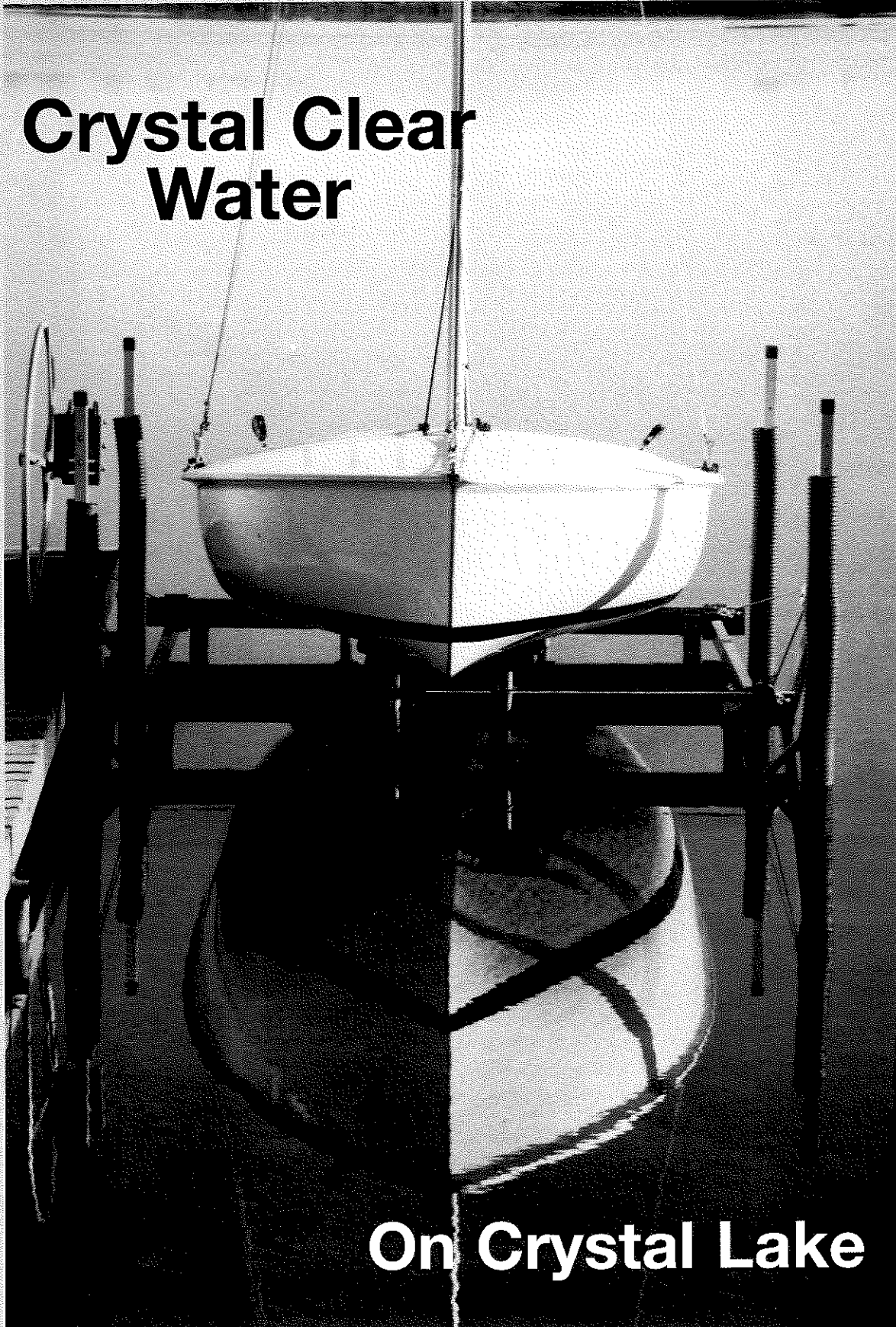


Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION VOLUME XXXVIII NUMBER 5 SEPT/OCT 1995

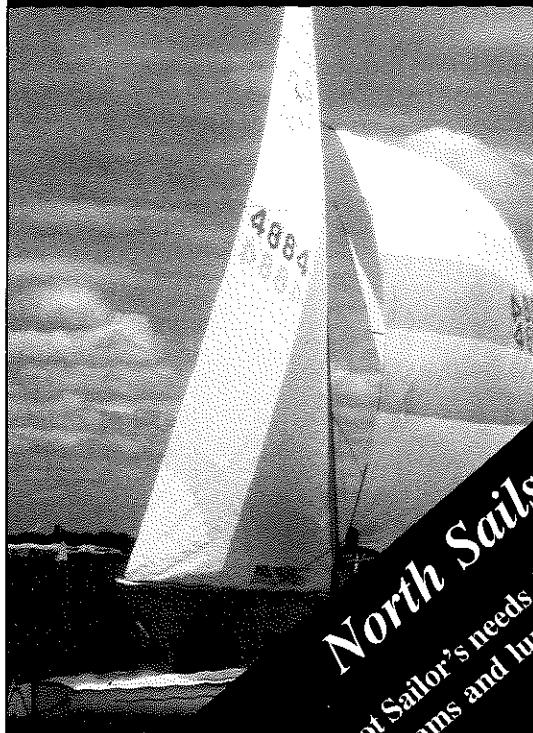
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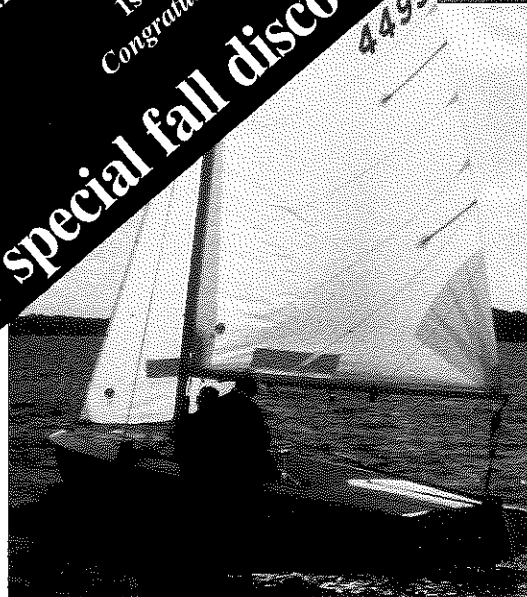
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Scots n' Water

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Scots n' Water

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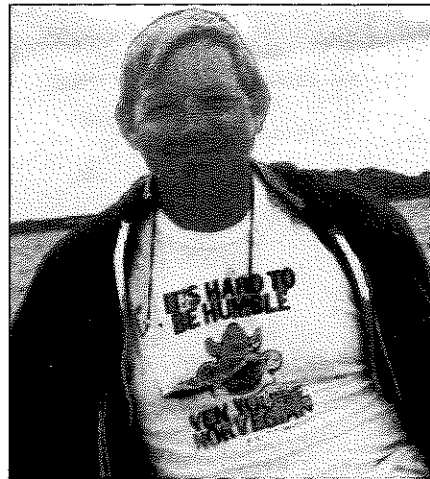
COVER: "Crystal Clear" water of Crystal Lake, Michigan. Photo by Steve Last.

At The Helm

by Dave Jacobsen, FS 4937 President

SELECTED SHORT SUBJECTS

Thanks to all of you who sent in district reports and articles. The amount of material sent to Sunshine was more than we could incorporate in one issue and had to put it in the next issue. Keep up the good work! By the way, please send your articles as soon as they are completed. This will be of great help to our editor. With regards to regatta notices, please indicate to Sunshine if you wish to have it appear in more than one issue. The time is rapidly approaching for us northern folks to store our Scots for the winter. Here are a few suggestions that may be helpful. Lubricate all gears and rollers on your trailer. Jack up the trailer by putting blocks under the axle. (This prevents getting flat spots



At the helm.

on your tires.) Remove hubs and check wheel bearings for wear. Replacing both inner and out if necessary. Repack and replace grease

seal. On your Scot, remove all gear, especially items that can be damaged by the weather. Clean out all dirt, etc. from bottom. Lubricate working gear, check halyards, shrouds, etc. for wear and replace, if necessary. Before covering boat with weather tight cover I sprinkle some moth flakes or moth balls in the bottom of my boat. This prevents the little critters from moving in.

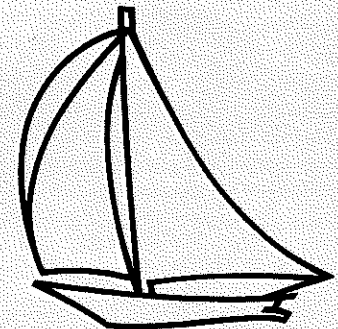
Earlier this summer, Graham Hall and I put on a racing clinic for Fleet #24. After the clinic, during cocktails and dinner, we discussed the possibility of doing a weekend cruise from Rhode Island to Block Island during spring/summer of 1996. If you are interested, please give Graham or myself a call. Cruising in a Flying Scot can be a pleasant experience.

DEADLINES

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

Don't forget! Deadline is when I have to send your copy to the printer - so mail early!

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
August 15, 1995	November/December '95	TEXAS
October 15, 1995	January/February '96	CAROLINAS
December 15, 1995	March/April '96	PACIFIC
February 15, 1996	May/June '96	FLORIDA
April 15, 1996	July/August	PRAIRIE & CAPITAL
June 15, 1996	September/October '96	N.Y. LAKES
August 15, 1996	November/December '96	OHIO
October 15, 1996	January/February '97	MIDWEST
December 15, 1996	March/April '97	NEW ENGLAND
February 15, 1997	May/June '97	MICHIGAN/ONTARIO & GREATER NY
April 15, 1997	July/August '97	GULF
June 15, 1997	September/October '97	TEXAS



LETTERS TO THE EDITOR

Dear Editor:

For some of us the Wife Husband National Regatta is the most important event of the Flying Scot Year. It has attracted a wide (reasonably national in home addresses) variety of good sailors, a cadre of old friends eager to bring new people into the fold of keeping sailing in the family, and it has spawned two special-qualifier traveling trophies beyond Championship and Challenger.

Lake Norman YC did an outstanding job of maintaining this atmosphere of well hosted good fellowship this year, as did the Dallas people at White Lake, and the Lake Delevan people before them.

However, in these recent competitions there has been confusion, inconsistency, and apparent departure from the "wishes of donors" over the awarding of the "Century Trophy" to the best finish by a couple with combined ages over 100. This confusion has troubled the centurions of us who have had that trophy as a possible prize. At Lake Delevan, the host people just did not know about it, and did no "demographic data gathering" in their registration. But the Centurions did vie for the trophy, after some scrambling and recovery when the previous winner showed up with the traveler. At Dallas we found out, only at the presentation moment, that it was to be awarded to the best Centurions of the Challenger Division; I don't hear that Challenger qualifier in the letter of donation; if it is there, or if the donor's wishes have changed, that change should be communicated. Then in 1995 we found that in order to compete we Centurions had to agree to not only opt out of the Championship Division, but the Challenger as well; this meant racing only a 3 race program while everyone else competed in 5.

We seem to have the conditions of contest very well tied down for the trophies distributed at the FS Nationals. Why not for the Wife Husband (or is it the Husband Wife). I suggest that the Board create guid-

ance for such tidying up, and that whatever the mechanism for such, it include hearing from the participants.

For reference, Husband Wife Year 1 was at Lake Cowan in 1987, and the Century Trophy was awarded to Ralph and Ethyl Manee, who finished second in the Championship Division. To my knowledge, all subsequent awards, until the above mentioned "confusion", were made to the highest placement, age-qualified couple in the whole (Championship Division) Regatta.

Still Our Favorite Regatta,

Jack and Nancy Rudy

Dear Editor:

I am a relative newcomer to Flying Scots having purchased a used boat in 1992. Since that time have joined a Fleet, #163, and started to do a little racing with my wife. When I started looking at Flying Scots I was told of a strong Association and the desire among the "boat owners" to keep a tight rein on changes to the original design as developed by Mr. Douglass. This meant to me that everyone was sailing a "standard factory" boat.

Well, I am finding that certain enhancements are allowed - but I don't know what is and is not allowed. Perhaps we should call these enhancements "accessories." I find out about them when I go to my fleet and talk with the members about them and look at their boats. I look at the association manual but am somewhat confused.

I recently sent away for a catalog from Midwest Aquatics, an advertiser in Scots n' Water and saw a number of items that looked interesting.

My question is - how do I find out what these accessories are? Would this make for an interesting article in Scots n' Water. For example - I know we can't use hiking strap on a Scot but I was surprised to see that I could attach a length of line of a certain length in the cockpit to help the crew stay on-board.

Well, you can probably tell I am a novice at racing and these "accessories" won't make me go faster - BUT they must be helpful in adjusting and sailing the boat or else they wouldn't be allowed.

Can you help me out. Thanks for reading my letter.

Best Regards,

Ernie Mortensen

Editor's Note: Bob Neff, our class measurer is always eager to reply to questions in class rules and what can and can not be used during racing. Harry and Karen Carpenter, of Flying Scots Inc. know everything regarding what is available for cruisers/non racers and for racing. Welcome aboard the class!

Dear Editor:

I am writing on behalf of the New Castle Sailing Club (NCSC), located in New Castle, Delaware. I am looking for advice on the proper technique for stowing a Flying Scot between sails when using an on-the-water mooring.

The NCSC fleet consists of four Flying Scots, eight Thistles, and an 18 ft. power boat. Our boats are moored on the Delaware River from April 30 to October 31 each year. We are experiencing failures of both side-stays and fore-stays which appear to be caused by flexing in the stays from wave action. The flexing breaks the stainless cable strands near the swage fittings. We do not experience similar failures on the Thistles, but the stays on this class are usually under much greater tension.

Until last year, our boat storage instructions recommended that the fore-stay and jib halyard should be attached to the whiffle-tree and tensioned until the whiffle-tree was balanced horizontally. Using this technique we experienced periodic failure of side-stays but never seemed to have problems with the fore-stays. This season, the club received new advice which suggested that we

(Continued on page 6)

Letters to the Editor

(Continued from page 5)

attach the jib halyard to the handle on the forward deck. We were told that this allowed additional tension to be applied to the rig which would reduce our stay failures. Unfortunately, we seem to have merely transferred the problem from the side-stays to the fore-stays. In the opening month of sailing, we experienced failure of one fore-stay and one jib halyard (different boats) using this technique. In addition, we are concerned that using the jib halyard to tension the rig is putting pressure on running rigging components which they were not designed to handle.

I'm hoping another club has experienced similar problems and developed a solution or that publishing this letter in Scots n' Water will put us in contact with a reader who can help us resolve our problem. I would be grateful for any information you might have which would help.

John B. Frazier, Jr.
NCSC Fleet Maint Capt.
206 Steeplechase Circle
Limestone Hills
Wilmington, DE 19808
(302) 234-3433

Editor's Note: Thank you for writing. I hope others will send in a reply and/or let you know of their experiences directly.

Scots N' Engines - One Sailor's View

Twenty five years ago we owned FS #916 and just recently purchased #4517. In between were several large keel boats. As wanderers, not racers, both of our Scots have had engines.

Both boats have been in and out of ocean inlets; both have been in awful storms and both have been becalmed 20 miles from anything. One sailor's views:

1. The fixed, one piece motor mount is best- if your engine will tilt and lock. If not, the spring loaded, lift-type mount will also work fine. But I find it less convenient.

2. Normal shaft length is fine - unless you regularly shoot inlets with lots of large waves. Then get a long shaft.
3. I found that 2-3 hp is about right.
4. For my money, there are two super engines:
 - British Seagull (Parts can be hard to find)
 - Mercury/Mariner (very nice but a little less torque; my favorite)
5. Evenrude/Johnson engines are OK, but not up to those above.
6. Most of the small Japanese engines are less expensive, lighter and somewhat less reliable. Many have no neutral - a serious safety failing.

An electric trolling motor is light and quiet. But the weight advantage disappears fast when you have to carry a heavy, deep draw battery. And you must rig a way to recharge the thing. The little gas engines are far more flexible and much more powerful. A tip: Always turn off the fuel and run the engine dry. Get rid of fuel more than a few weeks old. Do so, and the best of the little beasts will bring you home, almost forever. By the way, Scots, motor-sail, quite nicely.

H. H. Bradshaw
Flying Scot #4517 "Compass"
Charlotte, NC

Dear Editor:

Since the last two issues of Scots n' Water brought up the question of motors for Flying Scots, I'll relate my solution to this problem.

My wife and I cruise with our Scot, so the added weight is not critical to us. I first used my OMC 3 hp, which had plenty of power to push the Scot in a stiff breeze to and from the dock, but was heavy when lifting off the motor mount and stowing below. While sailing, the motor became a projectile below decks each time the boat heeled over. We then tried our electric trolling motor (a large MinnKota); while the motor was lighter and quieter, the battery was substantially heavier, the cables were in the way and the motor (and now the battery) storage problem remained. While

it could push the boat on calm water, it was clearly inadequate in 20+ knots of wind. A 19 foot Scot broadside encounters a lot of wind resistance.

The solution was to purchase a small gas motor based solely on weight. The winner was the Yamaha 2hp, weighing in at 21 pounds. It has pushed the Scot away from the dock in 25-30 knots of wind, having a tough time initially, but once under way, it has performed well. To achieve this motor weight, there are two drawbacks: there is no neutral and no reverse. One pull and the boat is immediately underway; to stop, hit the kill button. In Yamaha's favor, it has always started easily with one pull, and my wife can start it, which has not been the case with the OMC 3 hp.

The storage problem was solved by purchasing a 1 x 6" x 2ft piece of wood (mahogany or teak), cutting the wood into four pieces, and applying varnish. A small cleat is screwed to each block and secured under the stern approximately 10" on each side of the bilge, with an old seat cushion between each pair of blocks/cleats. The blocks are butted up against each cushion and glued using 3M 5200 adhesive. It takes a week to set, but is very secure. The blocks and cushions must be properly spaced so that one cushions the motor and one cushions the prop.

A line is permanently secured to one cleat; when the motor is stowed below, the line goes over the motor and is belayed to the other cleat. This is repeated with the second cushion for the prop/shaft. This keeps the weight amidships with a low center of gravity and the motor secured regardless of course change. This has worked very well for us.

Regards,

Clark Silver #3408
Wauconda, IL

Editor's Note: Thanks to you both for your replies. Happy Cruising.

(Continued on page 7)

Wife Husband Regatta

Flying Scot Wife-Husband Championship Puts Marriages On The Line

by John Slater, FS 4865

Folks who arrived Friday afternoon to register early for the 1995 Flying Scot Wife-Husband Championship Regatta on Memorial Day weekend didn't find much to encourage them.

Sure, the grounds of Lake Norman Yacht Club were all spruced up for their arrival, and a gaggle of Fleet 48 members stood ready to offer the traditional North Carolina hospitality.

But the Friday afternoon temperature registered 90 degrees F. and the dress-ship flags stretching up to the top of LNYC's main flagpole hung limp. Competitors who were familiar with summer lake sailing in the Southeast groaned as they scanned the glassy waters off the club – the Bermuda high seemed to be well entrenched.

Optimistic event organizers, led by regatta chair Marti Worthen, prayed for a miracle. They got it.

Sometime Friday night a weak front moved in and stalled on the North Carolina-South Carolina border. Saturday dawned misty and cool.

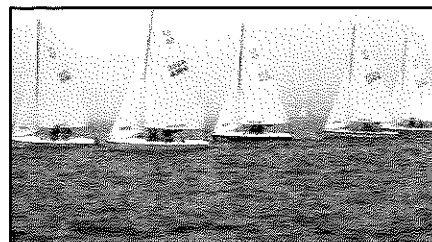
The front produced two days' worth of steady 8-15 mph winds out of the east-northeast, with daytime highs in the 70s – perfect conditions for the two-day, five-race regatta, despite a few occasional showers on Sunday.

USSA Senior Judge Pennie Hare, who served as chief judge for the event, claimed to have brought the weather with her from West Falmouth, Mass., and no one disputed her claim.

The 51 husband-and-wife crews who took part came from 15 states as far away as Colorado, Texas, Connecticut and Florida. They competed in four divisions – championship, challenger, old salts (a combined age of 120-139 years) and ancient mariners (combined age of 140 years or more).

At the competitors' meeting before the first race, there were the usual ribald jokes about the nature of the event.

According to the Flying Scot Sailing Association Handbook, the wife-husband format began at the 30th Anniversary Regatta at Lake Cowan, Ohio, in 1987. The following



Somewhere along the start.

year there was a husband-and-wife championship division at the Flying Scot North American Nationals at Lake Norman Yacht Club.

In 1989, Flying Scot Fleet #97 made the husband-and-wife format a stand-alone event, a tradition that has continued ever since.

The FSSA Bylaws were revised in 1990, adding a Wife/Husband championship to the list of sanctioned events. They differ from other sanctioned events in the requirements for crew – this year's sailing instructions limited the total number of persons aboard to two and required that they be married to each other.

In response to some spurious requests for crew changes, LNYC Commodore Bill Reinke cited North Carolina's relatively restrictive marriage laws and pointed out that the South Carolina border was only 30 miles away by interstate.

But, if a number of traditions were observed at the regatta, there were innovations, too. Observers could not recall a similar national event with a female regatta chair, chief judge and principal race officer.

Principal race officer Pat Seidenspinner of St. Petersburg took time out from her Olympic preparations to conduct the event, serving up five perfectly squared windward-lee-ward courses that provided a true test of racing ability.

(Continued on page 8)

Letters to the Editor

(Continued from page 6)

Dear Sunshine:

In March of this year we vacationed with friends in Key Largo, Fla. While chatting with people at the marina, about learning to race our Flying Scot (3146), we discovered the Upper Keys Sailing Club and FSSA Fleet #167 right in the neighborhood!

Members, John and Diane Daher invited us to their weekly "TGIF get together". What Fun! Beautiful sunset, beautiful ocean view, open bar, good food, lots of friendly people with Flying Scot stories and the old #1 done in wood!

The evening wound up with Charley Fowler of Fowler Sails doing an interesting seminar on sail trim. We felt right at home. Many thanks to Chris Sandifer, Commodore, and to the Upper Keys Sailing Club for the hospitality.

Sincerely,

**"Captain Dick" and
Marie Dage
FSSA Fleet #1**

**Cowan Lake Sailing Association
Cincinnati, Ohio**

Editor's Note: It's great to hear from people that appreciate fleet welcomes from travelers. What a great boat and class!

Wife Husband Regatta

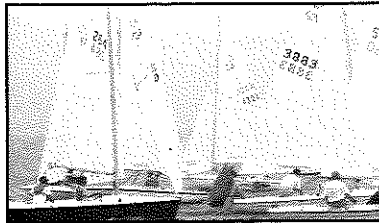
(Continued from page 7)

Don Sweet, long-time Flying Scot sailor who served as local consultant to the race committee, described the event as a "good, well-rounded regatta."

He noted that the weather kept most powerboats off the lake, adding to the participants' enjoyment. He also observed that, while the regatta had a number of excellent starts, there were no premature starters and no recalls.

What may have been the regatta's only glitch occurred during the third race on Saturday, when Fields Gunsett (FS 4770) misjudged a puff and fell overboard to windward. His boat capsized, but he and Carol were quickly rescued.

In addition to the excellent racing on the water, the event offered ample opportunity for camaraderie and good times ashore. There was a lavish reception on Friday night, and memorable lunches on Saturday and Sunday. At the Saturday night dinner, everyone enjoyed celebrating Bert Van Anglen's birthday.



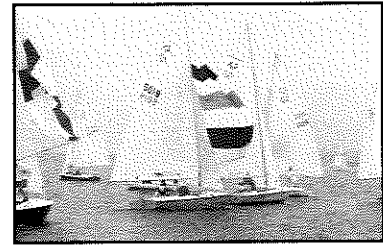
Rounding of Windward Mark.

Eileen and Bill Ewing (FS 4246) won the Fisher Trophy for their first-place finish in the Championship Division, and Regina and Anthony DiResta (FS 4938) took home the pottery coffee set that Charlotte Fisher made as the trophy for first place in the Challenger Division.

Wendy and George Evans (FS 3519) were awarded the Bob Penticoff Memorial Trophy presented by Delavan Lake Yacht Club and FS Fleet #114 for the best overall finish in the

Championship Division by a couple sailing in the Wife-Husband Championship for the first time.

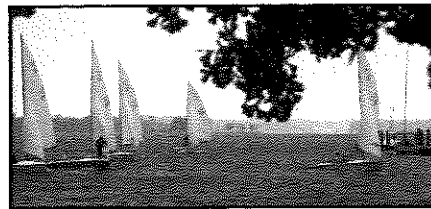
The Eric and Mary Amman Century Division Trophy went to Cathie and Hal Walker (FS 171) for the best overall finish when the Old Salts and Ancient Mariners were scored together.



Karen & Harry Carpenter - 2nd in Champion Division.

Patricia and Rob Fowler (FS 2095) and Myra and Jim Brown (FS 4647) extended an invitation to all of this year's participants to join them in Chattanooga, Tenn., for the 1996 Wife-Husband Championship, date to be announced.

If you're a Flying Scot sailor who's married to your crew, that makes you eligible. Watch these pages for details!



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Wife Husband Regatta

(Continued from page 8)

RESULTS OF THE 1995 FLYING SCOT WIFE-HUSBAND CHAMPIONSHIP Lake Norman Yacht Club, May 27-28

CHAMPIONSHIP DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	4246	Eileen & Bill Ewing Fair Haven, NJ	2	4	3	4	1	13.75
2	5019	Karen & Harry Carpenter Oakland, MD	6	7	1	1	4	18.5
3	2095	Patricia & Rob Fowler Hixson, TN	7	1	7	3	7	24.75
4	2843	Mary Jo & Paul Blonski Brecksville, OH	12	6	2	5	2	27
5	3519	Wendy & George Evans Haw River, NC	1	12	6	8	6	32.75
6	5015	Joyce & Rob Spring Canton, OH	3	17	8	2	5	35
7	1198	Bonnie & Roland Foerster Plano, TX	8	2	9	15	10	44
8	1342	Martha Lee & Jack Stewart Alliance, OH	5	9	12	7	12	45
9	1290	Diane & Bill Ross Moorestville, NC	10	10	5	11	9	45
10	D20	Denise & Paul Lee Farmington, MI	11	5	21	6	8	51
11	2068	Nancy & Charlie Fowler Miami, FL	15	8	4	12	5	54
12	2070	Joyce & Chuck Gise Fort Mill, SC	4	21	19	9	3	56
13	839	Carla & Larry Vitez Charlotte, NC	14	3	10	20	19	56
14	3883	Christine Czaplinski & Tom Hohler Pittsburgh, PA	23	14	17	10	11	75
15	2259	Barbara & Don Griffin Pittsburgh, PA	25	13	11	13	19	81
16	3845	Ann & Bane Shaw Charlotte, NC	20	11	14	19	17	81
17	3638	Dorothy & Mike Duncan Charlotte, NC	9	16	22	16	22	85
18	4449	Alice & Mark Shoemaker Cincinnati, OH	24	18	16	14	18	90
19	4647	Myra & Jim Brown Hixson, TN	21	19	18	17	20	95
20	1581	Annette & Baxter Gordon Salem, VA	13	20	26	22	16	97
21	4321	Nancy & Jack Rudy Cincinnati, OH	29	27	13	18	14	101
22	4366	Amy & Bill Pitzer Winston-Salem, NC	18	26	23	21	21	109
23	264	Adele & Bob Summerfeldt Chesapeake, OH	16	23	21	DNS	DNS	118
24	4125	Sue & Jim Horney High Point, NC	19	22	25	DNS	DNS	124
25	3933	Starr & Larry Lewis High Point, NC	23	15	DNS	DNS	DNS	125
26	5050	Sue Hauser & Rick Newell Kensington, MC	27	24	20	DNS	DNS	129
27	142	Betty & Bill Reinke Denver, NC	22	25	24	DNS	DNS	129
28	2147	Barbara & Brent Benson Coopersburg, PA	28	28	27	23	23	129

CHALLENGER DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	4938	Regina & Anthony DiResta Center Moriches, NY	10	3	1	1	2	16.5
2	1104	Glenda & Starling Gunn Eden, NC	6	2	8	2	1	18.75
3	GYA 68	Cytle & Roth Rowell Panama City, FL	1	11	3	5	5	24.75
4	3991	Jeanne & Chris Rotunno Oswego, NY	8	13	2	3	4	30
5	4660	Anita & Cal Hudson Palm Bay, FL	3	9	12	4	3	31
6	3438	Carol & Ed Sandke Moorestville, NC	9	4	5	6	7	31
7	3817	Jackie & Bruce Cattanach Rockaway, NJ	2	7	6	10	8	33
8	4770	Carol & Fields Gunsett Noblesville, IN	4	1	DNF	9	9	41.75
9	4865	Gracia & John Slater Cullowhee, NC	12	14	10	7	6	49
10	4254	Ann & Peter Seidman Ballston Lake, NY	14	6	11	8	10	49
11	2324	Ann & Dave Batchelor Cary, NC	11	5	4	DNS	DNS	58
12	1143	Wendy & Tom Bishop Leesburg, VA	7	10	7	DNS	DNS	62
13	4586	Marti & Dick Worthen Clemmons, NC	5	12	13	DNS	DNS	68
14	2415	Adriane & David Robison Danbury, CT	13	8	9	DNS	DNS	68
15	3556	Gail & Dave Reid Cincinnati, OH	16	17	15	11	11	70
16	4390	Mariellen & Bert Van Anglen Gilbertsville, PA	17	16	14	12	DNF	78
17	4857	Linda & John Burke Littleton, CO	15	15	DNS	DNS	DNS	87
18	4631	Jan & Bruce Juel Gastonia, NC	DNS	18	DNS	DNS	DNS	94

OLD SALTS DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	913	Ann & Frank Wilt Charlotte, NC	1	1	1			2.25
2	1885	Nancy & Dick Schultz Pine Knoll Shores, NC	DSQ	DSQ	DSQ			9

ANCIENT MARINERS DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	171	Cathie & Hal Walker Davidson, NC	2	1	1			3.5
2	3621	Alice & Tom Guy Moorestville, NC	1	2	DSQ			6.75
3	3736	Deta & Ridge Ridgeway Harkers Island, NC	3	3	2			8

POSTSCRIPT FROM MARTI WORTHEN, REGATTA CHAIR

At the time of the awards ceremony, the names "Joyce and Chuck Gise" (FS 2070) must have been written in invisible ink. Not only did I neglect to mention — and thank them for — the long hours they spent working with the Brayfords and Petersons at the registration desk; I also jumped past their score card (12th place in the Championship Division), which must have caused a fair amount of tension in the Gises and some of their close competitors. I regret these omissions and thank Joyce and Chuck for their help.

My apologies to Bill Ross (FS 1290). I did introduce him at the skippers' meeting as SAYRA representative to the U.S. Sailing Association. And during the awards ceremony I mentioned that he had worked not only as our "housing authority" but also on making arrangements with the judges and PRO and on writing the notice of

race and the sailing instructions. However, I failed to acknowledge my reliance, since last November, on Bill's 24-hour Regatta Help Line. A belated thanks to Bill Ross, "consultant and advisor," for his advice and moral support, as well as for all his time and work.

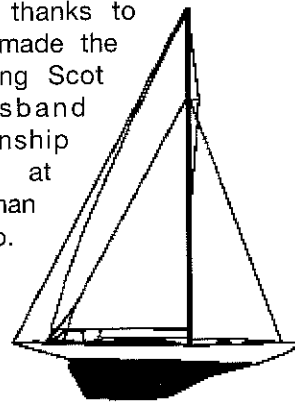
Thanks to the generous sponsors and gracious housing hosts; to all the committee chairs and their helpers for their initiative, creativity, and hours of hard work; and especially to non-Scot volunteers.

Special thanks to the race committee and judges, who gave up their holiday weekend to work on our regatta. Judge Steve Wrigley is a member of LNYC but lives in Virginia. Judge J.C. Moore travelled from Columbia, S.C. PRO Pat Seidenspinner and her husband, Ralph, drove all the way from Florida — where Pat is ocean racing chairman at St. Petersburg Yacht Club — for a taste of lake sailing. Pat will be a PRO at the 1996 Olympics in Savannah. And Chief Judge Pennie

Hare flew from Massachusetts, where she is a member of Chapoquoit Yacht Club on Buzzards Bay and president of the Southern Massachusetts Yacht Racing Association; she is on the board of directors of US Sailing and is chair of the Women's Sailing Committee.

It seemed particularly appropriate — and we were highly privileged — to have Pat and Pennie, two women of such high status in sailing, help us run this Scot event that emphasizes the participation of women.

Many thanks to ALL who made the 1995 Flying Scot Wife-Husband Championship "happen" at Lake Norman Yacht Club.



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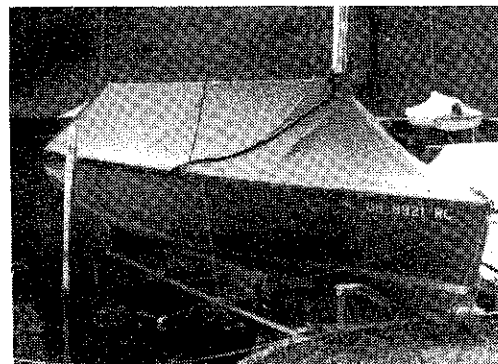
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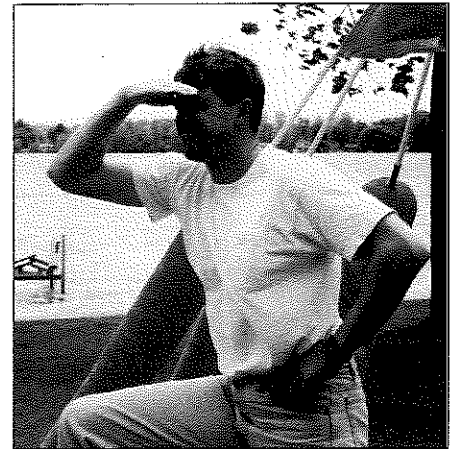
by Steve Last, FS 4979

**MICHIGAN-
ONTARIO
DISTRICT REPORT**

As a young boy spending my summers at my Grandmother's cottage on Crystal Lake, Michigan, I'd watch the Flying Scots around the lake suit up for sailboat races on Saturday and Sunday afternoons at about 1:00 p.m. From a distance, I'd see the jib slowly, but evenly climb the mast followed by the main sail. Then, with great power, they were underway, sailing off to the the races. My dream of sailing a Flying Scot came true at age 14 in 1974. During the mid-seventies, at the height of the national sailing explosion, about 35 Flying Scots sailed our waters. We have an excellent 728 acre clean and natural, spring-fed lake located in the middle of lower Michigan to sail our Scots. The original active members of our fleet

have greyed, but many new Scot sailors and second and third generation members have recently become active. Many of us feel that the sailing torch has been passed on to us. A current census of Scots is about 20. Many of our racing "teams" are ex-Flying Dutchmen sailors.

The sailing season begins in early May and ends in late October. The last two weekends in June are reserved for "Sailing Day Camp" to introduce the young and old to the sport of sailing. Races are held on most Saturday and Sunday afternoons during the summer months. This year we are hosting the '95 Flying Scot Michigan-Ontario Districts, dubbed the 1st annual "Crystal Ball". We hope for great success in hosting this event. We



"Old Salt" Gerrit Bakker, FS 1764, preparing to set the marks.

welcome all Michigan-Ontario Flying Scot sailors to join us for great sailing next year for the 2nd annual "Crystal Ball" in early August.

New Jersey F/S Championship

15 Races • 3 Days • 3 Yacht Clubs

**GREATER NY
DISTRICT REPORT**

All 15 races were completed in the 1994 version of the New Jersey Racing Championship (NJRC). Specifically, five challenging light-to-medium air races at Monmouth Boat Club, five medium-to-breezy races in Barnegat Bay hosted by Short Acres Yacht Club and five light, medium and breezy races at Toms River Yacht Club were scheduled . . . and completed in the second annual New Jersey Flying Scot Racing Circuit.

This year's new format attracted 21 boats and each regatta was a single day event. The idea is to get lots of starts, mark roundings and finishes in a short time frame to increase participants skills and interest. With shorter races slower boats don't fall so far behind and you quickly get a chance to rectify one bad start, race, or foul.

One concession that really helps

eliminate dead time is to use three-minute dinghy starts as demonstrated in our final regatta at Toms River. The time saved for five starts is 35 minutes. This alone allowed us to get in a fifth race at TRYC since race instructions prohibited starting a race after 1600.

Last year's overall winner, Bill Ewing with Eileen or Dan Vought

crewing, again finished ahead of the fleet with 12 firsts, 1 second, 1 fourth and an eighth place finish (interestingly only three races Bill didn't win were all at his own home club, MBC. Yes, Martha, MBC is a challenging place to sail . . .)

Second place overall this year with Bill Warner from TRYC. Perennial top finishers Chris and Diane Smith finished third overall.

In the B fleet, TRYC's Ed Summerfield won all three regattas and ran away with overall honors. Welcome to A fleet in 95, Ed. Second overall were Flying Scot newcomers Jackie and Bruce Cattanaach from MBC.

This championship is open to any Flying Scot owner — come see if you can beat Jersey's best!

Overall Results 1994 New Jersey Flying Scot Championship

NUMBER	NAME	CLUB	POINTS
FS 4246	Ewing	MBC	7.5
FS 3977	Warner	TRYC	29.5
FS 4901	Smith	SAYC	38
FS 4468	Schaeffer	SAYC	45
FS 4752	Worth	SAYC	47
FS 387	Terhune Jr	TRYC	59
FS 4736	Summerfield	TRYC	78
FS 709	Terhune	TRYC	83
FS 3411	Kerdock	SAYC	90
FS 4302	Schemerhorn	SSYC	136
FS 3817	Cattanaach	MBC	141

The Second "Sandy Douglass/ Jack Orr Invitational Regatta"

by John Pridmore

Twenty-three Flying Scots were present for the Second Douglas/Orr Regatta hosted by Fleet 177 at the New Haven Yacht Club on June 3rd and 4th. This is the first Regatta in the Greater New York/New York Lakes and New England area in 1995.

Two members of the Special Olympics, Connecticut Team, competed against some of the best helmsmen and crew sailing Flying Scots today.

Steve Bellows came from Pensacola, Jim Cavanagh, Gary Powell, David Ryan, Vicky Stump came from New England, Griff Williams came from the New York Lakes Districts and there was Greater New York representation from Moriches, Sprite Island, Candlewood Lake, Riverside, Sayville and New Haven and Jeff Condon came from Rhode Island.

Tides were very low in the morning but with the Special Olympics being held in July and with many other regattas scheduled in Greater New York, the Lakes and New England, this was the only available weekend. Storms were predicted for late afternoon on Saturday.

Forest Rogers was the Race Officer, fresh from his win in the Mid-Winters Challenger Division and getting in more practice in officiating as he is the Race Officer for Course Bravo, the Flying Scot Division of the Special Olympics. He was ably assisted by members of the New Haven Yacht Club with stake and chase boats. The chase and mark boats were organized by Chris Owens, Deputy Safety Official for the International Special Olympics. Boats were volunteered by local power squadrons.

After a short postponement to ensure everyone was on the water, the course was set as a windward/leeward with winds out of the South at 8 to 10 miles per hour.

The Second "Sandy Douglas/ Jack Orr Invitational Regatta"

	Race 1	Race 2	Race 3	Race 4	Points	Position
5007 Steve Bellows Estrella Barret	1	1	7	2	10.5	1
4429 Gary Powell Taylor Smith	5	5	3	5	18	2
6 Jim Cavanagh Matt Chauvin	2	12	4	1	18.75	3
4969 Paul Jon Patin Brian McGuinness Christine Diresta	3	11	1	7	21.75	4
4935 Dave Jacobsen John Cooke	4	9	2	9	24	5
4619 John Pridmore Peter Beam	7	3	11	3	24	5
5019 Harry Carpenter Bill Dunham	11	4	5	6	26	7
4916 Brian Hayes Melanie Dunham	6	8	8	4	26	7

Trevor Davey, my regular crew, was unavailable this week and I had asked Peter Beam to crew me. Peter was very active in FS but in recent years has sailed very infrequently. However, he was second to Andy Fox in the Nationals, in Massachusetts in the eighties and whenever he entered the Mid-Winters, was never out of the top ten.

Checking all angles before the start, Peter (sailing for the first time at New Haven) said to me that in this regatta, we had to have good starts and go left of the course to get out of the strong currents and incoming tide.

People that went left, made out big; those that went right got hammered. The results of the first race showed who got it right.

The second race remained the same and Peter made sure I went left, left and left again. We held the lead on the twice around, windward/leeward course until the last 100 yards. Two boats below us, experts Steve

Bellows and Joe Gulick, went right before we did and the massive shift gave them first and second in the second race.

The front came through in the late evening and the wind was blowing strongly for the first race on Sunday morning. Again, a windward/leeward course was won by Paul Jon Patin from Sayville. Peter Beam said to me at the start of the fourth race that the boat end was heavily favored; everyone else was at the pin and we again crossed the fleet but Jim Cavanagh and Steve Bellows never missed a shift and gradually overhauled us.

Everyone thought this was a tremendous regatta. Forest Rogers was a terrific race officer and it was great to see members of the Special Olympics team in training. (And I learned a lot of new things from Peter Beam!)

Conditions Perfect for Fourth Full Moon Regatta

by Bill Ewing, FS 4246

GREATER NY DISTRICT REPORT

Fleet 157 scheduled . . . and received beautiful, warm sunny weather with six to twelve mph wind from the NNW which prevailed for the five races held Saturday, May 20th at Monmouth Boat Club in Red Bank, NJ.

Despite my failure to meet the January deadline which prevented Scots n' Water publicity, 17 boats from seven different yacht clubs enjoyed (?) the challenging winds of the Navesink River. For those who like old cars or good food, the Red Bank River Festival was also being held; and many crews enjoyed the show at lunchtime and following the regatta.



At the end of the day, Bill Ewing with Dan Vought crewing won "A" Division, while Toms River sailors Matt Smith and Allan Terhune, Jr. finished second and third. Ken and Anne Korby, also from Monmouth

Boat Club, took honors in "B" Division with Jackie and Bruce Cattanach and Melanie Dunham and Forest Rogers finishing second and third.

RESULTS

Pos	Skipper/Crew	YC	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Bill Ewing/Dan Vought	MBC	1	1	1	1	(2)	3
2	Matt Smith/Owen Carlon/Heather Kritch	TRYC	5	(8)	2	3	3	13
3	Allan Terhune Jr./Mike Cornelius	TRYC	2	2	6	5	(8)	15
4	Jeff Lines/Bruce Longo	TRYC	4	5	3	(10)	4	16
5	Bill Warner/Bill Warner Jr.	TRYC	(17)	3	9	2	5	19



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Regatta Gods Were Smiling at the Wife/Husband

by Bill Ewing, FS 4246

Four years after our first Wife/Husband Championship at Berlin, Ohio, Eileen and I sailed to our second title in three attempts. Our only other W/H regatta was a second place finish at Deep Creek in '92. This year's version had 51 teams from 15 different states.

Conditions at Lake Norman were very much to our liking with winds from the ENE at 8 to 13 mph. The windward-leeward courses had the luxury of an offset mark and the opportunity of a gate at the leeward mark. Excellent race committee work was performed by chairperson Pat Seidenspinner and coordinator Don Sweet. Cloudy and misty skies kept most other pleasure seekers off the lake this Memorial Day weekend.

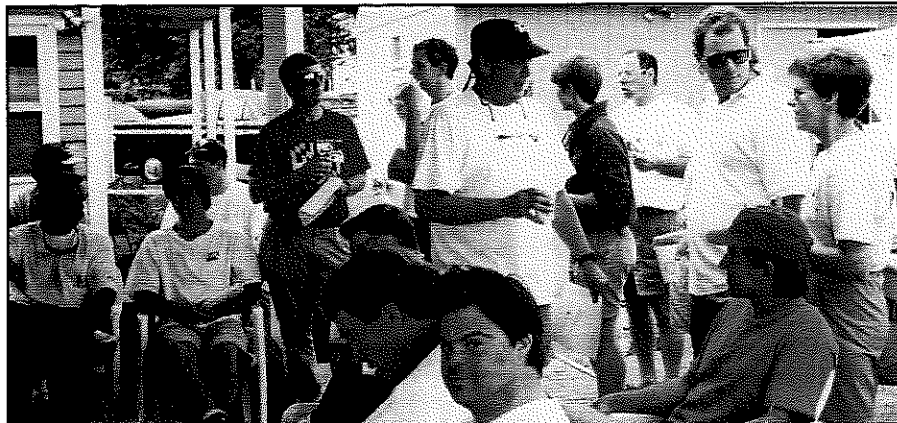
We arrived in our new (used) motorhome and spent Friday wondering how we were going to manage in this 90+ degree weather with winds ranging from zero to two mph. Plenty of cold drinking water looked like the order of the day.

Saturday and Sunday's weather, however, was not to be confused with normal conditions for this time of year . . . according to local knowledge . . . how many times have we heard that one! We left the dock for race one with just enough time to set the spinnaker for the first time since last August and get to the starting line in time to check in. We got a pretty good start near the pin. Thinking the wind would go right, we played the right middle only to lose to the boats who went left, rounding the first weather mark sixth. The local team of George and Wendy Evans (FS 3519), sailing their first W/H, rounded first and held on all the way to win over our rapidly closing *Audaciter* (FS 4246).

After we had a delicious lunch, race two was held in similar conditions, with the course being shifted a little toward the East. Rob and Patricia Fowler (FS 2095) from next year's host site of the W/H regatta in Chattanooga, Tenn, won race two. We finished fourth, but were now leading the series. After a sixth and seventh in the first two races, Harry and Karen Carpenter (FS 5019) showed everyone why they are the only three time winners of the Wife/Husband Championship by leading at the first mark and extending to win race three handily. At the end of day one, we led followed by Carpenter, Fowler and Mary Jo and Paul Blonski (FS 2843).

Sunday's weather was similar, but a tad more moist than the previous day. Race four saw the two leaders emerge at the weather mark with Carpenters leading and Blonski and Joyce and Rob Spring (FS 5015) battling with us for second. This pattern would hold for the rest of the two lap race. We were barely holding second all the way around until the last 100 yards to the finish when Blonski and Fowler both passed us. Now, the plot thickened as Carpenters, with two consecutive bullets, were within one and a half points and could win if they finished two places higher than us.

We saved the best for last, however, and won the last race and our



The hospitality of LNYC was very apparent at Saturday night's dinner and party, which included delicious food, plenty of beverages and a delightful three piece band for entertainment. Larry Vitez served as MC to give away the many prizes donated by numerous and generous sponsors of the event.

second Wife/Husband Championship. We were really happy about this win and thankful that the regatta gods decided to bestow more than our share of good luck upon us. It takes some skill to win a sailboat race, but we'll take luck to win a regatta any time!

Thanks to all who made this a very enjoyable and memorable regatta, especially Marti Worthen, Regatta Chairperson and MC extraordinaire! See you next year in Chattanooga.

People often ask us about our bold yellow lettering on the side of our Scot. Most often they want to know how to pronounce it, not what it means or why we decided on it. To clear the whole thing up, we named our boat Audaciter because it is on Bill's family crest. For pronunciation and definition, take your pick:

Au dac'ĭ ter — n., one who has the courage to take risks; one who is boldly forward; one who is recklessly daring, as in "Bill had the audacity to port tack the fleet at the start."

Aud'a ci ter — adj., how sailors feel when they come back from a race as in "out of beer."



Our Boat Name

by Eileen Ewing, FS 4246

Scots 'N Scouts

by Steve Hartman

Fleet 135 sponsors a Boy Scouting event in which 64 boys learn to sail Flying Scots and earn the Small Boat Sailing Merit Badge.

Saturday, May 6th, 6:00 AM:

The dawn's first light hinted over the trees behind the sailing shelter. A few birds were stirring and I could begin to see through a veil of ground mist several hundred tents out in the meadow. This was the Prairielands Council 1995 Spring Camporee for Boy Scouts.

A few of the adult leaders and organizers were already up, reviving coals from last night's campfire to make coffee. Ordinarily, the Prairielands Council may expect 200 to 250 scouts for this annual event. But this is to be the Sailing Camporee. There are close to 600 here this morning. Anticipation is high. Scouts have been looking forward to this for months. The sun, the water, the boats; its all here, boys!

I first held one of these in 1989 at Clinton Lake and it was almost as

big then as now. I have been frustrated over the years with my attempts to bring large numbers of youths into sailing, but found that with Boy Scouts I had not only a captive audience (I'm the scoutmaster) but also the boys come complete with safety training, insurance, adult supervision and brilliant organization, which makes this almost a no-brainer.

I divided the merit badge requirements into three categories:

- 1) Those to be done at the troop level between the scout and his scout leader, such as knots and swimming.
- 2) Basics of terms, wind, points of sail, rules and methods, which I taught in three seminars.
- 3) The on-the-water skills at the helm and crewing.

As well as those who actually completed their merit badge there were perhaps 250 more who sailed on the 10 Scots I had on hand and also several cruising sailboats from our association who heard of the event and volunteered.

When I recruited the sailing instructors I laid a guilt trip on them that worked: Who showed you how to sail? If it hadn't been for that person you wouldn't be in sailing now. Well, it's payback time, so be out there.

All this is meant to show FSSA fleets that they, too, can grab their local Boy Scout and Girl Scout councils and get the kids out on the water in Flying Scots. You don't have to be registered with BSA, just volunteer. Believe me, it's rewarding and fun.

I have a complete recipe for how its done, co-ordinating established BSA practices with your association, physically moving the kids from shore to the boats in a way to optimize the energies of your volunteers and get the most sailing in. I will be delighted to share this with anyone who thinks they should be trying harder to get kids into sailing, if there are any of you out there (guilt! guilt!)

Steve Hartman
FS 4305 Fleet 135

Cruising Cape Horn

by Bill Langlois, FS 768

I am writing this on a flight from Buenos Aires to Miami at 2 a.m. A man flying with us has a broken nose from being hit by his J24 boom in the Pan Am games. My wife and I are returning from a sail around Cape Horn.

Last December, when we borrowed a boat from Cal Hudson to race in Sailfest, we mentioned our plans to sail around the Horn and he suggested that I write an article for Scots 'n Water if the trip materialized. Here is the article and thank you Cal for the opportunity to sail in Sailfest.

We started and ended our sail in Ushuaia at the southern tip of Argentina. A Boeing 737 with high power unmuffled engines was required to land there with a cross wind of 50 miles per hour.

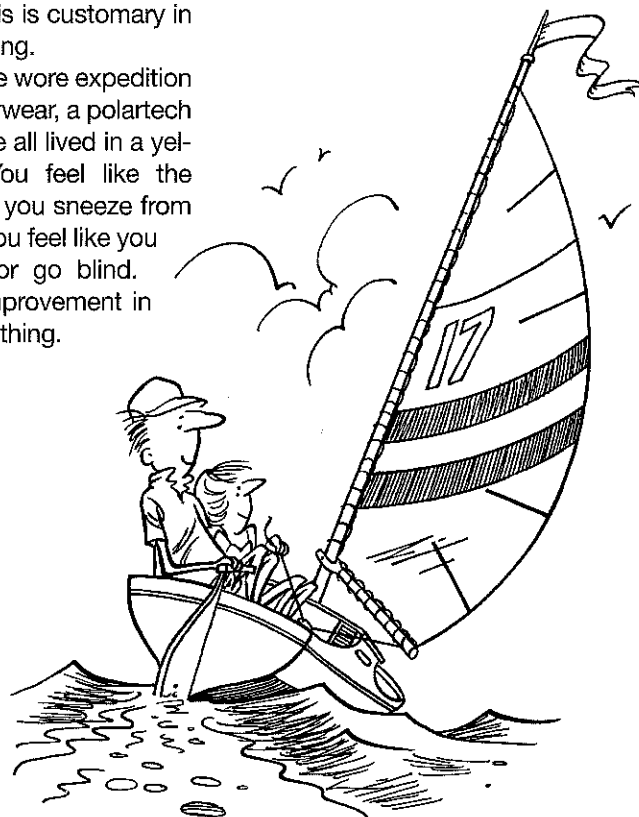
The crew was a professional captain from Scotland, a gourmet cook from England, three sailors from the West coast, my wife Carol Cutshall, and myself. The captain and the cook are climbers and take sailing and climbing expeditions to the Antarctic. After our trip, they were leaving for a climb in India.

The boat is named Pelagic and is owned by Skip Novak. He designed and built the boat based on his Whitbread racing experience. It is 53 feet long, made of steel, and has a diesel heater. It has a 7000 pound centerboard with a power winch and a kick up rudder. The jib and staysail are both roller reefing. The mainsail has cheek blocks attached to four reef points, full length battens, and layers of sailcloth sewn over each seam. You stand on the boom to pull down the luff then winch the leach down when reefing down wind. With four reefs and no head sail, the boat did 9 to 10 knots in 40-50 knot winds. This boat was on ESPN going around the Horn and will be going to the Antarctic with ESPN and Gary Jobsen in 1996. No knives were on deck and lines were wrapped and not tied on cleats as things sometimes happened very fast with Willywaws spinning off the mountains at up to 100 knots.

The weather was extreme. For three days, the isobars on the weatherfax were very close together around a low over 1000 miles wide with winds at force 10. Two entries in the single handed around the world race were reported missing. We waited in a protected inlet the Chilean Navy let us use until the winds died down to under 40 knots. This inlet was protected from everything but Willywaws which caused someone else's soup to fly over two fiddles and into my face. Some nights, the temperature caused ice to form on deck. Fronts came through every hour or two. Warm fronts were preceded by rain. Cold fronts were preceded by hail and then large flakes of snow that stuck to everything. When we ran out of fresh water, we filled the tank with jerry cans of water from a mountain stream. When the boat goes to the Antarctic, the fresh water tank is filled with wine. Water would freeze against the hull. There is no need for refrigeration in this part of the world. A whole dressed lamb was tied in the rigging and provided four meals. This is customary in this region when sailing.

To stay warm, we wore expedition weight thermal underwear, a polartech middle layer, and "we all lived in a yellow rubber suit." You feel like the Michelin man. When you sneeze from the inevitable cold, you feel like you will fill your pants or go blind. There is room for improvement in the design of this clothing.

When the wind died to under 40 knots (estimated as wind instruments last a few weeks in this weather), we completed the trip in very confused seas left over from the huge low and in increasing winds. The seas were like a 15 foot power boat chop on an inland lake with some foam on top. Steering was very difficult. Fortunately, no one got sick although when I went below to reload my waterproof camera, I almost lost it. After the Horn, we sailed through thin solid ice and around bergs to the base of some glaciers at the south end of the Andes. You have to hear and see the huge pieces of ice calving or breaking off to truly experience it. When we left the country, the Chilean Navy gave us a certificate for sailing around the Horn. Not a lot of people actually do it especially this close to the rock. This was a trip with long periods of boredom for a racing sailor interspersed with periods of sheer terror for this sailor who had never been on a sailboat overnight before.



Scots On The Ocean?

by Bill Cronenberg, FS 4716

It had been a long hot day. Judy, Anissa and I had driven from Falls Church, Virginia and it was a relief to finally be at Wrightsville Beach. In years past the first thing we would do was to make a mad dash for the ocean and Anissa, our daughter, still does. But now that we travel with Hey Jude, our Flying Scot, I head straight for the boat ramp on the sound side of the island.

We were in the water and ready to tie up to the dock when four of our friends showed up and said lets go. The six of us were sailing through the flat water in the channel with little effort as the wind was blowing 10 to 15. What a great feeling to be back in salt water and good winds. Wrightsville Beach, NC is a great location for day sailing, exploring, and easy access to the ocean, which is where I was headed.

The inlet, about a half mile long, is narrow but deep and well marked.

Out of the lee of the island the wind was 15 plus, but with six adults and only a gentle swell rolling in, our close hauled course could not have been more comfortable. As we neared the end of the rock jetties and our escape to the ocean the swells became larger and the wind seemed to pick up. I was exhilarated, we only get to the ocean one week each year, and this is why I come. I suggested to the group that we sail out to the one mile marker before heading back. As we entered the open waters with only the horizon in front of us I remembered that there were only two of us on board with any real sailing experience. We were now in four to five foot seas and creating enough bow spray to cool off even the hottest day. I love the salty smell and the way your lips taste after catching a good spray. With our inexperienced crew I chose to head in, as I told myself, I'll be

back tomorrow.

We sailed to the next large flat spot between two waves and came about. It was a slow maneuver and I thought to myself this is going to be a great run, dare we put up the spinnaker? The first wave caught up to us and lifted the stern and we shot forward. At that moment I realized the disadvantage of having a crew of six. As the bow started to dig in, and I was having visions of pitch poling, I yelled for everyone to move aft. Even though I barked out this command in a style reserved only for racing sailors, my crew just stared back at me. As if to say, where do you think six people on a Flying Scot can go. Well at this point I had moved to the stern hoping to get the rudder back in the water and the rest got the hint and squeezed aft. We took several gallons of water in over the bow. If I

(Continued on page 19)

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Single-Handed Sailing is Fun and Rewarding

by Sarah Myers Russell, FS 3508

Single-handed sailing is a lot of fun, and it is not nearly as difficult as Mike Palm described it in the Jan/Feb 1995 issue.

I started single-handing my Scot, eight years ago, after racing Scots for many years. We were living in Miami then, and I enjoyed exploring every corner of Biscayne Bay. This meant that I also went aground a lot, which is no big deal in a Scot. I just pulled up the centerboard a bit, and either glided over the shallow spot, or changed course and sailed for deeper water. For the past two years, I have been exploring Charlotte Harbor on Florida's west coast. Exploring back waters is one of the joys of sailing the Scot. When my husband and I go aground in our 12 ton, 5 1/2 foot draft ketch, it is a **big deal**.

Single-handed day sailing and cruising are totally different from racing. Speed and constant attention to sail trim and weight distribution are not important or necessary. Although I must admit, it is fun working the boat to weather, trying to stay "in the groove". When sailing downwind in light to moderate air, it is time to pull out a soda or the water bottle, and maybe some munchies, and relax leaning back on a boat cushion with my feet propped up on the seat. In heavy air, before reefing, I often sail with a "dutchman's luft" in the main. That is, I let the main sail out until part of it is luffing. When beating, I can quite easily control my angle of heel this way as I feather up in the puffs.

My boat is a standard Scot which I raced as it was rigged by the factory. When I started single-handing, the only change I made to the rigging was to add a small jam cleat a foot behind the jib track on either side. This allows me to adjust the jib easily on a reach or run. One of my favorite things is to see how long I can ride a wave on a screaming reach on windy days. The Scot

planes so easily, and with rooster tails flying, the ride is exhilarating! I am quite lazy these days so I seldom fly the chute, instead opting to just pole out the jib, except in very light winds. Then I fly the spinnaker using the same gear I used in racing. Also, I almost never adjust the main cunningham, vang, or outhaul while underway.

For convenience, I have bungee cords running from the aft spinnaker sheet eyes to the eye strap under the centered tiller. These cords can be looped over the tiller and hiking stick, exerting equal pressure on both sides of the tiller to keep the boat on course while I use the bailer, or retrieve a soda or sandwich from the cooler under the stern deck. I keep other necessities handy too – a roll of toilet paper hung on a teak dowling strung from a brass hook glued to a small teak block behind the aft port seat, and a roll of paper towels hung similarly on the starboard side.

For safety when single-handing, I keep my anchor rigged at all times, ready to deploy at a moment's notice. It is a standard Scot anchor with 100 feet of line, to which I have added 10 feet of coated galvanized chain between the anchor and line. If I see a squall approaching, and realize that I cannot make safe harbor before it hits, I deploy the anchor, drop the sails and shove them under the port deck, pull out my boom tent from its hanging net under the starboard bow deck, and rig the tent to keep the cockpit dry. Then I sit in the bottom of the boat away from all metal until the squall passes. I keep a couple of boat cushions for lounging in the boat, and usually carry sodas, water, snacks, and the current book I am reading. Also, if there is any chance I might not get home before dark, I take battery operated running lights and a flashlight.

When I was working in a building with no windows, and just had to get

out on the water on the weekend no matter what the weather was, I had my sailmaker install reef points in my cruising main to give me a 50% decrease in sail area. He also built a small storm jib with about 40 square feet of sail area. I've never been able to control the Scot using just the main or just the jib, so this short sail combination allows me to single-hand comfortably and safely in winds to 25 knots.

At home on Pine Island, I have to negotiate 1/4 mile of canal, cross a small lagoon, and then sail thru a narrow cut to get out to Charlotte Harbor. When we first moved here I begrudgingly installed a motor mount on my transom and hung a two horse engine on it. Then I found when using the motor, that after reaching open water, I either had to remove the motor from the transom (impossible for me to do by myself) or be extremely careful on every tack or gibe so as to not wrap the main sheet around the motor. Murphy's law always scares me, so I quickly found it was much easier to leave my motor at home and just short tack in and out the canal and cut. When the wind is light and the tide opposes me, I sometimes have to paddle about 30 feet to transit the cut, but that is a small price to pay to avoid messing with the motor. Sailing in and out is also a good way to meet people. I'm the one of the few sailors in our canal community who sails in and out and I'm a 57 year old woman. Some of the fishermen can't figure out why I'm zig-zagging back and forth as I sail, instead of just heading straight up the canal into the wind – and I thought fishermen could understand wind and weather!

Whenever my husband leaves for a weekend of Boy Scouting, I load my Scot for cruising, and Cookie, my cocker spaniel, and take off for the weekend.

(Continued on page 19)

Single-Handed

(Continued from page 18)

When cruising, I carry two anchors rigged and ready to drop, one to port and one to starboard. Rubbermaid storage boxes and an Igloo cooler hold my food, cook pot, dishes, utensils, and back packing stove. I use a kerosene lantern hung in the fore triangle for an anchor light, and add a small fire extinguisher to the boat. My sleeping bag, air mattress, and clothes are stored in plastic garbage sacks in a hanging net under the port bow. For my bed platform, across the seats of the Scot, I use four pieces of 1/2 inch plywood, 18 inches by 4 feet. One piece has a notch in the center of one long edge for the main sheet Harken block. The plywood pieces are stored two each on either side of the centerboard trunk, and varying combinations of them can be used for a cooking table or for lounging.

Since I cruise in sunny south Florida, I keep an awning, rolled and hung beneath the port seat. It is 5 feet by 9 feet with three wood battens arranged to hold it flat when installed over the boom. I anchor it with 1/8 nylon lines and brass swivel hooks to the same eye straps used for the boom tent. Florida also tends to be buggy at dusk, especially around the mangroves where I like to anchor, so the awning has nylon netting on all four sides which is rolled up and secured with velcro when not needed. When the no-see-ums or mosquitoes descend, I fasten the netting in place with velcro, clothes pins and duct tape (masking tape does not stick to salty fiberglass!).

Other cruising equipment I carry includes a navigational chart of the area, extra flashlights and batteries, a weather radio, a water resistant AM/FM tape player with headset, binoculars, and books - guides on birds, fish, stars, and seashells. A sunshower (a black shower bag filled with water and hung in the sun to heat) is wonderful at the end of a hot salty day. I often swim off the Scot, and have a stainless steel and teak

swim ladder, manufactured by Step-On in Ft. Pierce, FL, which fits in a small bracket on my transom. I always carry plenty of water - a gallon for a day sail; two gallons per person per day, plus a couple extra, for cruising.

Cookie and I walk the beach twice each day, and if there is no dock. I beach the Scot. On a windward beach this is easy, but on a leeward beach, I sail within 100 feet of the beach and drop an anchor, letting the anchor line out until the stern is close enough to the beach to step off. When we are ready to leave, I shorten the anchor line to 30 feet, hoist sail, retrieve the rest of the anchor line, and off we sail.

Try single-handing, and you will enjoy it for the solitude; for being at one with nature; for the thrill of proving you can do it in all prudent conditions. Just keep an eye on the weather! Murphy's Law is always waiting to get you!

Scots On The Ocean?

(Continued from page 17)

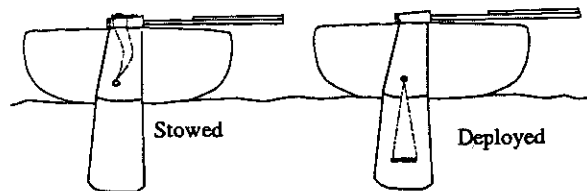
lived down here I would definitely install a splash rail on the foredeck! We were ready for the rest of the waves and in fact did fly the spinaker for an exciting run back through the inlet.

It was a great sail (maybe too short) and as it turned out we had a week of great weather and sailing, many hours of which were on the open ocean. We are normally sailing on Lake Arthur in Western Pennsylvania with fleet #80, but my thoughts are never far from the ocean. If you are headed for a coast line to vacation this summer, don't forget the Scot.



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On Sailing and Grandparenting

by Betty Struckhoff



Betty with Phil at the Whale of a Sail, Carlyle Lake, IL.

Dear Jim & Betty,

On a serious note about sailing and Grandparenting. You get a gold medal as Monica would say.

You have instilled a love and a skill that will be with Phil for life. The sparks you've lit include: encouragement to do his personal best; enjoyment of a hobby and how it can grow over time; responsibility of crew assignments and sailboat duties and care; joy of learning; and socializing with adults. We appreciate your efforts and what you've given Phil and hope you've gotten back half of what he's gained.

Love,
David & Michele

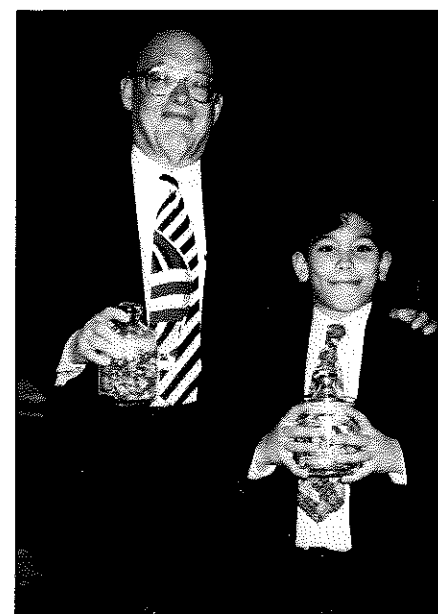
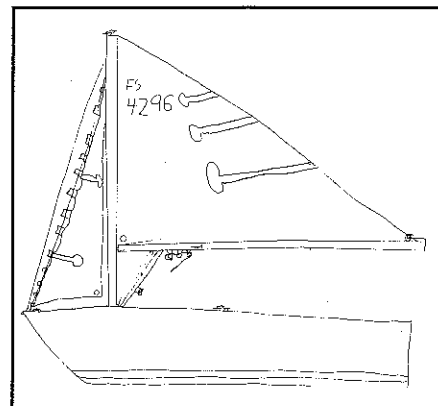
That note, handwritten by Philip's mom, arrived in our mailbox late last fall. The summer of '94 had been a busy and eventful one at Lake Carlyle. Jim was consumed by the U.S. Olympic Festival until mid-July, and we probably were falling a little behind in the grandparenting department. But shortly after the festival, Philip - then 8 1/2 years old, his 5 year old sister, Monica, and their mom and dad came out to the lake for a Saturday afternoon and

evening with us. Jim and I were spending the night at the lake to race on Sunday, and Jim suggested that Phil could stay over and race with us if he would like.

The rest, as they say, is history. Philip instantly took to sailboat racing and was with us every race day for the rest of the season unless a serious family obligation intervened. We would pick him up around 9 AM on Sunday, but he was ready to go at 6 AM. He was a sheer delight to have on board, 90 pounds of pure enthusiasm. Once when the winds kicked up and I thought he might want to stay on shore, he was more than ready to go out and his competitive spirit inspired us to win the race.

Two elements in Philip's character are probably good predictors of a sailboat racing enthusiast. First, being a first grandchild, he has always related to lots of adults and enjoys the company of adults. Secondly, he enjoys intellectual challenges, particularly in a competitive situation. He has developed an interest in chess which seems to parallel his interest in sailboat racing; perhaps the ability to learn chess signals the capability of understanding some of the dynamics on the race course. Philip's questions and observations while racing showed that he understood what was happening.

Felicia Bamer, who has worked extensively with the junior sailing program at Carlyle Sailing Association, introduced us to the excellent sailing instruction book published by the American Red Cross. We purchased it and kept it in the van which we always drove to the lake. At first Philip resisted reading the book. He told us we were not to make sailing like school. We didn't push, but the book stayed in the van. By the end of the season he was usually reading some part of it on the way home. About that same time, he and I took a trip to the library and



Papop (Jim) at the Carlyle Lake Sailing Association Awards Banquet. The trophies are jars full of candy.

found an attractive picture-book which explained some of the different dinghy sailboat designs. He devoured the book in one sitting as soon as he was home. Perhaps it inspired his sketch of the Flying Scot which was his own idea and was drawn completely from memory.

Socializing with others is an integral part of the racing experience. At Carlyle Sailing Association, Philip quickly made friends with everyone in the fleet. "Good morning Phil" became the Sunday litany as everyone put their boats in the water.

(Continued on page 21)

On Sailing . . .

(Continued from page 20)

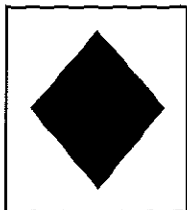
Philip was able to banter with adults without getting out of line. At one weekend regatta, Ted Glass decided to give Phil the usual initiation rite he reserves for all young men. (I remember him harassing Barry and EPM-3 Moore when they were teenagers.) Ted came up behind as Philip was eating his supper at a picnic table and locked his large hands on Phil's shoulders and spine. Phil's eyes got big as he froze in his seat. John Woodworth and others at the table assured him that his time was up; Ted had ahold of him and that was the end. Philip didn't miss a beat. Fork in hand, he just said softly, "Can I have my last bite?"

Having Jim Harris for a grandfather, Philip naturally would be tutored to combine the competitive and social aspects of racing in the subtle psychological warfare that Jim loves so well. By August or September it was obvious that our main competitor for the fleet trophy at Carlyle was Tom Pinkel. Jim would suggest that Phil tell Tom he was "looking a little pale this morning" as we rigged our boats. The gambit did not work though; Tom won the fleet championship for 1994 and is now trying to steal Phil to crew on his boat.

Has Philip found a lifetime passion? It's probably too early to tell, although we are all eagerly looking forward to the 1995 sailing season. And Monica, infected by her brother's enthusiasm, is pressing us to be included. Wherever this tack takes us, we have all gained an immeasurable reward, and our lives are richer for the experiences we have shared.

PROFILE

James Harris caught the sailing bug late in life. At 43, he bought an old wreck of a Flying Scot and began a relationship with the sport which has carried him until today. Twenty years after his first sail, Harris was recognized by US SAILING with the 1994 One-Design Creativity Award for his work on the Olympic Festival Regatta at Illinois Lake Carlyle last summer. Organizing a team of 140 volunteers, and working to get the state department of tourism to grant \$50,000, Harris drew an estimated 4,400 people to watch the event. A past commodore of the Carlyle Sailing Association, Harris helped build C.S.A. into one of the top one-design sailing venues in the country. In 1993, he matched his off-the-water exploits with a Flying Scot Masters title.



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Carolinas District						
48		Richard Fowler	195 Yacht Road	Mooresville	NC	28115
Greater NY District						
	0481	Robert N. Andrews	28 Sandhurst Drive	West Hartford	CT	06107
		Larry Marin	1009 N. Ontario Avenue	Lindenhurst	NY	11757
157		Humberto J. Canal	120 Woodgate Road	Middletown	NJ	07748
162	4386	Dan Preece	44 Browning	Bayville	NJ	08721
173	1916	Bill Fisher	348 Veresa Place	Sayville	NY	11782
Gulf District						
	5040	Joe LeBlanc	2126 Clinton Way E.	Martinez	GA	30907
118	2816	Thomas C. Grant	416 Meadow Drive	Birmingham	AL	35242
Mich.-Ontario District						
	0530	Richard Breitenfield	2615 Berkshire Drive	Muncie	IN	47304
	3096	Dale A. Cornish	367 Berkshire Drive	Saline	MI	48176
Midwestern District						
	5043	T. Alan Russell	8 Waters Edge	Paris	IL	61944
New England District						
11	3800	John W., Sean & Matthew Greeley	12 Marbee Road	Rockport	MA	01966
57	4585	Thomas E. Lewis	149 Randolph Avenue	Milton	MA	02186
N.Y. Lakes District						
	2090	Bruce Cranston	116 Clamstream Road	Clifton Park	NY	12065
	5031	Paul Willsey	1343 W. Genesee Road	Baldwinsville	NY	13027
161	4407	Clark Cooper	2213 Lynnwood Dr.	Schenectady	NY	12309
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Capitol District Championship

Fishing Bay Yacht Club, Deltaville, Virginia

... Hall gives sailing lessons at Capitol District Championships!

Noted sailing personality Graham Hall inspired, motivated, and challenged the districts' top Flying Scot sailors at their championship regatta at Fishing Bay Yacht Club in Deltaville, Virginia. Graham, sailing with a pick-up crew, repeatedly showed competitors the quickest way around the beautiful Piankatank River course.

Reigning District Champion Frank Gibson and David Neff of Selby Bay Sailing Club, threatened Hall all weekend long. Gibson, Neff, and Hall battled a persistently aggressive 14 boat fleet in near perfect conditions. Scot sailors from all parts of the region showed good speed, boat handling and cunning as they struggled to attain Capitol District's highest honor.

Blue skies, pleasant temperatures and moderate (to light) winds made for excellent Flying Scot racing. Fishing Bay's quick and efficient Race Committee set courses which were challenging and appropriate for existing conditions. The Protest Committee had no work to do, as everyone exhibited good sportsmanship and sailed "by-the-book". Yacht club members prepared a delicious steak dinner with all the 'fixings' and . . . ice cream sundaes for dessert!

When the final scores were tallied, Graham Hall was in first place for the overall regatta. Frank Gibson had edged out David Neff to, once again, become the Capitol District Champion. Leslie and Bill Bowie of Fishing Bay Yacht Club were fourth. In

the Challenger Division, Chris Coffing of the Norfolk Yacht and Country Club was the winner with Schemerhorn second.

A good time was had by all . . .

CHAMPIONSHIP DIVISION		
PLACE	NAME	SAIL NO.
1	Hall	4945
2	Gibson	4722
3	Neff	4884
4	Bowie	2870
5	Newell	5050
6	Bishop	1143
7	Bartlett	4637
8	Huffman	4786
9	Dickhoff	3703
10	Aldredge	3101

CHALLENGER DIVISION		
PLACE	NAME	SAIL NO.
1	Coffing	4762
2	Schemerhorn	2707
3	Manglesdorf	4178
4	Brewer	3798

1995 Midwest District Championships

Clinton Lake, Illinois — June 24 & 25

by Bill Vogler, Fleet 135, Midwest District Governor

Jerry and Sunshine Hartman won the Midwest District Championships for a record tying 6th time over a field of 23 tough competitors, June 24 & 25 at Clinton Lake (home of the "Glow"). Jerry has matched the legendary Fritz Hanselman of "Nutmegger" fame by taking a 2nd, 4th, and 1st in 3 races in light to drifting winds to dominate the competition from Minnesota, Michigan, Wisconsin, Illinois, Missouri, and Indiana.

The first and only race on Saturday was punctuated by a northerly jet stream which took a hike and left Clinton Lake helpless to produce anything but a "drifter". Jim Harris of Fleet 83 (Carlyle) drifted faster than anyone else and took the "bullet". The J. Hartmans and Tony Minniti with crew Chris Klis followed for 2nd and 3rd. The race committee called for an early start on Sunday hoping for decent wind and a chance for three races.

Race 2 on Sunday began in a wind that died to virtually nothing. Lynne Cook sneaked around the windward mark 1st and glided to his first victory ever in the MW districts in a race that was shortened at the gybe mark. Jim and Laura Walton floated in for second and Larry Klick and Walt Barniskis weren't too far behind for 3rd.

The "wind" gods answered the collective prayers of all competitors for the 3rd race and kicked up a 6-8 mph steady wind. Several crew even were seen to hike out on occasion! After a lot of jockeying around up to the first windward mark, Jerry and Sunshine Hartman sorted out the rest of the pack for a win on the modified olympic course which sealed their regatta victory. John and Susie Domangala cruised in for second followed by Larry Klick and crew.

For the first time ever, a "Fleet Championship" Trophy was presented to the fleet which scored their highest finishers of the regatta in an effort

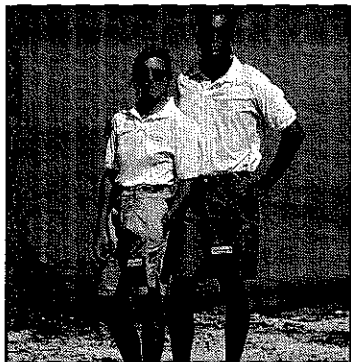
to build fleet rather than just individual interest. Jerry and Sunshine Hartman donated a beautiful plaque which is designated as a "traveling" trophy. It was only fitting that host, Fleet 135, won the first fleet championship as Jerry and Sunshine Hartman (1st), John and Susie Domangala (3rd), and Mike Hartman & crew (6th) collectively outpointed (46.75 pts.) Fleet 83 of Carlyle (Pinkel, Bamer, & Cook - 88.75 pts) who nudged out Fleet 114 of Delavan (McClurkin, Minniti, & Haak) with 89 pts.

It should be noted that Larry Klick, again, won the "Single Handed" race prior to the start of Saturday's competition in a light but decent wind in a boat that several people remarked was extremely fast!!

At a brief business meeting, it was determined that next years Midwest District Championships will be held in Door County, Wisconsin at Ephraim Yacht Club. It will be the 90th

(Continued on page 24)

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1995 Midwest Districts

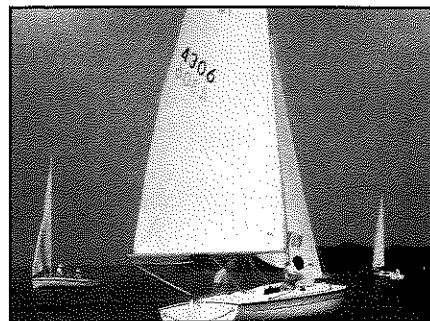
(Continued from page 23)

anniversary of their annual regatta and a gala celebration is expected. Jay Lott was elected District Governor.

CLSA Club Comments Corner

"Great job" and "high fives" goes to Fleet 135 (our fleet) for terrific participation (12 boats) which is possibly our largest turnout ever for any sanctioned regatta!! "Great job" is the word especially since we did so well against such high caliber competition. The top 10 finishers all have enjoyed success at the national level. Hopefully, our newcomers and those with light competitive experience will not get discouraged by not placing higher. Rather, now you've seen how you stack up against the best and will find ways to make improvements and above all else...have fun!!!!

Individually, it was exciting to see Jerry Hartman return from his back injury to do so well in the regatta. Congrats for tying the record number of victories in the MW districts. We are going to have to start adding a prefix to his name, "The Legendary", if he wins one more! He and Sunshine appear poised and ready to represent us at the nationals along with Bill Vogler and John & Susie Domangala who are all headed to Dallas for the NAC's July 17-21. Nice job also to Mike Hartman and crew for pulling down a 6th overall! It was great to see the Denharts (skipper Byron & crew Richard) motor along quite nicely in new FS 5003 for a very competitive 12th place, overall. Kudos to Chris and Dennis Hartman for coming out and showing the oldsters how to do it for a 14th place finish! Nice job to Bill Vogler for a good 6th place finish in race 2 but boo for being DSQ in race 3. Ken Waltsgott & Sharon Denhart in FS 4851, Dave & Beverly Stittsworth in FS 4749, & Mike Trautman & crew in FS 320 all showed flashes of skillful sailing in individual races with 14th, 12th, and 13th place finishes, respectively. Bill Vokac is to be commended for getting FS 391 moving along with such a "heavy" 3 man crew and taking an 18th place overall. Also, we were



Jim & Laura Walton, 4th place finishers Midwest Districts.

glad to see the Navy come out, with Craig Gummer and the Turquoise Turtle from Illini Cornfield Club do battle with Larry and Barb Bethard who are experiencing their first turns at the rudder in their "new" FS 3019. We are sorry Tim & Kim Lauffer came down too late to sail on Sunday from Chicago but are glad they joined as new Scot members (their penance). We sure did miss Dave and Judy Boyer who were basking in the sun on a yacht somewhere down in the British Virgin Islands with the Tolands. We also missed Will Theilman and Claudia Smiley who we thought might come out after their "tutorial" on the spinnaker recently.

Finally, I wish to commend and thank our voluntary committee chairs and members for their hard and diligent work in making the 1995 Flying Scot District Championships such a good success! Thanks goes to the following:

- Bill Freyman (Associate Race Director, Hospitality Director, & Race Committee member)
- Gale Saint (Race Committee Chair)
- Larry Colter (Race Committee member)
- Ron Domangala (Race Committee member)
- Sarah Freyman (Race Committee member)
- Francis Smith (Race Committee member)
- Bill Vokac (Registration)
- Larry Bethard (Race Results)
- Jerry & Sunshine Hartman (Awards & T-Shirts)
- Ken Waltsgott (Security, Safety, & Clean-Up)
- Steve Hartman (Food Service & Race Committee member)
- Mike Trautman (Food Service & Miscellaneous)
- Mike Hartman (Support Boats & Supplemental Food Service - Beer)
- Richard Denhart (Treasurer)
- Cheers! Bill Vogler, Race Director, 1995 Midwest District Championships

1995 Midwest District Championships, Clinton Lake, Illinois

June 24 & 25

Boat	Skipper	Races				place
		1	2	3	pts.	
FS 4140	1. Jerry & Sunshine Hartman	2	4	.75	6.75	1
FS 4530	2. Larry Klick & Walt Barniskis	10	3	3	16	2
FS 3577	3. John & Susie Domagala	5	11	2	18	3*
FS 4306	4. Jim & Laura Walton	6	2	10	18	4
FS 3951	5. Bob & Jim Schneider	11	7	4	22	6
FS 4305	6. Mike Hartman & Max Prusak	4	9	9	22	6
FS 3404	7. Jack McClurkin & Ted Spanbauer	7	10	6	23	7
FS 3076	8. Tom Pinkel & Ted Spandauer	13	5	7	25	8
FS 3952	9. Tony Minniti & Chris Klis	3	17	8	28	9
FS 3882	10. Felicia Bamer & Peggy Woodworth	12	14	5	31	10

*Tie goes to boat with most victories (IYRC rulebook - low scoring system).

Fleet Trophy for Best Three Finishes

1. Fleet 135 - Clinton Lake Illinois - J. Hartman (1st-6.75), Domagala (3rd-18), M. Hartman (6th-22) = 46.75 pts.

2. Fleet 83 - Carlyle, Illinois - Pinkel (8th-25), Bamer (10th-31), Cook (11th-32.75) = 88.75 pts.

3. Fleet 114 - Delavan, Wisconsin - McClurkin (7th-23), Minniti (9th-28), Haak (13th-38) = 89 pts.

Single Handed Race Winner - Larry Klick

STARTING LINE

SCOTT DECKER MEMORIAL REGATTA September 9, 1995

The Potapskut Sailing Association, home of Fleet 86, welcomes all Flying Scots and Force 5s. This benefit regatta raises money for children who have had amputations, so that they may attend college. Racing is followed by awards and barbeque. Ramp launches. Contact is Craig and Cristina Decker (410) 757-0188.

1996 NEW ENGLAND DISTRICT CHAMPIONSHIPS

Plan a Cape Code vacation. Come to the 1996 NE Districts at Harwich Port, MA July 27-28, 1996. Contact Chuck Winans (508) 432-4990 for details or (407) 234-3386 after Nov. 1.

SHORE ACRES YACHT CLUB FLYING SCOT INVITATIONAL September 9th and 10th

Fleet 31 welcomes you to join us at Shore Acres, N.J. for our annual Flying Scot Invitational Regatta. Come and enjoy brisk winds and great racing on Barnegat Bay.

For specific details regarding this regatta contact: Mike Sheridan (908) 254-2961. (D) 201-871-5552.

JUBILEE REGATTA PENSACOLA YACHT CLUB November 11 & 12, 1995

Scot and Thistle Sailors - Format: Planning 3 races on Saturday and two Sunday on the sparkling waters of beautiful Pensacola Bay. The Air Show will be held right overhead this weekend! Limited camping on grounds available. Great times and party! Contact Terri Swift (334) 368-2019 or PYC (904) 433-8804.

SAIL FOR THE GRAIL September 16 & 17, 1995

Lake Arthur, Moraine State Park, Near Pittsburgh, PA. Contact Kathy Kennedy (412) 963-8735.

THE GLOW IN THE DARK September 29, 30 & Oct. 1, 1995 Clinton Lake, Clinton, IL

Come join us for the good times, good racing, great people, and food extraordinaire. Contact: Jerry and Sunshine (217) 355-1220 or Mike or Steve Hartman (217) 359-5828.

GRAND ANNUAL REGATTA October 7 & 8, 1995 Cave Run Lake Morehead, Kentucky

Great times and sailing... Come join us for this classic regatta. Contact Steve Branner (304) 346-9673.

OPEN HOUSE REGATTA CORINTHIAN SAILING CLUB DALLAS, TEXAS October 21 & 22

Come join Fleet 23 in our annual Flying Scot Open House Regatta. We promise more wind than the '95 NACs and less wind than the '94 Wife-Husband Regatta. Moreover, we promise Texas hospitality, good eats and a great regatta. Contact Frank Richards (214) 995-0127 (W) or (214) 827-4434 (H).

Caveat Emptor

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

FS 2103 — Light blue hull/white deck. Two sets of sails, spinnaker, mast hinge, lifting bridle, trailer, outboard motor mount, cockpit cover, new rigging, and new Harken mainsheet block. Asking \$2700. Michael and Anne Karfopoulos New Canaan, CT (203) 966-6699.

FS 2854 — Customflex. Boat, trailer, sails. All in good condition. M.N. Main and jib. Never raced, no bottom paint. Light blue hull, white deck, cover, motor bracket, in Ohio. \$2950. Call George Rootring at 216-874-4541.

FS 2992 — Customflex with Pamco tilt trailer. Yellow hull, red stripe, and white deck. Good condition \$3,500. Dan Treadwell, Austin, TX 512/219-1062 (Home), or 512/984-5205 (Work).

FS 3598 — 1982 Douglass. Ivory with green stripes. Almost new Schurr sails and never used spinnaker. Cover and new 3 hp outboard. New trailer. Total price \$4,950. Located at Smith Mountain Lake, VA. Dan Frakes Tel: 703-576-3397.

FS 4233 — Ivory hull deck, red stripe. Schurr sails, windowed. Tee-Nee trailer with spare. Never raced, seldom sailed, garage stored. Includes anchor, ropes, life jackets, bumpers. \$5,900.00 (412) 869-4117.

FS 4249 — Douglass; white/blue trim; excellent condition; 2 suits sails; race rigged; good race record (Fleet Champion 6 of last 7 years/1st 1994 Canadian Championship); no trailer; will deliver to a purchaser in the Northeast; \$5,700.00; Robin Collins (Toronto) 416-444-3959.

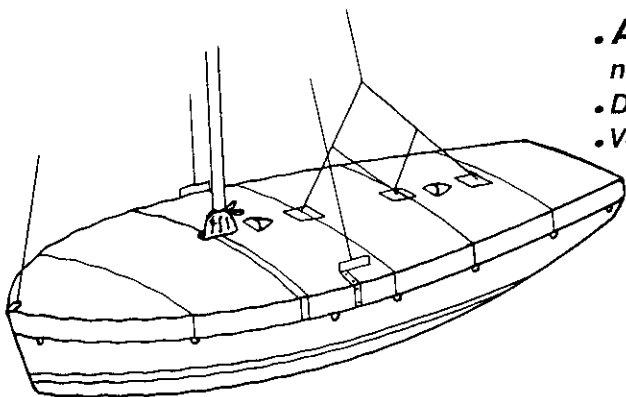
FS 4385 — Douglass built '87. White hull with blue pin stripes, blue full boat cover, motor mount, Tee Nee trailer, roller furling jib. This boat has less than 50 hrs. sailing time since '87. Exceptional condition. Anxious to sell. Anthony Macaione, Aurora, Ohio (216) 562-5031.

FS 4490 — Completely race equipped. White with red trim. 2 mains, 2 jibs, 2 spinnakers. Bow flotation bag. Galvanized trailer with nose wheel and spare wheel. Cockpit cover. Excellent condition. \$6200.00 Jack Huling (614) 882-4591. Westerville, Ohio.

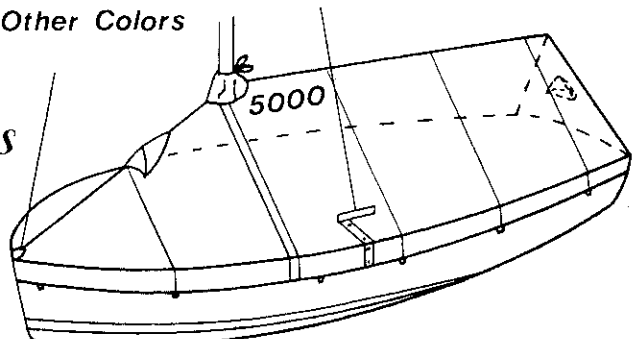
FS 4645 — Douglass, silver & navy stripe, Tee Nee Trailer and spare tire. 3 Schurr sails, compass, motor mount, canvas cover, never raced, garage kept, immaculate \$4,000.00. Greensboro, N.C. (910) 342-0123 (days), (910) 349-6110 (nights).

FS 4792 — 1992 mint condition: white hull and deck still shiny. Schurr sails w/window, galvanized Trailmaster Trailer w/spare tire and nose-wheel jack, outboard motor bracket, jiffy reefing, blue boom tent, skirting, trailing/mooring sailor's taylor. Harken Cunningham, Harken blocks, seats, lifting bridle, rigged for spinnaker compass, anchor, paddle, etc. Free delivery East of Mississippi River. Must sell. Asking \$8800. George Waginer, 100 Old York Road #E1106, Jenkintown, PA 19046. Phone 215/885-4361.

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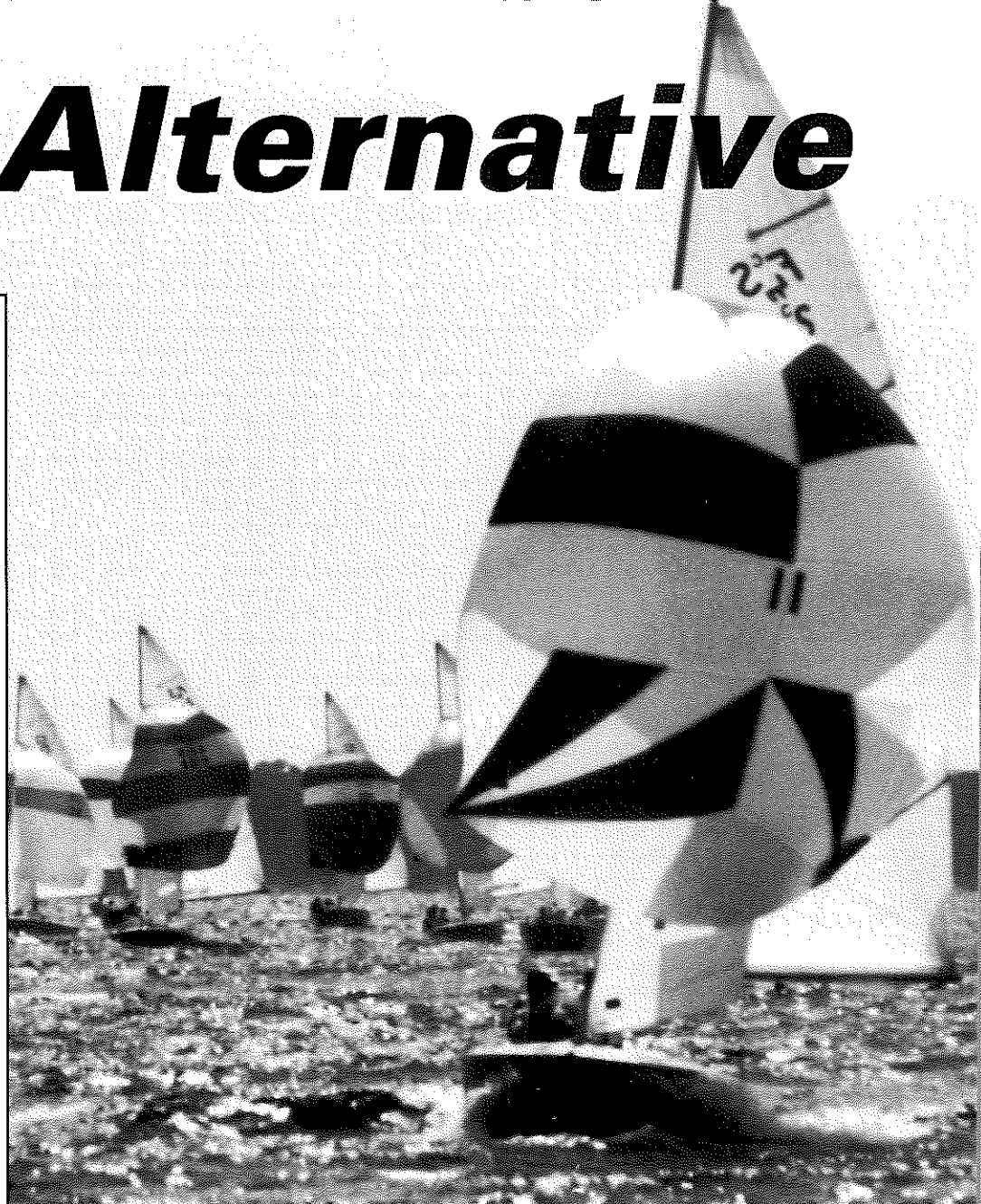
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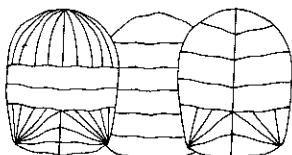
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