced as a masthead wind vane, I turn to the folks at our table and make a disparaging comment or three about red plastic wind vanes. Over the years I've perfected the "wind antler" system, which consists of a coathanger cut in half and bent into a pair of half circles. The hanger part is straightened and stuck into the rusty old mounting bracket left over from the red plastic wind vane which you lost or broke as soon as you took down your mast for the first time; use electrical tape (not duct tape) to attach a few lengths of cassette tape (be sure to use the go-fast rock n' roll variety) to the end of each half circle. When a spider uses the cassette tape in her web on one half circle, the other side still works. It's ugly but effective. Anyway, guess who wins a new red plastic wind vane. Yep, and of course everyone gives me a hard time when I go up to collect my prize.

With the final two races scheduled for tomorrow, we check out the standings before our final night on Grasshopper. Our good finish today moved us up from 30th to 24th in the overall standings, so we copy down the point totals for everyone between 15th and 30th to take with us on the race course tomorrow. Who knows, we just might find ourselves targeting a specific competitor during the last race of the series.

Friday, August 12:

Well, it's light and lumpy again. We start the fourth race in about 10 mph of breeze, with a new variety of chops (2' waves closer together than yesterday) to contend with. We find ourselves near Greg Fisher off the starting line, so we let him call the shifts, tacking underneath when he tacks and just trying to stay close. We're about 15th at the weather mark (maybe I should have adopted a simple "follow Greg" strategy earlier), and for the first time we're out in front of the main pack and still in contact with the leaders. We have good boatspeed today, seem to be in phase with the shifts, and good leg follows good leg. By the last leeward mark we are in 11th place right astern of Rick Baugher and Serje Vanderhorst. Rick tacks to starboard, but we chase Serje on port tack into the right hand corner. The wind velocity increases rather quickly up to its heaviest level of the week and the chop gets really fierce (3' and even a few steep 4' waves really close together). We're slamming and pounding into the waves as we go almost all the way to the right hand corner with Serje. He's got three on board, all young guys, but Scott and I aren't yielding an inch. We're all so much into our little match race that nobody notices that the pack behind us has tacked to starboard long ago. Finally we come out of the corner, still just behind Serje, but now we realize our tactical mistake. Neither of us covered the pack to our left on the last leg, and we've both been passed by seven boats. There's nothing left to do but follow meekly across the line in 19th. How dumb can I get? Covering on the last leg is one of the first tactical lessons to learn in this game. I got just what I deserve.

Quickly we try to figure out who finished where, and as best as I can figure, the 19th moved us up to 21st in the standings, about 4 points behind Jay Neff and tied or maybe one or two points ahead of Jack Stewart and John Pridmore. Jay

(Continued on page 27)

Fleets In

(Continued from page 26)

sails by and we compare notes; he too thinks he's in 20th and right ahead of us and the Stewarts.

I look around for Jack and Martha Lee but can't seem to find them (it turns out they headed for home right after the finish, when the wind and waves were still building and it looked like we were in for a really heavy final race.) Ironically, the wind diminishes abruptly to the familiar light and lumpy level just before the start of the final race. We need to beat Jay with four or five boats between to get to 20th overall, but we have a horrendous start in the row behind the row behind the row behind the guys on the line at the gun. We do have decent boatspeed though, and we gradually move up

through the fleet, trying to keep track of where Jay is at all times. We come onto the running leg in about 20th place, five boatlengths behind him with three boats between. We need a miracle now, so we split gybes with the pack, sailing briefly on the headed port gybe down the left hand side of the run to get some separation while we hope for a favorable shift. Jay stays on starboard gybe, going way out to the other side of the leg, and he and I soon become the leftmost and rightmost boats in the pack, separated by 30 or 40 boatlengths with perhaps a dozen boats between us. All we need now is a big shift from our side, but it never materializes and we lose half a dozen places and 20 boatlengths to Jay on the leg. On the final leg we cover John Pridmore loosely and limp across the line in 29th.

As expected, we wind up 21st overall, but I don't really feel disappointed. We sailed hard against strong competition, had a few great moments, moved up consistently in the standings, learned a thing or two about sailing faster through a veritable smorgasbord of chop, and even got to live on a Soverel 33 for a week. The host club treated us all like kings and queens, and we had some great fun off the water with friendly sailors from all over America who, like me, are lucky enough to own Flying Scots. All in all, I'd say that the 1994 NAC was about as good as it gets in this wonderful game of one design racing. And oh yeah, I almost forgot, I now have one of those red plastic things on top of my mast, at least until the next time I go to a regatta.

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October 1 & 2, 1994

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1994 GULF DISTRICTS

Birmingham Sailing Club
Birmingham, AL, Fleet 118

October 8 & 9, 1994

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THE GREAT SCOT GULF DISTRICT CHAMPIONSHIP REGATTA

October 8-9, 1994 @

Birmingham Sailing Club on Lake Logan Martin near Pel City, Alabama
Contact Wendell Hull at 1-205-934-8811 (W), 1-205-979-5533 (H).
Expecting 30 boats. Always lots of fun in the Fall!

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October 22nd and 23rd

Come join us as Flying Scot Fleet 23 hosts the Open House at the Corinthian Sailing Club in Dallas, Texas. Contact Bob Harrington (214) 276-1954.

JUBILEE REGATTA

Pensacola Yacht Club

November 12 & 13, 1994

Scot and Thistle Sailors. Format: three races Saturday and two on Sunday on beautiful Pensacola Bay. Limited camping facilities available at PYC. Contact Steve Bellows, (B) 904-438-9354, (H) (904) 436-6485.

WIFE HUSBAND REGATTA

May 27-28, 1995, Fleet 48

Lake Norman Yacht Club

We plan to run a five race series on Saturday and Sunday. Recently we have been using a schedule with one race before lunch followed by two more in the afternoon on Saturday. Sunday will have two morning races scheduled.

We have a potential motel problem here in that the **Coca Cola 600** is run at the Charlotte Motor Speedway on the same weekend. I have reserved 15 rooms to date at a local Days Inn and new Super 8 Motel. We cannot stress enough that people who wish to attend should make reservations now! That is NOW!

I have appointed myself as the **Housing Chairman**. We will also attempt to line up private homes for housing, but this may be limited. Have people contact me at 704-664-9511. All of the committed rooms at this point are 2 Dbl. beds and Kings and are non-smoking.

— Bill Ross, Dist. Governor

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FS 3830 - Douglass 1983. Ivory hull & deck. Trailer. Two sets of sails including spinnakers. Race equipped. Dry sailed only. \$4500. Mark Brown: (513) 299-4139 (H), (513) 443-2273.

FS 4312 - 1987 - Douglass. Silver hull, off-white deck, blue boot top and cove stripe. Tee-Neer galvanized trailer, mahogany centerboard cap, Schurr sails, new Tri-radial spinnaker (never used), mast pin, internal outhaul, Waco 360, lifting bridle, outboard motor bracket, blue cockpit cover. \$5500 neg. Call Rick Vantloose in Ashland, Ky. (606) 928-0230.

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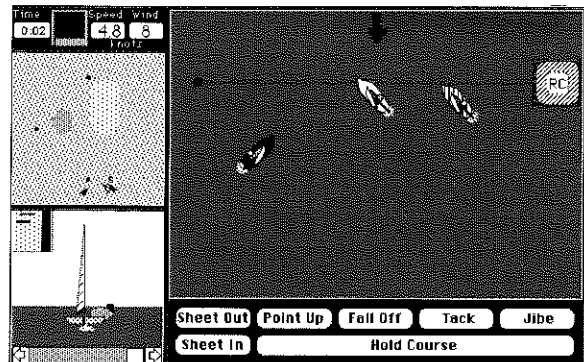
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1994 NAC Championship Results

| NAME | Boat # | RACE # | | | | | TOT. POS. | |
|-----------------|--------|--------|------|------|------|------|-----------|----|
| | | 1 | 2 | 3 | 4 | 5 | | |
| Fisher, G. | 4918 | 5 | 7 | 0.75 | 0.75 | 2 | 15.5 | 1 |
| Draheim, Bill | 4689 | 12 | 2 | 2 | 6 | 0.75 | 22.75 | 2 |
| Meredith, J. | 5001 | 8 | 0.75 | 3 | 9 | 3 | 23.75 | 3 |
| Neff, D. | 4884 | 4 | 3 | 8 | 7 | 5 | 27 | 4 |
| Gough, Kelly | 4545 | 0.75 | 14 | 7 | 5 | 6 | 32.75 | 5 |
| Hell, G. | 460 | 10 | 5 | 5 | 3 | 12 | 35 | 6 |
| Taggart, L. | 4510 | 2 | 9 | 6 | 20 | 9 | 46 | 7 |
| Pace, B. | 4800 | 18 | 10 | 4 | 8 | 7 | 47 | 8 |
| Carpenter, H. | 4945 | 19 | 4 | 11 | 2 | 20 | 56 | 9 |
| Baughner, R. | 3666 | 11 | 6 | 21 | 14 | 8 | 80 | 11 |
| Bellows, S. | 5007 | 9 | 27 | 9 | 4 | 11 | 60 | 10 |
| Ewing, B. | 4246 | 8 | 15 | 20 | 11 | 13 | 65 | 12 |
| Ehman Jr., T.F. | 4898 | 3 | 11 | 19 | 17 | 25 | 75 | 13 |
| Rogers, F. | 4096 | 7 | 34 | 10 | 15 | 10 | 76 | 14 |
| Glazier, P. | 2253 | 29 | 19 | 13 | 12 | 16 | 89 | 15 |
| Jacobsen, D. | 4937 | 26 | 17 | 15 | 29 | 4 | 91 | 16 |
| Vanderhorst, S. | 3883 | 14 | 12 | 31 | 18 | 19 | 94 | 17 |
| Cullen, M. | 4620 | 38 | 16 | 14 | 10 | 18 | 96 | 18 |
| McClurkin, J. | 3404 | 15 | 32 | 12 | 16 | 27 | 102 | 19 |
| McNeff, Jay | 4699 | 20 | 20 | 33 | 13 | 21 | 107 | 20 |
| Eustis, S. | 4710 | 31 | 24 | 18 | 19 | 29 | 119 | 21 |
| Pridmore, J. | 4619 | 22 | 18 | 22 | 32 | 30 | 124 | 22 |
| Laipper, J. | 4505 | 26 | 28 | 26 | 31 | 14 | 127 | 23 |
| Post, R. | 4995 | 32 | 13 | 25 | 28 | 35 | 133 | 24 |

| NAME | Boat # | RACE # | | | | | TOT. POS. | |
|-------------------|--------|--------|-----|-----|-----|-----|-----------|----|
| | | 1 | 2 | 3 | 4 | 5 | | |
| Stewart, J. | 1342 | 23 | 8 | 36 | 23 | DNS | 135 | 25 |
| Werden, Gary | 2363 | 16 | 25 | 34 | 30 | 31 | 136 | 26 |
| Lee, P. | 20 | 21 | 26 | 29 | DNS | 17 | 138 | 27 |
| Collins, R. | 4999 | 24 | 29 | 24 | 25 | 36 | 138 | 28 |
| Waltuck, Danny | 3290 | 25 | DSP | 35 | 21 | 15 | 141 | 29 |
| Klick, L. | 4530 | 30 | 36 | 17 | 37 | 26 | 146 | 30 |
| Shoemaker, M. | 4449 | 13 | 22 | 40 | 40 | 32 | 147 | 31 |
| Knight, B. | 4115 | 35 | 23 | 23 | 33 | 34 | 148 | 32 |
| Rubenstein, Randy | 1835 | 43 | 30 | 32 | 24 | 23 | 152 | 33 |
| Mano III, F. | 4968 | 17 | 37 | 38 | 22 | 39 | 153 | 34 |
| Kuspa, Karl | 57 | 39 | 33 | 18 | DNS | 24 | 159 | 35 |
| Robinson, M. | 3343 | 27 | 41 | 30 | 36 | 28 | 162 | 36 |
| Warner, Bill | 3977 | 40 | 21 | 27 | 34 | DNS | 167 | 37 |
| McCullough | 4909 | 41 | 35 | 37 | 26 | 33 | 172 | 38 |
| Dys, J. | 3716 | 34 | 42 | 43 | 35 | 22 | 176 | 39 |
| Smith, Don | 5005 | 33 | 40 | 28 | 39 | 37 | 177 | 40 |
| Smith, K. | 4901 | 42 | 31 | 42 | 27 | 38 | 180 | 41 |
| Cowles, B. | 16 | 36 | 39 | 39 | 38 | 40 | 192 | 42 |
| Wagner, Fritz | 3228 | 37 | 38 | 41 | 41 | DNS | 202 | 43 |
| Gibson, F. | 4722 | DNS | DNS | DNS | DNS | DNS | 225 | 44 |

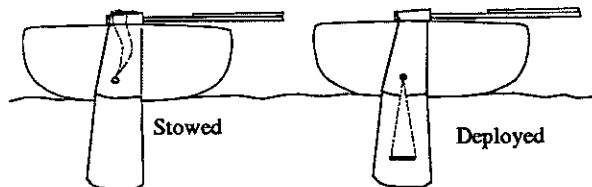
Challenger Results

| NAME | Boat # | RACE # | | | | | TOT. POS. | |
|--------------------|--------|--------|------|------|------|------|-----------|----|
| | | 1 | 2 | 3 | 4 | 5 | | |
| Summerfeldt, B. | 264 | 0.75 | 0.75 | 3 | 8 | 5 | 17.5 | 1 |
| Fowler, C. | 2066 | 2 | 2 | 11 | 3 | 4 | 22 | 2 |
| Finkel, T. | 3078 | 5 | 10 | 9 | 2 | 2 | 28 | 3 |
| Mittman, M. | 3856 | 12 | 8 | 7 | 0.75 | 0.75 | 28.5 | 4 |
| Griffin, D. | 2259 | 6 | 7 | 2 | 4 | 11 | 30 | 5 |
| Courts, B. | 3148 | 3 | 11 | 5 | 12 | 3 | 34 | 6 |
| Cornish, Robert | 3096 | 8 | 8 | 4 | 7 | 13 | 38 | 7 |
| Goldberg, D. | 4761 | 4 | 3 | 15 | 9 | 9 | 40 | 8 |
| Vanderhorst, K. | 4278 | 11 | 5 | 8 | 11 | 8 | 43 | 9 |
| Rotunno, C. | 3991 | 7 | 14 | 12 | 5 | 15 | 53 | 10 |
| Solomon, Dave | 4310 | 29 | 18 | 8 | 6 | 7 | 66 | 11 |
| Bamer, F. | 3682 | 18 | 13 | 10 | 16 | 12 | 69 | 12 |
| McIntyre, W. | 15 | 10 | 15 | 28 | 19 | 20 | 90 | 14 |
| Dees, J. | 4109 | 31 | 30 | 13 | 10 | 6 | 90 | 13 |
| Schroeder, M. | 11 | 20 | 21 | 23 | 13 | 18 | 95 | 15 |
| Sulek, Christopher | 19 | 28 | 12 | 14 | 22 | 19 | 95 | 16 |
| Christenson, D. | 1190 | 18 | 28 | 24 | 14 | 14 | 96 | 17 |
| Ellers, John | 4799 | 17 | 9 | 0.75 | DNS | DNS | 96.75 | 18 |
| Poulter, M. | 4336 | 9 | 29 | 18 | 20 | 22 | 98 | 19 |
| Kerr, T. | 60 | 25 | 25 | 21 | 17 | 17 | 105 | 21 |
| Alday, C. | 4852 | 26 | 20 | 28 | 15 | 16 | 105 | 20 |
| Kunkle, G. | 4862 | 24 | 22 | DNS | 18 | 10 | 109 | 22 |
| Staat, R. | 2980 | 13 | 23 | 16 | 23 | DNS | 110 | 23 |
| Seidman, P. | 4254 | 21 | 4 | 22 | DNS | DNS | 117 | 24 |
| Hauck, D. | 3950 | 19 | 17 | 17 | DNS | DNS | 123 | 25 |
| Freund, G. | 3642 | 27 | 27 | 25 | 25 | 21 | 125 | 26 |
| Thiel, D. | 3126 | 14 | 19 | DNS | 26 | DNS | 129 | 27 |
| Cook, Lynn | 2611 | 15 | 26 | 19 | DNF | DNS | 130 | 28 |
| Moore, E. P. Jr. | 5000 | 30 | 18 | 20 | DNS | DNS | 136 | 29 |
| Rapai, W. | 6 | 32 | 32 | 29 | 24 | 24 | 141 | 30 |
| Glass, T. | 4777 | 22 | 25 | 27 | DNS | DNS | 144 | 31 |
| Hott, D. | 3029 | 23 | 31 | DNS | 21 | DNS | 145 | 32 |
| Gallagher, J. | 13 | 33 | 33 | 30 | 27 | 23 | 146 | 33 |
| Carson, M. | 4928 | DNS | DNS | DNS | DNS | DNS | 173 | 34 |



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Boat: Built by
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 Boat Company
Sails: Schurr Sails
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 Bubby Eagan
 crewing dominated this years
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 and winning the
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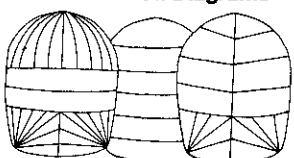
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| Name | Phone | Sail # |
|---|---|---|
| <input type="checkbox"/> 4.4 oz. Racing Cloth | <input type="checkbox"/> 5.3 oz. Cruising Cloth | Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White |
| <input type="checkbox"/> Main & Jib \$796 | <input type="checkbox"/> Spinnaker Triradial/Biradial \$420 | <input type="checkbox"/> Telltale Window each \$10 |
| <input type="checkbox"/> Main \$559 | <input type="checkbox"/> Spinnaker Crosscut \$325 | <input type="checkbox"/> Vision Window each \$15 |
| <input type="checkbox"/> Jib \$237 | <input type="checkbox"/> Spinnaker Turtle \$35 | <input type="checkbox"/> Mainsheet Retainer \$8.50 |
| <input type="checkbox"/> Mainsail Reef \$35 | <input type="checkbox"/> Brummels on Spinnaker \$15 | <input type="checkbox"/> Mainsail Cover \$70 |
| <input type="checkbox"/> Mainsail Foot Shelf \$30 | <input type="checkbox"/> Centerboard Gaskets \$12.50 | <input type="checkbox"/> Deluxe Tapered Battens \$22.50 |
| <input type="checkbox"/> Jib Radials \$30 | <input type="checkbox"/> Main Radials \$80 | <input type="checkbox"/> Jib Batten Window \$15.00 |

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- FL-Pink
- FL-Orange
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 33 Huckleberry Lane
 Ballston Lake, NY 12019
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