

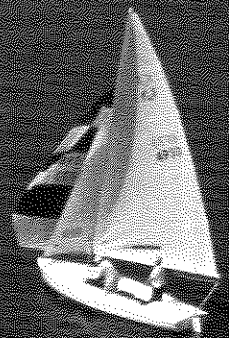
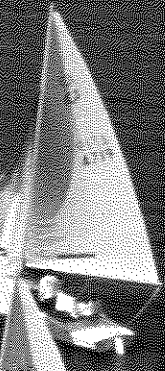
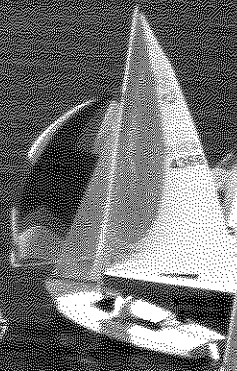
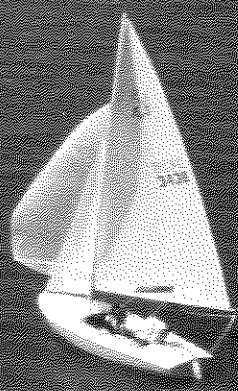
# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXIX NUMBER 1 JAN/FEB 96

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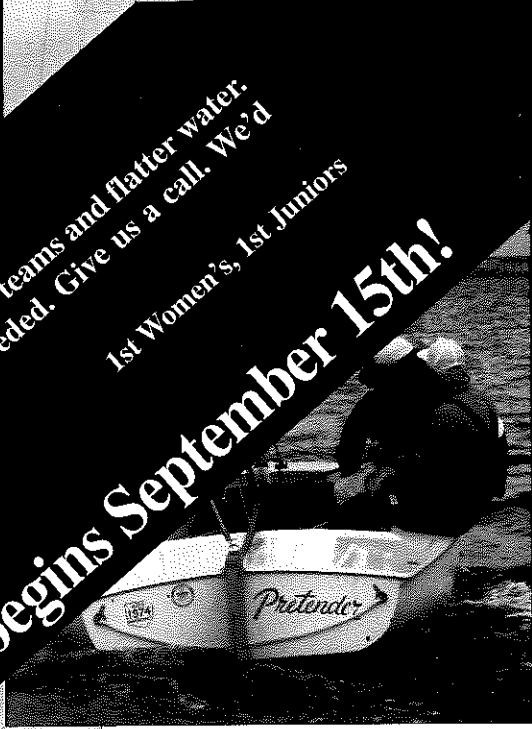
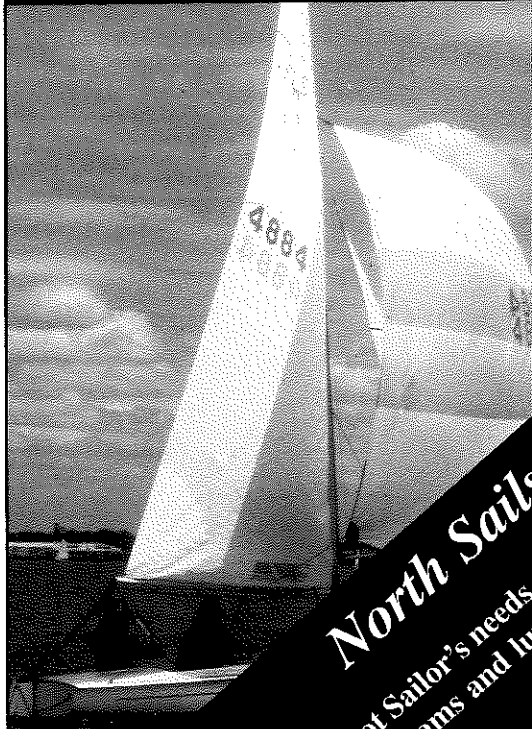
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Jan/Feb 1996

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## Scots 'n Water

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# At the Helm

## Some Tips on Running a Successful Regatta

by Dave Jacobsen, FS 4937 President

**F**irst check with other fleets in your district and surrounding districts to make sure your regatta dates don't conflict with other regattas. Then clear dates with the host yacht club.

Establish committee heads for the following: race, judges, protest, registration, food, housing, publicity and trophies.

Get your notice of regatta to the editor with time to spare. Check the publication deadlines for dates. If you want to have your "Notice" in more than one issue, let the editor know. Include in your notice dates, cost and contact person etc. The more info the better but be concise.

Invite your Special Olympic sailing athletes to your event. Contact your

State Chapter for the contact person or call me.

At registration indicate the cost for breakfast, lunch and supper. Include menu choices. Also display shirts etc. and cost.

At the skippers' meeting introduce the commodore, other club commodores, class officers and district governors. Participants like to place a face with the name. Also, ask if there are any announcements, e.g. future regattas, future candidates for governors or class officers etc.

Race course. Use large inflatables, not government marks. This should eliminate local knowledge favoritism.

Keep the race course simple. Avoid identifying marks as X, Y, Z, T, and Q. Instead identify as olympic, gold cup, windward/leeward, twice around, etc.

Also, give a compass heading to the windward mark.

Mention how many places will receive trophies and don't forget crew trophies, they are part of the team.

Invite the donor of any trophy to your regatta. If there is a perpetual trophy, remind the winner that he or she is responsible for the well being of the trophy and that it must be returned to the next year's chairman in time for that event.

Finally, support participant's regat-

tas by your fleet members attendance. You can't expect them to come to yours if you don't attend theirs. And by the way, you may find that your race results have improved at club races. I am by no means an expert on this subject. I hope that this information will be helpful. Let's hear from you. ▲

### In Memorium

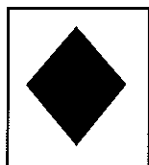
On December 13, 1995, John Pridmore, Treasurer of the Flying Scot Sailing Association died suddenly.

John was a dedicated officer, a competitive sailor and an exceptional friend.

In memory of John, the family has established a memorial fund for The Special Olympics International Sailing Association for those wishing to contribute. Please send your check to: SOISA (Special Olympics International Sailing Association), care of me, David P. Jacobsen, 376 Old Sherman Hill Road, Woodbury, CT 06798.

I shall miss him,

David P. Jacobsen  
FSSA President



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### ♦♦ From the Editor

This entire issue, provided by District Governor Starling Gunn and Flying Scot people within his district is a classic example of what I envisioned when I started District Highlights. My heartfelt thanks to Starling and all those who participated. Hope everyone else enjoys the issue. There is a lot to learn from this very active district.

# Letters to the Editor

## DEAR SUNSHINE:

I'd like people to see what is available and the dates so they can start blocking out their time.

I have talked with all the available parties -- Dave Jacobsen, Greg Fisher, Tom Ehman, Peter Seidman, Jeane Rotunno, etc. What I am going to do is put on two things in conjunction with the NAC's -- a clinic in advance and a cruise in company afterwards.

June 28 (Friday) and June 29 (Saturday) myself, Harry Carpenter, Greg Fisher and Tom Ehman will run a clinic for beginners and novice sailors and racers at Oswego. We will concentrate on people new to racing and winning, on the juniors and women who will be preparing to race on Sunday, but the clinic will be open to everyone, and there will be no charge. I am hoping to attract 20 to

30 people who would not otherwise consider attending the NAC's because they perhaps would feel it was too competitive.

In addition, there will be evening talks, instruction, video, etc. geared to the novices during the week of the NAC's.

Also, we will be pairing up all who desire it, in a buddy fashion - the novices with the rock stars to help them through the experience.

Finally, to attract this family group I will be running another cruise on the St. Lawrence River in the 1000 islands area (just around the lake from Oswego) starting on the 6th of July and running for a week. This will be a guided tour of towns and sites in the U.S. (upstate New York) and Canada with daily down river sailing, and stops at locations each night where motels are available for those

who desire, and where we will be doing a group dinner at a restaurant. Owners can camp or sleep on board their boats if they desire.

At the conclusion of the cruise we will transport the individual drivers back to the starting location to pick up their cars and trailers, traveling back to the ending point of the cruise to load their boats for home.

Between now and then we can hype this whole thing with a couple of articles in S&W on novice things like travelling, boat camping, and dealing with the kids, etc.

If anyone has questions or suggestions have them get in touch with me.

Graham Hall

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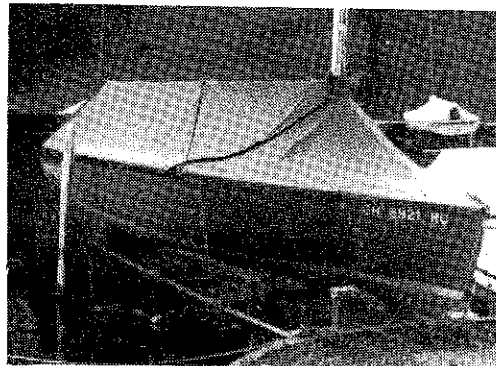
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# 1995 Great 48 Regatta

## May 6-7, 1995

*By Don Smith (FS 5005)*

The regatta attracted 35 boats from as far away as Ct, NJ, PA, and MD as well as from here in the Carolinas. The competition was excellent as noted in the top 10 finishers. The weather was great, with blue skies and 80 degrees. The first race was sailed in 5 to 10 knots of breeze and the top finishers figured out that you had to favor the right side of the course. The second race was started in 5 knots but then unfortunately quickly died to almost nothing. It was very trying to keep the boat moving in the wave slop. Sunday morning was



Position	Skipper	Boat number
1.	John Meredith	5001
2.	Kris Smith	4901
3.	Larry Lewis	3933
4.	Harry Carpenter	5019
5.	Chuck Gise	2070
6.	Dan Goldberg	4991
7.	Jim Horning	4125
8.	Bob Murdock	4720
9.	Bill Pitser	4366
10.	Starling Gunn	1104

glorious, with 70 degrees, blue sky, fresh breeze (10 knots) and flat water. It was one of those mornings that it's great to just be alive, and then to add in sailing really made the day. Race number 3 was a great success. Lunch and trophies rounded out the regatta, and our friends from the North country departed our land of warm May weather. ▲

*Photo credit: "Floatograph" by Tony M. Powers/Heaven's View*



# 1995 Oriental Sailing Social

By Bill vonReichbauer (FS 3759)

While most of the venues for the Carolinas District Singletary-Helmold Series are sailed on inland lakes, there is one regatta which is always special – the Oriental Sailing Social. This regatta is sailed on the coastal waters of the Neuse River, just a few miles from Pamlico Sound. The small town of Oriental, NC, is a sailor's paradise.

This was the 33rd annual regatta, which has a long and colorful history with area sailors. Flying Scot Fleet 27 is the host organization for this regatta which is reserved for one-design sailboats. Because of location and timing (the second weekend in July), the event has drawn national level attention. A number of classes have held their regional or national championships at Oriental, NC, and have used the Oriental Sailing Social as an excellent tune-up for their class events.

Serving as Regatta Chairs this year were Bob & Beverly Murdock (FS 4720). Race management and administration was provided by the Oriental Dinghy Club, which has an affiliation with Flying Scot Fleet 27 and the Carolina Sailing Club.

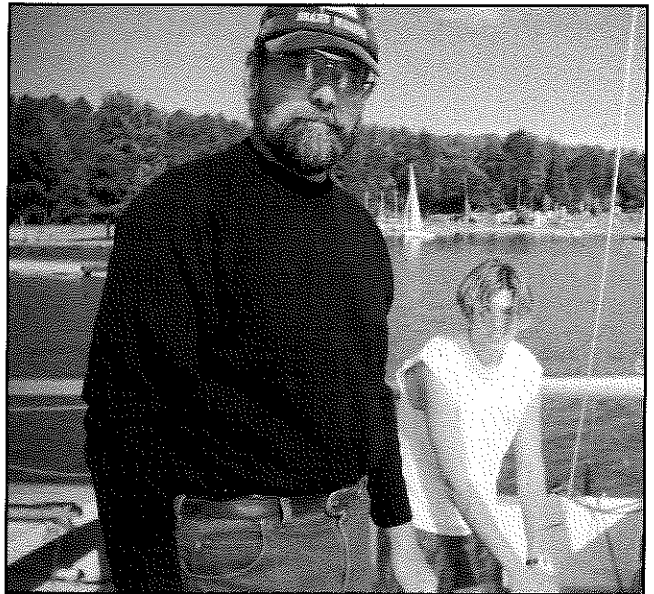
The weather for the July 8-9 weekend could not have been better.

Saturday saw bright blue skies, temperatures in the low 80's, and a steady 8-10 knots from the southwest. Scoters from all over the Carolinas District were in attendance, with a total of 17 registered for the event. With an almost unlimited area to set the course, long windward-leeward legs are the norm, and the lead changed hands several times as competitors played the wind shifts while dodging an occasional crabpot! At the end of Saturday's

races, Dick Schultz (FS 1885) and Joe Brake (FS 620) had come away with wins. Everyone retired to the Trawl Door restaurant for the traditional Social where good food, drink, and company were in equal shares.

Sunday proved to be another great sailing day. Winds were slightly stiffer (11-14 knots), and

this brought some of that challenging chop which only the Neuse River can



"Brake-ing the Generation Gap" - Joe Brake (skipper #620) along with his Dad (crew) Roger Brake.

dish out. At the end of the race, George Evans (FS 3519) had grabbed a bullet.

But the steady consistent performance of Bob & Beverly Murdock (FS 4720) proved to be the winning margin. Based on the strong turnouts of Flying Scots, the Murdocks also won the Bill Myatt Trophy, which is awarded to the skipper beating the most boats over the total of all races in a sloop-rigged class. This trophy honors Bill Myatt who was a driving force behind the growth of sailing and the Flying Scot class in central North Carolina. ▲



## THE TOP 10 FINISHERS Oriental Sailing Social Regatta (July 8-9, 1995)

Name	Boat #	#1	#2	#3	Total	Name	Boat #	#1	#2	#3	Total
Bob Murdock	4720	3	2	2	7	Tim McCarthy	4661	8	7	6	21
Joe Brake	620	4	.75	4	8.75	Bernie Knight	4115	10	3	9	22
George Evans	3519	5	4	.75	9.75	Don Smith	5005	6	8	8	22
Tom Kirtley	4719	2	5	5	12	Ted Odell	1328	13	6	7	26
Dick Schultz	1885	.75	10	3	13.75	Jim Horney	4125	7	9	DNS	34

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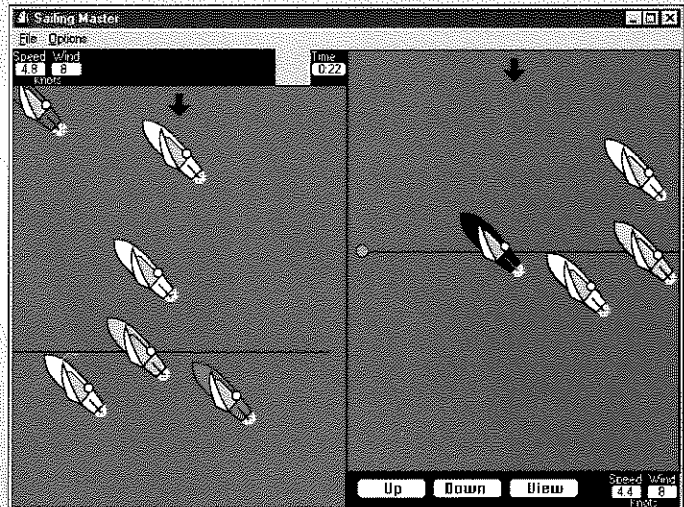
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# Fleet 48 Report



**F**leet 48 sails out of the Lake Norman Yacht Club. We have over 45 dues paying members that include racers and cruisers. We normally kick off our year in December with our annual meeting which includes a catered dinner at the club. Officers are elected, awards are given, and activities for both the past and upcoming years are discussed. In 95 we hosted the Wife-Husband, and through efficient planning we were able to involve almost every fleet member in some capacity. It was exciting to be a part of the team and to see all the hard work that

goes into a successful regatta before the first warning gun sounds. In 97 we will host the Nationals giving us another opportunity to pull together.

Like many fleets, racing is the primary focus. We host the Great 48 annually in the spring which is traditionally our largest event. This year we had over 35 boats on the line. The Lake Norman Yacht Club schedules about eighteen days each season for a club series, and three invitational regattas. Normally 5-12 Scots show up for the club racing, and generally over 20 attend the invitational events. Contrary to popular belief winds are

not always light and variable on Lake Norman. Whitecaps occur regularly on the lake, but typically not on race days.

This year we held two fleet cruises. The first was a moonlight cruise which was preceded by a cook-out in which the fleet provided the steak dinner, and the members brought the rest. 35 people attended. The second was held late in September on a Friday evening and we sailed between 6-8 p.m. This time dinner followed and the fleet bought the dessert. Cruising events prove to be a great way to meet new members and introduce novices to the sport.

In previous years the fleet has sponsored a community sailing day. The local newspaper writes up the event ahead of time and interested sailors make contact with us. The day begins with 30 minutes of basic on-shore instruction followed by sailing on beautiful Flying Scots. Typically 5-7 skippers donate their boats and their time. The event is free and attended by 10-20 interested sailors. We need to find a way to expand our community sailing effort because it is good for the community, and good for the sport. ▲



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# 1996 Flying Scot<sup>®</sup> Mid-Winters

St. Andrews Bay Yacht Club,  
Panama City, FL - March 25-29, 1996

## ELIGIBILITY

All competitors shall be current members of FSSA.

## Divisions

Championship and Challenger

## Tentative Schedule

Monday, March 25

Registration, sail measurement, afternoon "fun" race,  
FSSA Board of Governors meeting, FSSA Board of  
Governors dinner, welcoming party

Tuesday, March 26

Registration, sail measurement, skipper's meeting, two  
races (back to back - both fleets), evening entertainment

Wednesday, March 27

Two races (back to back - both fleets), cocktail party

Thursday, March 28

Two races (back to back - both fleets), banquet, (and trophies,  
if possible), entertainment

Friday, March 29

Race (if necessary), trophies afterward, or family fun day  
on Shell Island

The crystal blue Gulf waters, white sands, friendly dolphins and beautiful St. Andrews Bay beckon you to join us for the 1996 Mid-Winters. The yacht club, located in the tranquil Cove area of downtown Panama City offers the perfect setting for a week of fun and competition. Facilities include main club with full service restaurant, lounge, pool and showers surrounded by casual deck and grassy lawn overlooking the Bay. There is also a separate sailing center with showers. We have limited space for camping, but have several motels within fifteen minutes which offer discounts to Scot sailors. A breakfast buffet and lunch specials will be served daily, and bag lunches will also be available (real ones from the kitchen — no more vac-sealed)! There will be activities each night including our famous cocktail party, featuring heavy hors d'oeuvres and live music. Everyone seemed to like having the banquet on Thursday night, so we will continue with that format, including trophy presentation if all the races are finished. Otherwise, trophies will be awarded immedi-

Continued on page 11

## 1996 Mid-Winter Championship Registration Form

Skipper \_\_\_\_\_

Address \_\_\_\_\_  
Street # \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Sail # \_\_\_\_\_ Are you a member of USSA? \_\_\_\_\_ If yes, number \_\_\_\_\_

Crew Name \_\_\_\_\_ Crew Name \_\_\_\_\_

Division Championship \_\_\_\_\_ Challenger \_\_\_\_\_

Registration Fee: \$80.00 if received before March 10th, 1996 (Add \$5.00 if not a USSA member)  
\$100.00 if received after March 10th, 1996 - Save \$20. Mail back ASAP

Please mail registration to: Ellen Price Checks should be made payable to:  
1078 E. Caroline Blvd. St. Andrews Bay Yacht Club  
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*Six races with an excellent social calendar. Lots of fun and great racing.*

Racing will start Tuesday this year with two races. Some camping is available at the Yacht Club grounds. All motels listed are within fifteen minutes.

### MARK YOUR CALENDAR AND COME JOIN US!!!

Hotels: Best Western Bayskia Inn 711 W. Beach Drive, (904) 763-4622  
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For more information: Contact Ellen Price, Phone: (904) 763-4658 (H) (904) 769-8997 (W)

# Flying Scot Fleet 27

by Beverly Murdock FS4720

Flying Scot Fleet 27 is based in the Triangle (Raleigh-Durham-Chapel Hill) area of North Carolina and sails primarily on three local lakes: Kerr Lake on the NC-Virginia border, Falls Lake, and Jordan Lake. Although Fleet 27 is not affiliated with a yacht club, it has been one of the strongest fleets in the Carolinas district for over 35 years. Members of Fleet 27 participate in numerous sailing activities, both racing and non-racing.

A phone tree keeps fleet members in touch with each other and informed about upcoming activities throughout the year.

At fleet meetings and seminars during the winter months, fleet members socialize and plan for the upcoming season, as well as share information about various aspects of sailing and racing.

At the local boat show in mid February, fleet members talk to and share their experiences with potential boat owners and fleet members. Several days after the boat show ends, the local Scot rep (Bob Murdock) hosts dinner at a local

restaurant for the fleet members who helped with the show.

In mid March, a winter's-end get-together, also known as S.W.E.A.R. (Scotters' Winter's End Annual Rally), is a combination social and pot-luck dinner and marks the beginning of the sailing season.

At a work-on-your-boat day early in the season, members help each other

sists of a regatta hosted by each fleet in the Carolinas district, the Governor's Cup Regatta (hosted by the Carolina Sailing Club), and the district championship regatta.

The Oriental Sailing Social, which was established by the founding fathers of the fleet over 30 years ago, is the Singletary-Helmold regatta hosted by Fleet 27 and continues to

be one of the more popular regattas for Scots. Held at Oriental, NC, it offers sailors who usually sail on inland lakes an opportunity to do some coastal sailing.

At "fleet days," which are scheduled throughout the season, fleet members sharpen their boat handling and racing skills. When requested, experienced skippers or crew sail with others to coach and demonstrate boat



Edwina Kleeman (Fleet #27 captain), Bob Murdock (Governors Cup RCC), Ted "Team-Stik" Kaperonis (Fleet #48), Beverly Murdock (seated).

with boat maintenance and rigging improvements.

Racing with the local sailing club (Carolina Sailing Club), which holds monthly races on one of the local lakes, is an important aspect of the sailing season for a number of fleet members. Some also race in the Singletary-Helmold series, which con-

handling techniques.

Fleet members often get together for informal daysailing and to help each other with sailing and racing.

For more information about Fleet 27 or any of its activities, contact Bob Murdock at 919-286-0001. ▲

## Mid-Winter Championship

*Continued from page 10*

ately following the last race Friday. Speaking of trophies, we will award skipper and crew trophies for seven places in both divisions as well as winning skipper and crew of each race. We are also planning some other prizes (maybe crew coming in the far-

thest, oldest team, youngest team etc.) in addition to our daily drawings! An early registration form is included in this issue of Scots n' Water along with the official Notice of Race. If you need additional info, contact Ellen Price, Regatta Chairman, 1078 E. Caroline Blvd., Panama City, FL 32401, phone (904) 763-4658, or Dr.

Pete Sylvester, Regatta PRO, phone, (904) 872-0454. Upon receipt of your registration, we will send you a package with directions to the club, updated schedule of events, motel info, etc.

Looking forward to seeing a lot of you there! ▲

# 1995 Hoop Pole Regatta

August 19th and 20th

by Dick Schultz

The 1995 Hoop Pole Regatta was sponsored by the Morehead-Beaufort Yacht Club and Flying Scot Fleet 78 of the Morehead City Boating Club. North Sails of Beaufort and Layline Boating Equipment provided door prizes.

The Marlin Club with air conditioning, swimming pool and launch ramp, hosted the regatta. Bob Buckland served as Regatta Chairman.

Under sunny skies, high water, due to hurricane Felix and 12 mile per hour breezes, three races were sailed on Saturday afternoon with two on Sunday morning. Highlighting the Regatta was a shore dinner cooked by John Warrington and his crew. Shrimp, clams, chicken, sausage, corn on the cob and small potatoes, steamed with "Down East" sauce provided the main course. Homemade cakes were enjoyed by all.

In the Flying Scot Class Larry Lewis and his son Tim won three races Saturday. George Evans and wife Wendy were second in the three Saturday races. Joe Brake had two thirds and Dick Schultz was third.

On Sunday Larry Lewis won both races although pushed hard by George Evans in second. Starling Gunn was third in the fourth race and Joe Brake was third in the fifth race. ▲

## TOP 5

1. Larry Lewis (#3933)
2. George Evans (#3519)
3. Joe Brake (#620)
4. Dick Schultz (#1885)
5. Starling Gunn (#1104)

## Schultz, Selby Win D.G. Bell Regatta

### TEAM SWEEPS THREE RACES TO RETAIN TROPHY

Two sailboat classes, Flying Scots and the open class, participated in the 32nd sailing of the three-race D.G. Bell Memorial Trophy Regatta on the Fourth of July in Bogue Sound. Competitors were greeted by sunny skies and 10 mph winds.

Richard Schultz, Pine Knoll Shores, and Emily Selby, Morehead City, aboard a Flying Scot, successfully defended their 1994 victory sweeping all three races.

The Flying Scots dominated competition, grabbing the top three spots in overall standings. Joe and Roger Brake, Beaufort, placed second overall, Ted Odell, Morehead City, and Bobo Hockmeister, Beaufort, came in third, all in Scots.

Top finishers in the open class were Julie Scope and Roger Mays, Beaufort, sailing a Vanguard 15. Tod Spears, Atlantic Beach, sailed his Vanguard to a second-place finish in the class. Bill McClure, Beaufort, sailing a San Juan 21, was third.

The regatta was sponsored by the Morehead City Boating Club, Gib Arthur served as race committee chairman, assisted by Paul Heim and Norman Macartney. John D'Antonio and James B. Jr. Willis manned patrol boats.

The D.G. Bell Memorial Trophy was first sailed in 1963 and was donated by Dr. L.J. Norris Jr. Dr. Norris wished to honor his cousin who was an instrumental force in sailing on Bogue Sound.

## 1995 D.G. BELL MEMORIAL REGATTA

### OVERALL

1. Dick Schultz/Emily Selby (1885)
2. Joe Brake/Roger Brake (620)
3. Ted Odell/Bobo Hockmeister (1328)
4. Sam Davis/Tod Selby
5. Tod Parker/Al Smy

*Starting preparations at the Hoop Pole Regatta.*



# Racing Together

by Wendy Evans, FS 3519

When I tell people that I am a competitive sailor and crew for my husband I get a variety of responses. Some wince as if I've inflicted some pain upon them and say things like, "...And you are still married?" Or even more morose, "...you mean to tell me you haven't killed each other?"...yet." Others respond with pure amazement that a married couple can work successfully as a team to achieve more than joint bank accounts. I began to wonder if married couples racing together during tough, competitive regattas was uncommon. If it was, what makes some couples successful while others drift into sailing widowhood?

Over the years of racing with George I've realized we have something special which can be reached by anyone.

No matter how you and your spouse communicate, loud and obnoxiously, passive-aggressively, or juicy-sweetly, when you are on your boat there has to be limits. Out on the lake where sound travels easily, one good rule is NO YELLING. It's tacky and plain bad sportsmanship. When you get in a boat, you have to assume different roles. You are now more than husband and wife, you become a team in a sport that requires speed, skill and most of all, communication. You must find ways to communicate that are comfortable and efficient. This is not the right time to discuss the kids, or money or other topics which may throw off the balance of the team. Set limits. "Let's talk about that later" is something I might hear from George. I've learned that a phrase like that is a gentle way of reminding me, "hey, get your mind in gear, we've got a race." Keep your mind on the race and somehow, the common goal of winning races will cause successful communication and sailing.

Preparation should also be mutual. George and I always try to sit down

together a few days before a race to plan. We're somewhat traditional in our routines, in that I will do most of the shopping and meal planning while George gets the boat ready. He loves to make lists, where I tend to improvise and do things from memory. This works for us, but another couple may choose to prepare differently. It

depends on your style and often times, your schedules. However you choose to prepare make it a group effort. If one person is doing all of the work the risk of rancor runs high and the team is dead. Don't bother starting the race stewing. Every mistake will seem monumental.

Which brings me to another rule; KISS and MAKE UP, preferably before the race. A sailboat is no place to hold a grudge. If you happen to get into a scuffle before a race put it behind you before the start, if you make it that far. In reality, you shouldn't even board your boat angry. An impending race is the best solution for any argument George and I might have. Yes, we argue. We are no different than anyone else. This seems to be the most limiting factor for couples racing together, the fear of fighting. Our rule works, kiss and make up, then get on with the race. Just forget what ever it is, because most of the time it's not worth remembering anyway. This is no time to be macho, or pout, because you risk losing your crew. I have heard of wives jumping overboard and swimming for shore, and although I've never done it myself it remains a distinct possibility if certain courtesies are not respected. But, things never should go that far with



*Diane and Bill Ross (1290) and Wendy and George Evans on Lake Townsend, Greensboro, NC.*

racing couples who have set limits and respect them and each other.

One more rule which should go without saying, HANDS OFF DURING THE RACE. I found myself feeling quite the voyeur during the Wife-Husband Regatta at Lake Norman last year, when a couple we were racing against got, well...A bit more physically entangled than we would dare to on the race course. Public affection is one thing, (George likes it when I lather him with sunscreen!) but limit the more exciting stuff until you get home, or at least off the lake, please. At most regattas, there always seem to be plenty of tents around if you can't wait!

Racing together, if you remember some basic guidelines, like communication without yelling (tacky), try to put those tensions behind you before the race, help each other prepare and hands off during the race, can actually strengthen your marriage. For two people who love each other and love sailing nothing else should matter except spending as much time together as possible, doing what you both love. If you happen to win a regatta or two, the energy between you as you collect your trophy is tonic for a good marriage and incentive to do it again. ▲

# Mayor's Cup

Lake Townsend Yacht Club • Greensboro, North Carolina

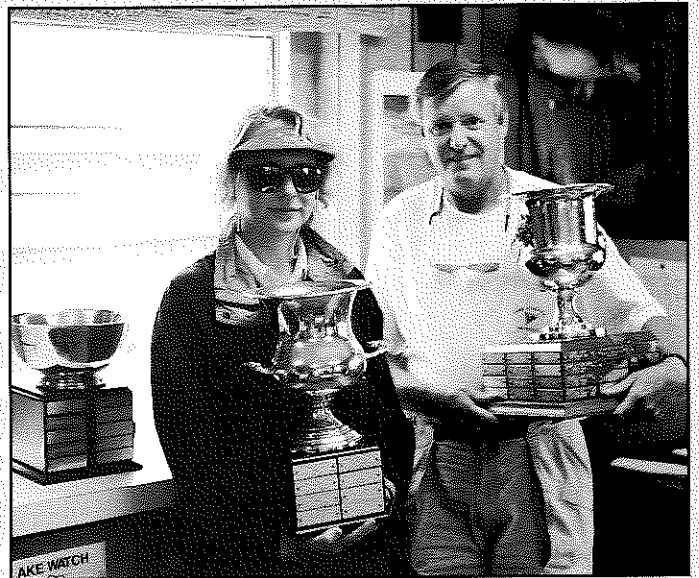
by Vance Kinlaw

The Lake Townsend Yacht Club hosted its 18th annual invitational regatta, the Mayor's Cup, on September 9-10. A total of 48 competitors, representing five classes, entered the event. Flying Scots comprised the largest one-design class, putting nineteen boats on the water.

The regatta started on Saturday, when extremely light and fitful winds forced postponement of all scheduled races. Although disappointing, the fleet's early return to shore did provide an opportunity to start the party early. Crews enjoyed live music, gourmet pizza, and raffle drawings for sailing gear courtesy of Layline, Inc.

Fortunately, a cold front moved through on Sunday morning and brought forth excellent sailing conditions: temperatures in the 70's and sustained northeasterly winds of 10 knots. The race committee, chaired by David and Malinda Richbourg, was able to run three races before 1:00 p.m. After an uncharacteristically slow start in the first race, Larry and Starr Lewis (FS3933) roared to two first place finishes in the second and third races to win the overall class title. The large turnout of Scots also allowed the Lewises to reclaim the Mayor's Cup Championship from Starling Gunn and Regina McHaffey (FS 1104), a championship the Lewises have dominated for many years. Other trophy winners in the class were George Evans (FS 3519), second, Starling Gunn (FS1104), third, and Don Smith (FS 5005), fourth. ▲

1994  
Defending  
Champions  
Mayors Cup  
and Bryan Cup:  
Regina  
McHaffey and  
Starling Gunn  
(FS 1104)



FS 3025 Sandy  
Smith and  
Charlie Parker  
after cancella-  
tion of  
Saturday's  
Race. At end of  
1st day, every-  
one was tied.

SKIPPER	SAIL #	RACE #1	RACE #2	RACE #3
Lewis	3933	4	1	1
Evans	3519	1	3	4
Gunn	1104	3	2	7
Smith	5005	6	4	2
Ross	1290	2	5	5

# Fleet 126 Report

## FLEET 126

Lake Townsend, Greensboro, N.C.  
Jim Horney fleet captain  
Associated with Lake Townsend and Oak Hollow Yacht clubs.  
Eighteen Flying Scots in Fleet 126  
FSSA District Governor Starling Gunn (FS1104)

## FLEET ACTIVITIES

Sailing lessons  
Mayors cup Regatta  
Inter-club race between Oak Hollow and Lake Townsend Yacht Club's Race Committee  
Seminars  
Many fleet officers are also officers in LTYC and OHYC  
Sponsors of 1995 FS District Championship

## FLEET 126 TRAVELING SHOW

Sailfest, Sanford, Fla  
Wife-Husband Charlotte, N.C.  
Nationals, Pensacola, Fla.  
Sarah, Charleston, S.C.  
FS Districts, Greensboro, N.C.  
VISA, Smith Mt. Lake, Va.  
Hilton Head, S.C.  
SYC, Lake Ponchartrain, La.  
Ohio, Maryland, Biloxi, Miss. and Many Others

## FLEET 126 REGULAR TRAVELING SHOW SKIPPERS

Larry & Star Lewis F/S 3933  
Starling Gunn F/S 1104  
Jim & Sue Horney F/S 4125  
Bill Byrd F/S 4043  
George & Wendy Evans F/S 3519  
Regina Mchaffey F/S 1104  
Lyn Lawrance F/S 2595

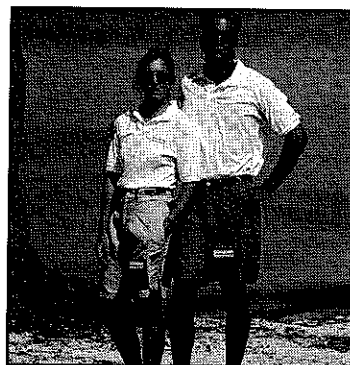
## SINGLETARY-HELMOLD POINT SERIES

Nine regattas in this points series.  
Must belong to the Carolinas District.  
Larry and Star Lewis (FS 3933) and Dick Schultz (FS 1885) have dominated this series for many years.  
Don Smith (FS 5005), George Evans (3519) and Starling Gunn have been making it lots harder for Larry for the last few years, with Don Smith winning in 1994.

## NEW MEMBERS

Mike Jordan FS 4654  
John Russell FS 2300  
David Young FS 2252

## Breaker Sailing Shorts



### Technically Designed Sailing Short

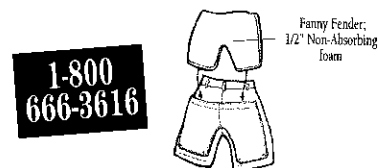
Unrestrictive, breathable, quick-drying, double-seated. Breaker Shorts are not only tough as nails but help you and your shipmates move quickly and hike hard all regatta long. Insertable foam protectors, Fanny Fenders, will take the pain provoked hesitance out of max-hiking. Waist adjustment straps and deep pockets with non-corroding zippers make this attractive gear functional for hard sailing. Change your clothes this season & shift into high gear, sail flat, fast and focused!

Breaker Shorts: Nylon: \$65.00

Optional Fanny Fender: \$9.95

Size: 26-44

Color: Khaki, Red, Royal, Navy,  
Teal/Navy, Khaki/Navy, Surprise



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# My Secrets and Shared Tips

by George Evans, FS 3519

## STEERING TIPS

It goes without saying that steering is more critical to racing performance than boat preparation and even sail trim. Ever run up against a skipper who could sail a bathtub faster than you? Steering can't be purchased, produced with tools or learned from pictures. Only time on the water will help a skipper improve his or her steering skills. Steering, even in smooth conditions, is a difficult task requiring intense concentration which can be hard to provide in a racing fleet. For many skippers, steering becomes exasperating when waves and choppy water are added to break our concentration. Here are some tips for steering that I use to keep the boat moving as fast as possible.

Tip number one is for steering upwind in smooth conditions: Do not steer, adjust the mainsheet. Set the sails for maximum speed with a small amount of weather helm. To head up, sheet in harder and to head down, ease the sheet. Increasing the mainsheet tension will tighten the mainsail leach causing the boat to drive to weather. Do not correct by pulling harder on the rudder, let the boat go up. However, do not go so far that the boat slows down. Ease the sheet to allow the boat to fall off. Naturally some small movement of the helm will be needed to respond to wind shifts, but sheet steering can be used with great effect when you're fighting off a fast boat on your weather hip and you want to point as high as possible with a short burst of speed.

Tip number two is for steering in light wind and choppy seas: Sail low for consistent speed. Trim the jib for light wind, not too tight and with a small amount of weather sheet to

round out the front. Keep the outside telltale luffing and constantly resist the urge to head up. Sailing low is the best way I have found to even out my speed and keep the boat going. Heading up and hitting a wave wrong will stop you dead in the water and getting going again is frustrating as other boats pull ahead. Don't let it happen, sail low and go for consistent, even speed.

Tip number three is for steering in medium to heavy wind and choppy seas: When heading into waves, stay low for speed. When heading across the waves, stay up and point. In nearly every race I have ever been in where there was wind and waves, one tack was always favorable in heading more across the waves and the other tack generally headed more into the waves. When sailing into the waves, keep the boat moving. Then on the other tack use your pointing ability when there is less a chance of hitting a wave and stopping the boat.

## COMPASS STRATEGY

When is the compass most important? At the start of the race. Why? Because knowing your compass course will allow you to pick the favored end of the starting line in real time and immediately take the most favored tack to the first mark.

Before each start sail as much of the upwind leg as possible. This is very important to get a feel for how the wind is shifting, and how often. For example, we sail the upwind leg and notice that on starboard tack we are lifted 20 degrees by the wind shift. No one tacks in a lift, so we keep going to see if the lift holds. If it does not, we end up back to our original course after the shift passes. Now we know the lowest (headed) and highest

(lifted) compass courses on starboard tack. Because we have been headed (down to the original course), we tack to port, and look for the shift again. From our headed course on starboard, we have tacked to the lifted course on port. We note the compass course. As the shift (starboard tack lift) comes in again, we (on port) will be headed. We note the headed port tack course. Now having completed an upwind sail we know the highest (lifted) and lowest (headed) compass course on each tack.

Knowing these courses allows us to pick where we want to be at the starting signal, pin, mid-line or boat end. It works like this. As we approach the starting line (almost always on starboard tack) we check our starboard tack on-the-wind compass course. If we are on or near the headed compass course, we try to start near the pin. If we are on or near the lifted compass course we try to start at mid-line or toward the boat end. This approach puts us at the favored end of the line.

This approach also positions us to be on the inside of the lift. If we are on the starboard tack lift at mid-line or boat end, we are on the inside of the lift. If we are on the starboard tack header at the pin, we will be on the inside of the lift when we tack to port. Even if we do not start in the best spot, we still know what to expect so we can immediately take advantage of the coming wind shift.

If you use your compass at the critical times, like after the start, you can gain boat lengths. Just enough to put you in front, in clear air and in control. And don't forget, when you round that down wind mark on another

*Continued on page 17*



boat's transom and you want to pass her, check your compass heading.

### TRAILER TACTICS

When I bought 3519, she had been on a trailer for a long time. Unfortunately the trailer used rollers to support the hull. It was not hard to see that the hull had indentations where each roller came into contact. Well being good with epoxy fairing compound, strong enough to sand forever and handy with a paint spray gun I fixed the unevenness in the hull. But I didn't want the problem to return. So I called Harry Carpenter at the factory to discuss this problem and here is my solution. The boat should sit on two rollers; one at each end of the centerline trunk on the centerline. This supports the boat on the strongest part of the hull. Then the hull should be balanced using a bunkboard on each side as far from center as possible and barely touching the hull. On my TeeNee trailer this meant adding a 2"x12" down the center of the trailer so I could space the centerline rollers at the correct positions (9' apart if I remember correctly). The 2x12 also gave me a walking surface. For the side bunks I replaced the rollers with a 4' 2"x4" with carpet cover. I made the mistake of using thick napped carpet that held water and my epoxy paint job blistered. I recommend a thin outdoor carpet and be sure to cover the sharp edges to prevent damage to that beautiful hull when you bring it up the rollers.

### HULL PREPARATION

How do you prepare an old hull for racing? Lots of work. Here is what I did on my boat which sat on trailer rollers for a long time. First I removed the centerboard and turned the boat upside down. I taped off the waterline stripe to prevent damage and sanded the bottom in the vicinity of the roller indentations with a relatively rough

(80-100 grit) dry sand paper. The idea is to cut the surface gloss, not remove the gelcoat. I did the sanding by hand using a board sander (available at most automotive paint stores) because it gives me a greater appreciation for the feel of the hull and power sanders tend to cause damage by digging in if not controlled properly.

Using a board sander also highlighted the indents because the deeper indented areas will remain untouched and glossy. I circled them with a pencil to mark the spots and hand sanded the indent to break the gloss. To fill the indents I applied West System epoxy with West System microballoon fairing additive using a plastic trowel. West System works great, and it sands fairly easily if properly mixed and cured. After the first layer of fairing, I sanded and sanded and sanded. Then I faired some more, and sanded some more and faired some more and sanded some more. Two tips, if you can see a sharp edge between the fairing and the bottom you're not done sanding, if you put too much fairing on you just have to sand it off!

For the final fairing I moved up to 180-220 grit paper and sanded the entire hull. In doing this I found some other areas in need of fairing which I filled. However, primarily I did this all over sanding job to prep for epoxy painting. Epoxy paint will fill the sanding grooves pretty well on the first coat and definitely on the second coat or third coat.

What second or third coat? The first coat of epoxy merely highlighted all the imperfections from my sanding job and showed me where to start filling and sanding again. So I sanded some more, by hand with a board sander or a rough 220-320 grit wet and dry paper and finished the fairing. Now I had reached perfection and it was really time to paint.

My philosophy is that epoxy paint is just another fairing compound to be sanded off until I am satisfied. I am



also a perfectionist and will use more than one coat, using different colors of paint for each layer so I can immediately see the imperfections as I sand. I use a 320 or 400 wet and dry in my hand (no tools) and make sure I break the gloss for the next coat. I use lots of paper and do not try to make it last forever.

You have to go with 400 grit wet and dry if you plan on finishing the hull with a polyurethane gloss coat. On the other hand, I apply a final coat of epoxy and keep sanding with progressively smoother grit wet and dry. You can sand to your hearts desire, 600, 1000, 1200, 1500, 2000 grit, followed by buffing compound, followed by wax. Whoa, what a mean shine. Now I definitely want the trailer to treat this hull right!

P.S. Don't wax the deck.

### TAPERED SPINNAKER SHEETS

I use tapered spinnaker sheets for two reasons; one, they are not hard to make using today's line, and two, they are lightweight, strong and don't collect water. Let's face it, spinnakers don't look good when heavy sheets are

*Continued on page 18*

# Profile of a Sailor: Don Sweet

by Marti Worthen (FS 4586)

## RULES AND RACE MANAGEMENT SEMINARS

- Savannah, Georgia - January 1993 with Hal Walker Trained 120 people as early preparation for the 1996 Olympics
- James Island Yacht Club
- Carolina Yacht Club - Wrightsville Beach, North Carolina
- Augusta Sailing Club
- Hobcaw Yacht Club
- Blackbeard Yacht Club - May 1994; New Bern, North Carolina
- North Carolina Yacht Racing Association
- Carolina Sailing Club - Raleigh, North Carolina
- Key Biscayne Yacht Club - February 1995; Miami, Florida
- Trained 5 clubs in the Biscayne Bay Yacht Racing Association and from the US Sailing Center for the Olympic Classes Regatta

## SERVED AS JUDGE

- Flying Scot Nationals - July 1993; Pensacola, Florida
- Flying Scot Nationals - July 1992; Lake Carlyle, Missouri
- J24 Easter Regatta - April 1994; Columbia, South Carolina
- SAISA (South Atlantic Intercollegiate Sailing Association) Laser Open - April 1994

## SERVED AS CHIEF JUDGE

- San Juan 21 Nationals - June 1994; Wateree Sailing Club - Camden, South Carolina
- Catalina 25 Nationals - June 1994; Lake Norman Yacht Club - Charlotte, North Carolina

- San Juan 21 Nationals - June 1995; Western Carolina Sailing Club - Lake Hartwell, South Carolina

## SERVED AS PRO

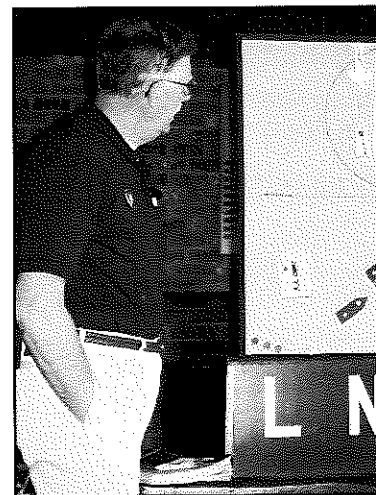
- Flying Scot Districts - September 1994; Lake Norman Yacht Club, Charlotte, North Carolina
- Great 48 (several times); Lake Norman Yacht Club, Charlotte, North Carolina
- Flying Scot Wife-Husband Championship - May 1995; Lake Norman Yacht Club, Charlotte, North Carolina - "Local Knowledge Advisor to the PRO"

Don has been PRO or judge or chief judge of countless other regattas held at Lake Norman Yacht Club and by other clubs and associations (mostly keelboats) on Lake Norman.

Lake Norman Yacht Club is a member of SAYRA (South Atlantic Yacht Racing Association) which consists of 39 yacht clubs and sailing association.

There are 24 US Sailing-certified Judges in SAYRA, of whom 8 are Lake Norman Yacht Club members. Of these 8, 5 are Flying Scot sailors or former sailors.

There are 5 US Sailing-recognized Senior Race Officers among the Flying Scots at Lake Norman Yacht Club. ▲



## My Secrets and Shared Tips

*Continued from page 17*

dragging in the water on a light air day. The weight of the spinnaker has to be considered in a package deal, spinnaker, attachments and sheets. Waterlogged sheets are HEAVY.

Tapering is easy, anyone can do it, but you may need a piece of line to envision this process, you definitely should practice once, and it is easier if you use brand new line when you finally go for it. Measure your sheets to determine where you want the taper to be and whip the core and cover at the taper point. A whipping

equal to the line diameter will suffice. Cut the free end and slide the cover back to expose the core. Seal the end of the core. Slide the cover back near the taper point and cut just the cover about 6 inches from the taper point and take off the loose part. Now for the tricky part you need to practice. Unweave the cover into separate strands. This is time consuming and sometimes frustrating but when you get done you will have multiple strands which can be sealed at the end. Put each strand through the eye of a sail needle and sew the strand into the core by passing it down the interior of the core as far as possible.

Do this with each strand, but change the distance where it exits the core to achieve the taper. When you are done cut off the excess strands hanging out of the core and you are done.

If you want you can splice the sheet to the spinnaker. Pass about 6 inches of the sheet end through the clew ring and sew it back through itself using a fid and then pass the end back into the core and down the interior as far as it will go. Whip the splice and you're done. Get good advice from your marine supplier about which line to use. I used Dyneema. ▲

# The History of the Singletary-Helmold Series

by Bob Murdock (F/S 4720)

In 1972, Bill Singletary and a friend, Dick Helmold, were concerned about the poor attendance by district members at invitationals. They collaborated to come up with the Helmold Series, a series of regattas for which four trophies would be awarded based on cumulative points. They decided to use the high-point system in which a point is earned for each boat beaten. Helmold purchased the trophies, and Singletary served as administrator. The awards were highly coveted, and participation increased significantly.

The original series included races sponsored by fleets in the Carolinas District, plus the Governor's Cup (the Oriental Sailing Social is Fleet 27's event), Midwinters, and Nationals.

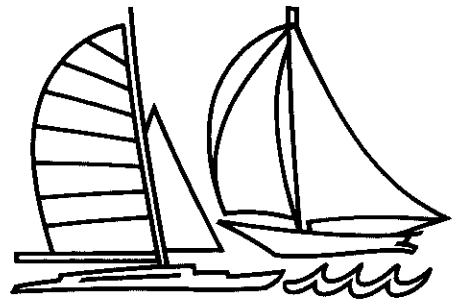
But the gas shortages and subsequent increases in fuel costs in the mid 70s resulted in removing the long distance regattas (Midwinters and Nationals) from the series.

As it became more and more difficult for everyone to make every invitational (people forgot that sailing was their first priority and began to think their occupations were), another shift in philosophy resulted in allowing one throw-out regatta per season, so the almost always faithful could miss a regatta and still remain competitive for the Helmold Series trophy.

In 1987, Bill Singletary passed away, and, in his memory, Dick Helmold asked that we rename the series the Singletary-Helmold Series.

1988 was the first year trophies were awarded for the newly named series. The coveted awards still serve as an inspiration to attend the invitationals in our district.

Dick Helmold has since moved to Florida and has not sailed a Scot in years. But he remains committed to funding the Series trophy. We are very grateful for his continued support. ▲



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the FSCC96 will be included in the registration fee. We billet our visitors with cottagers on the lake, but there is also limited hotel accommodation available (at your own cost).

The US \$ does go farther in Canada (at the time of

Accommodation and all meals for *Continued on page 21*



TO: Regatta Committee • FSCC96 • 40 Cedarbank Crescent  
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Please send the FSCC96 Information Package to the name and address below:

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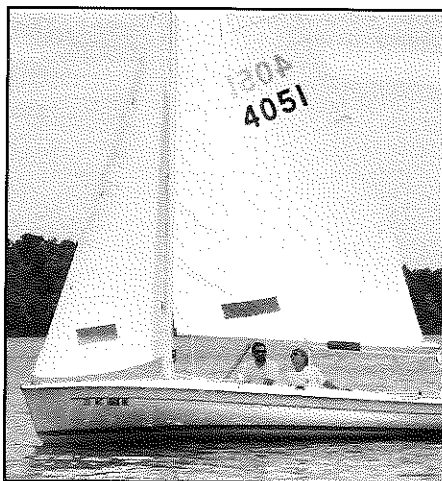
# Flying Scot Fleet 126 Annual Cruise

By Steve Raper FS 4051

The Third Annual Flying Scot Fleet 126 Cruise took place on Smith Mountain Lake (less than two hours from Greensboro) the weekend of July 27-28. This cruise is just getting better each year – the first year there were two boats, last year we had three boats and this year five boats participated. The cruisers included Bill and Millie McVey on FS3916, Fields and Carol Gunsett on their new FS4770, Starling and Glenda Gunn on FS1104, Steve and Debra Raper with Fred and Pam Kniffin on FS4051, and on their recently purchased FS2610 were Frank and Tonya Little with Phil and Ruby Weatherly. Thanks to Bill for organizing the cruise this year.

We and the Kniffins stayed at Bernards Landing which is located right next door to the VISA yacht club. Our condo was in the same cove as the marina and restaurant and had a dock only a few steps from our patio. The dock was especially convenient; we could go out and come in as we liked and not have to haul the boat out till we left on Sunday. The Littles and Weatherlys stayed at a campground near Hales Ford Bridge. The rest of the group had accommodations down past where the Blackwater River channel comes in; this is about an hour's sail to Bernard's Landing. The Gunns stayed at Penhook and the McVeys and Gunsetts at Highland Point.

The tentative plan was for everyone to meet at Bernard's Landing at 10:00 a.m. on Saturday. It was mist-



Steve Raper (SF 4051) Fleet #126 cruising at Smith Mountain Lake.

ing rain as we were getting the boats ready and by the time we launched, the rain had set in. The good news was that it was warm, there was plenty of wind and the sailing was great! We sailed around the area for several hours looking to link up with Starling, Bill and Fields but missed them. As we came back in we saw three Scots docked next to the marina and Debra told us that the missing sailors could be found in the restaurant. We stopped by the condo to dry off a bit, then joined the Blackwater bunch to swap stories and have lunch at the Landing restaurant. While we were inside, it started raining again – by far the heaviest rain of the day. Good timing! After lunch, the rain stopped and the sun started peeking through the clouds. We did a little bailing and sponging and took off to escort the Blackwater bunch part of the way back as they headed home.

After seeing them off, Fred and I sailed into a cove to take a closer look at a marina we had spotted. As we got into the cove, a small flock of jet skis and powerboats zipped around us. Several of the powerboats were doing 720's (playing 'let's see how fast we can go in a small circle'). As we were coming back into Bernards, we noticed a number of cruisers from VISA setting up for a race directly in front of our cove. After we docked, the starting gun went off and I watched from the patio as they ran a short windward/leeward race.

After breakfast on Sunday morning, Fred, Pam and myself left the dock about 9:00 am. The weather was clear and the wind was still good so we sailed across the channel to Vista Point then back up past the VISA yacht club area with Pam at the tiller part of the way. We came back in long enough to get our gear packed, then Fred and I sailed the boat around to the launching ramp; the wind had lightened up by this time. As we were approaching the ramp we spotted two Flying Scots coming up behind us in the cove and heard a chorus of "Hey, come out and play!" It was tempting, but we needed to get back so we packed it in and headed for Greensboro.

I hope participation in this annual event continues to increase. The cruises have been a lot of fun and are a chance to spend more time with our fellow sailors and get to know each other a little better. ▲

## Canadian Championship

(Continued from page 20)

writing US \$1.00 buys goods and services worth C \$1.35) so it should be possible for US Scot sailors to enjoy

our regatta at a very reasonable cost.

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plete, and mail the coupon on page 20.

For FSCC96 information call: Robin Collins 416-444-3959 FAX: 416-444-4491. ▲

# Cruising Trips to Remember

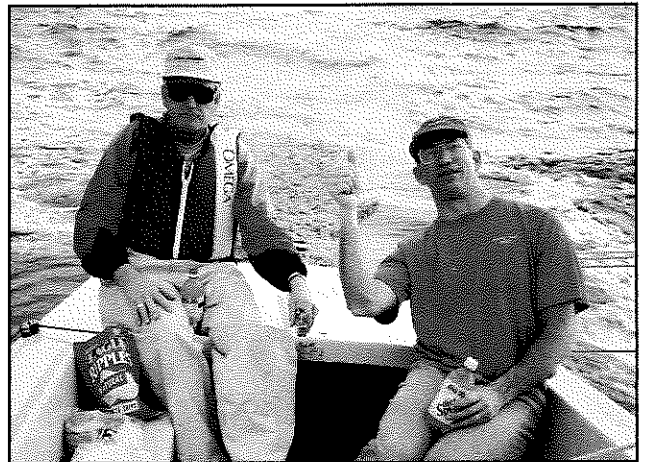
by Jeff Johnson (F/S 4645)

Some of my fondest cruising memories aboard my Flying Scot 4645 include trips to the Gulf Coast. For 4 out of the last 5 years I have had the pleasure of trailering my Scot from my home in North Carolina to the Mississippi Gulf. It was in this area that I first learned to sail in 1978. I was living in New Orleans and taking sailing lessons when my instructor, Bob Brown, warned me that sailing is like heroin – you just get hooked. Five boats and 17 years later I must confess that my addiction is incurable. From time to time my wife reminds me of an argument that I made when I was about to buy my first boat – a Force 5 – “All I’ll ever need is something I can carry on my car top.”

My sailing companions on these trips have been Starling Gunn, the FS Carolinas District governor, and my original sailing instructor, Bob Brown

from Slidell, La. Our typical trip has been to launch from the Biloxi Yacht Club and sail offshore to Ship Island and back the first day. After sailing the 14 miles to Ship Island we enjoy a leisurely lunch at Fort Massachusetts, the island’s main attraction. This historic fort is a wonderful place to tour and the island has abundant wildlife.

Our return trips have been quite exciting as we’ve departed late afternoon in 18-20 knots of wind. The last three return trips have been broad reaching under spinnaker with the boat planing at about 9-10 knots. It is hard to describe the thrill of planing on



“It doesn’t get any better than this”— flying the spinnaker for over an hour. Starling Gunn and Jeff Johnson (FS#4645)

the same point of sail for an hour and a half and covering 14 miles. It hardly gets any better than that.

Our second day consists of sailing on Lake Pontchartrain at New Orleans. Last year we happened to be there the final day of the J/24 mid-winters. It was lots of fun to be out on the water with J/24’s from all over the country. And it is always enjoyable to sail inside the harbor at the Southern Yacht Club and view the vast number of boats at this fine club.

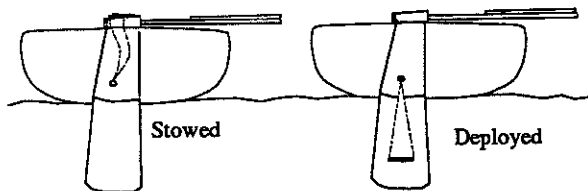
Our third and final day is spent back in the gulf in the Biloxi area. It seems that there is always some exciting sailing going on around Biloxi. This year we got to observe one of the regattas in the GORC (Gulf Ocean Racing Circuit). On another trip we were able to watch match racing between two large schooners. Once we were sailing down the channel near the Biloxi Yacht Club and saw a Flying Scot approaching on a spinnaker reach. I was excited to notice his boat number “3”.

Needless to say, after Starling Gunn’s first trip to the gulf 4 years ago I’ve had no trouble recruiting him for subsequent trips. I heartily recommend this area for cruising fun in a Scot. ▲



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# 1995 North Carolina Governor's Cup Regatta

By Bill VonReichbauer FS 3759

The skies were "Carolina Blue" on Saturday, June 17, as sailors arrived at Kerr Lake for the 38th annual Governor's Cup Regatta. This regatta, which has been featured in American Sailor magazine, is one of the largest inland regattas held in the eastern U.S. Sailors from as far away as Texas were in attendance. The regatta is hosted by the Carolina Sailing Club, the 1987 US Sailing One Design Club of the Year. CSC is the home club for Flying Scot Fleet 27.

CSC Rear Commodore Ned Nutt was chairman for this year's regatta, ably assisted by Bob Murdock (FS 4720), who served as director of on-water activities and SRO for one of the two race courses. Judge for the 5-race event was Senior Judge Joe Zammit.

Saturday's three races were sailed in 6-8 knot winds, and saw the strong head-to-head competition which has become the trademark of Scot sailors in the Carolinas District. At the end of

the day, Starling Gunn (FS 1104), Don Smith (FS 5005), and Larry Lewis (FS 3933) all had bullets. Skippers and crews adjourned to an excellent social hour at the Henderson Point Glass House, followed by the traditional North Carolina Bar-B-Que and chicken dinner. The music of a jumping blue grass band got everyone's toes a tapping.

On Sunday, we were welcomed with another sunny day; however, as sailors headed to their race courses, the lake was just about glass. But patience paid off, and after about a half-hour delay, the winds filled in to a steady 8-10 knots. Two more very competitive races were sailed, with Don Smith and Starling Gunn each taking another first place finish.

When the tallies were in, the winner in the Flying Scot Fleet was Larry Lewis (FS 3933). With the strong turnout of Flying Scots, Larry was presented the Governor's Cup Trophy,



1995 Governor's Cup awards Ceremony: Second place winners, Don Smith and crew accept awards as first place winner Larry Lewis looks on.

which is awarded to the skipper beating the most boats in their class over the total of all races. Larry also set two new records – winning the Governor's Cup trophy more times than any other skipper (5) and the most consecutive wins (4 years in a row). Congratulations Larry!

A total of 23 Flying Scots participated, making this another strong showing for the class in the area. ▲



1995 Governor's Cup Regatta Chairman Ned Nutt and (right) Governor's Cup Regatta SRO.

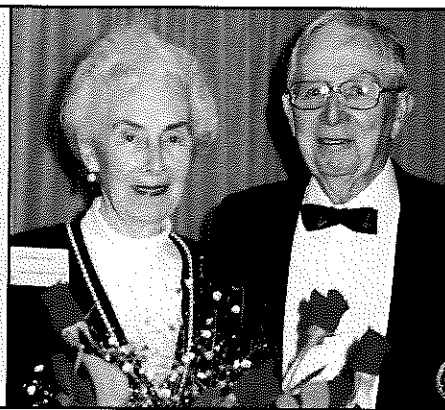
## THE TOP 10 FINISHERS NORTH CAROLINA GOVERNOR'S CUP REGATTA

Name	Boat #	#1	#2	#3	#4	#5	Total
Larry Lewis	3933	2	3	.75	5	3	13.75
Don Smith	5005	3	.75	6	.75	9	19.50
Starling Gunn	1104	.75	4	7	11	.75	23.50
Jonathan Jones	4381	4	6	2	2	12	26
Bill Ross	1290	8	2	5	4	8	27
David Batchelor	2324	9	9	8	3	5	34
Lee Currin	4131	11	13	3	7	7	41
Jim Horney	4125	7	5	13	16	2	43
Tim McCarthy	4661	14	11	4	9	11	49
George Evans	3519	6	8	DSQ	8	4	50

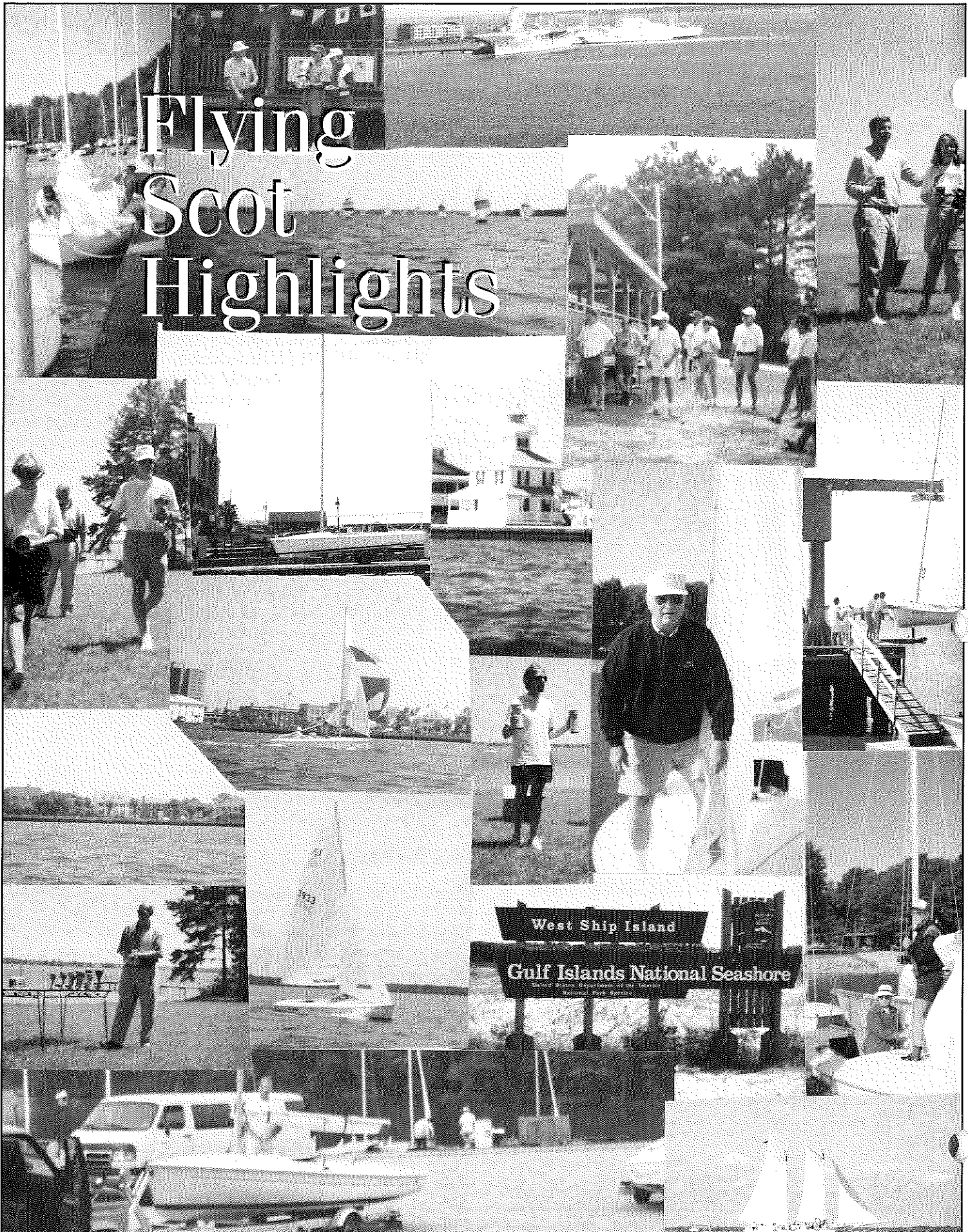
## Minna and Curtiss Torrance

Some of the information in this article was reprinted from *Lake Norman Magazine*, Cornelius, N.C.

Minna and Curtiss Torrance, longtime members of Lake Norman Yacht Club, received the 1993 South Atlantic Yacht Racing Association's Sportsmanship Award at the annual winter meeting on Hilton Head Island in February. Both 77, they started racing sailboats together in Boston Harbor in 1947 and now race a Flying Scot. The couple moved from Denver to Matthews two years ago but still spend weekends in their camper at LNYC, where he served as commodore in 1965. Photo/courtesy John Slater.



# Flying Scot Highlights







# Starting Line

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 (see page 10)

**Warm Ups**  
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 May 18-19, 1996  
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**Flying Scot Canadian  
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 (see page 20)

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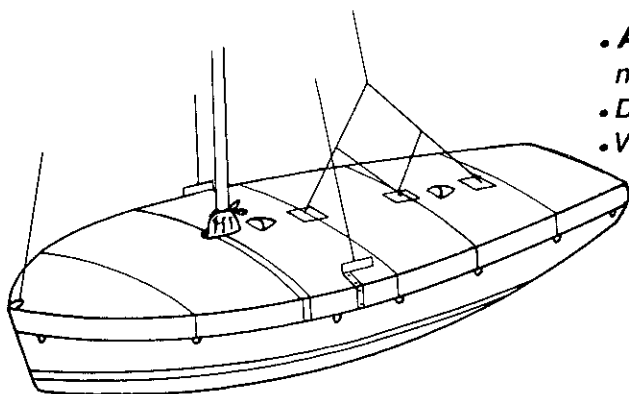
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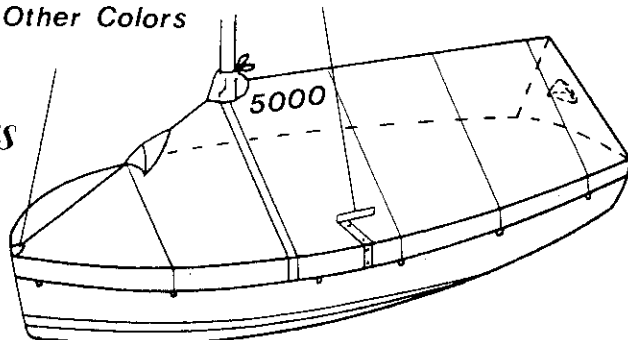
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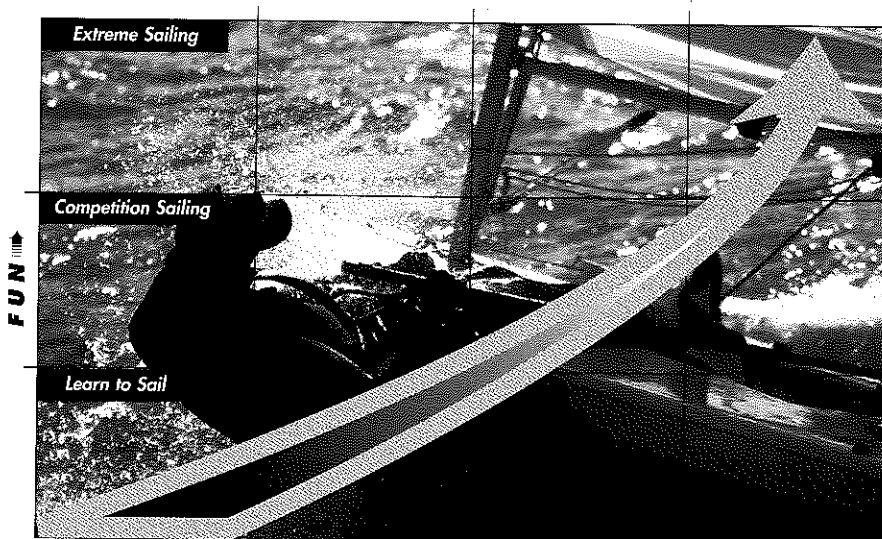


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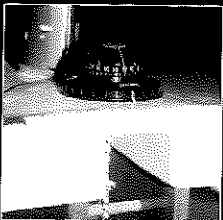
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	4551	Jakob Seelig	4702 Briar Patch Lane	Fairfax, VA 22052
	5055	Wallace L. Bowen	17 Windsor Circle	Springfield, PA 19064
	3598	Conrad Lundeen	Route 6, Box 296B	Morgantown, WV 26505
31	4063	James E. Good	R.R. 1, Box 256	Towanda, PA 18848
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<b>Midwestern District</b>				
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	4072	Sharon Reichert	29072 Leroy Ave.	Frontenac, MN 55026
	2780	Ray Guntren	3301 Laurel Avenue	Sioux, IA 51106
	1935	Fred Trimble	P.O. Box 144	Alden, MI 49612
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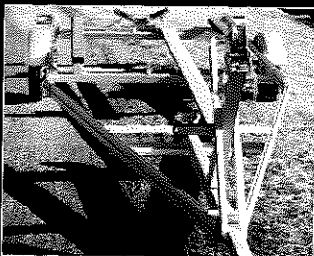
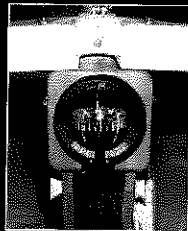


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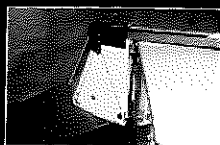
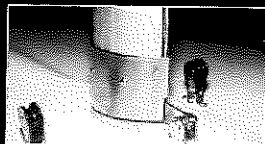


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**Mainsail Flotation...** For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight is approximately 2 pounds. Price complete. .... \$125.00



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Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit.

The perfect summer cap - In four great colors! Made of Poplin with Flying Scot Sailboat embroidery.

Sizes S-XXL

One Size Fits All

A. White with Flying Scot Insignia embroidery ..... \$28.00  
B. Navy with Flying Scot Sailboat embroidery ..... \$28.00

C. Teal Plaid w/ Teal Bill .... \$9.00  
Navy Plaid w/ Red Bill .. \$9.00  
D. Bright Red ..... \$9.00  
E. Royal Blue ..... \$9.00

**Spinnaker Pole...** 1.5" dia. pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. .... \$170.00

**Motor Bracket...** Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template. .... \$110.00

## Forespar Stay-Set Tiller Extension...

40" fixed length painted white aluminum tube with black sponge grip and ball end. Stay-set end holds the tiller extension exactly where you leave it. Price complete. .... \$53.00

## Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube with black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. .... \$42.00  
Clip to hold extension to tiller ..... \$1.80

## Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same construction as fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. .... \$70.00  
Clip to hold extension to tiller ..... \$2.25

**Bow Flotation Bag Kit...** Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. .... \$49.00  
Replacement bag only. .... \$36.00

**Transom Port 4" ...** Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Loaner hole saw available. .... \$8.25

## Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa or Master Card accepted.

157 Cemetery Street • Deer Park, MD 21550  
Phone 301-334-4848 • FAX 301-334-8324  
E-mail: FSCOT HEC@aol.com

Monday-Friday, 8am-4pm and Saturday, 9am-11am

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# Caveat Emptor

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

**FS 1642** — Douglas built, two suits of sails, spinnaker, shimmed centerboard, motor mount, Pamco tilt trailer with spare, boom tent cover, Harken blocks, new paint (white on teal bottom) and trim in 1993. Actively raced and day sailed. Asking \$3,000. Call Paul Bogardus at (919) 249-2632. Oriental, NC.

**FS 1826** — Customflex, white on white. Race ready, good M-J-S, all equipment. Includes trailer with nose wheel jack, spare tire, cover, motor mount. Up to date, needs nothing. Exceptional condition throughout. \$3,200. Joe Price, Minnesott Beach, NC (919) 249-2595.

**FS 2687** — Customflex, white hull blue stripe, Schurr jib and main with window, mooring cover, lifting bridle, Pamco trailer with spare, dry sailed. All in very good condition. \$2,800. Ted Hoener, Menomonie (West Central), Wisconsin. (314) 334-6200.

**FS 2854** — Customflex boat, trailer, sails, all in good condition. Light blue hull, white deck, cover, motor bracket, spin pole. Murphy Noy Sails. In Ohio \$3495. George Rootring - (216) 874-4541.

**FS 3796** — Ivory Deck, Hull, 2 sets sails, new rigging, lifting bridle, tee nee trailer. Everything in great condition. \$4200.00 Joe & Cindi Dowling. Bucks County, PA 215-757-6774.

**FS 4355** — Gordon Douglas. Seldom used. Stored on covered lift. All fittings included, cockpit cover. Schurr sails, main and jib with windows. Spinnaker and lines - (never used). Many extras! Fresh water sailed. Tee Nee Trailer with tie down rig, used once. 2 hp Evinrude motor. Off white deck and hull, blue bottom paint. *Excellent Condition - 8 years old.* Asking \$7,000.00. Call J.C. Whitaker (540) 774-3719.

**FS 4370** — Douglass white hull, white deck, blue stripe. Motor bracket trailer. Blue cover. All in excellent condition. Schurr sails, spinnaker, pole, etc. *Not used for 5 years.* Boat has blue bottom paint. Located in NE Ohio. \$5900. George Rootring. (216) 874-4541.

## Midwest Aquatics

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.  
Pinckney, Michigan 48169-9430  
313-426-4155 Fax 313-426-5532

**NOW IS THE TIME TO UPDATE YOUR FLYING SCOT** with custom rigging kits from **Midwest Aquatics**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

**OUR NEW SCOTS** are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A **Midwest Aquatics** Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

**"PREVIOUSLY OWNED" SCOTS.** Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Aquatics'** one year warranty. Call us today for our current listings.

**BOAT HOISTS.** Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

**SPECIAL SCOT SERVICES.** We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

**SAILING SPECIALISTS.** **Midwest Aquatics** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Compac.* Please call or fax us for details and prices today.

**WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.**

# SCHURR SAILS

*Excellence in Design, Fabrication & Service*

## Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

## Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

## Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

*For more information call Steve Bellows, your Flying Scot Sailmaker*

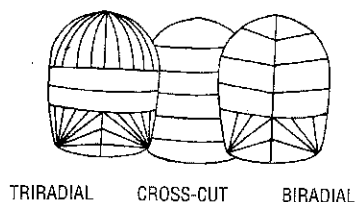
Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

- 4.4 oz. Racing Cloth     5.3 oz. Cruising Cloth    Number Color:  Red;  Blue;  Green;  Black; n White
- |  |       |   |         |   |         |
|--|-------|---|---------|---|---------|
| <input type="checkbox"/> Main & Jib          | \$896 | <input type="checkbox"/> Spinnaker Triradial/Biradial | \$450   | <input type="checkbox"/> Telltale Window each | \$10    |
| <input type="checkbox"/> Main                | \$629 | <input type="checkbox"/> Spinnaker Crosscut           | \$350   | <input type="checkbox"/> Main Window each     | \$15    |
| <input type="checkbox"/> Jib                 | \$267 | <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"/> Tapered Battens      | \$30.00 |
| <input type="checkbox"/> Jib Radials         | \$30  | <input type="checkbox"/> Main Radials                 | \$80    | <input type="checkbox"/> Jib Batten Window    | \$15.00 |

Price includes bag, battens and royalty.

Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

### Mark Colors On Diagrams



### SPINNAKER COLORS

Black	Orange
Grey	Coast Gold
Natural	Yellow
Purple	FL-Yellow
Lt. Blue	FL-Green
Ocean Blue	FL-Pink
Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



*Pensacola Loft*

*490 South 'L' Street*

*Pensacola, Florida 32501*

*904/438.9354 / Fax: 904/438.8711*

# Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt Colors: Red, White, Blue Sizes: S, M, L, XL, XXL with Boat # with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (Shipping & Handling included)	\$1.50	
	FSSA Blazer Patches	\$20.00	

S & H CHARGES:	
\$1.50	orders up to \$5.00
\$4.00	orders up to \$10.00
\$6.00	orders \$10.00 & above

Merchandise Total	
*Add Shipping & Handling (S&H)	
Subtotal	
Total Amount of Sale	

**SHIP TO: (Please Print)**

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 Telephone Number (Daytime) \_\_\_\_\_  
 Method of Payment:  Mastercard  Visa  Check (Payable to FSSA)  
 Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

**Signature** \_\_\_\_\_

Mail Order Form To: Flying Scot® Sailing Association  
 3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
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