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Scots n' Water

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TO THE EDITOR
Lynne "Sunshine" Hartman

Dear Editor

Open Letter to FSSA President

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

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

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

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

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

About the .5 oz. chute, when the decision was made to limit its use and grandfather in the ones in existence, the person making this decision had no idea that skippers would do what they are getting away with. He, being a gentleman and fair person, thought that in a couple of years the .5 oz. would be blown out. However, some went out and purchased any number of .5 oz. chutes and stored them. Another method of circumventing the rule was to replace each panel while maintaining the lower panel where the date and stamp is located. Again, a few people's actions affecting many.

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

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

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

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

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

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

Forest G. Rogers - FS 4096

Date Sept. 20, 1975
Boat No. 269 Name - Marion Queen of Scots
Skipper, Ed Lockey, crew - Eddie and Grant Lockey
No. 1. No, we did not go over
No. 2. Yes, we beat No. 284
No. 3. No, I do not have No. 269 anymore but I do have No. 4291 and still race. Better than this I hope.

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

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

First, for the bag: It comes with straps, mounting hardware, two wood blocks, fiberglass sheets, and instructions. The two blocks are attachment points for the short strap that crosses the bag perpendicular to the keelson. One of them is visible in the bottom photo in Harry's article in the March/April issue. The first step in the installation is to glass these to the hull. The resin and hardener are not included in the kit. I found the sketch in the instructions, the blocks to be in conflict with the written instructions, at least as I interpreted them. The sketch indicates that the distance between the two blocks should be 25". The text says "lay the uninflated airbag in the bow to be sure the position of the blocks is correct."

When I did the latter, and placed the blocks on an arc 27" back from the bow, as indicated by the instructions, they wound up about 30" apart. Since the shorter strap wasn't even this long, I assumed the sketch was correct, and I glassed in the blocks using the 25" dimension apart. When the bag is inflated, then, the blocks wind up somewhat under the bag, which forced me to inflate the bag after screwing in the straps. My guess is that the blocks should be located 27" back from the bow, but a little farther apart than 25". I think 30" is about right, and then the installation would come out looking like the photo.

Next, when glassing in the blocks, I assumed that the smaller of the two fiberglass pads provided for each block was to be placed between the hull and the block, as kind of a glue pad. The instructions don't say. The hull is so sloped at the attachment location that the blocks have a tendency to slide down. I could have avoided this problem if I had done the fiberglass in two steps. The first step should be to use the small glass pad and "glue" the
block in place, using masking tape to hold it in the correct location, until the resin sets and holds it. The second step would be to place the larger glass pad over the top of the block, to complete the installation. I had no problems with the other strip, and the completed installation looks fine and functional, except that you can’t see the two blocks: they are under the bag. It’s possible that they will abrade the bag and wear it, but we’ll see.

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

I used Harry’s very clear instructions to locate the center of the port, between the rudder post and motor mounting plate. Then I drilled a 1/10” diameter hole at this location, from the inside. Next, I removed the bottom gudgeon from the stern. This was necessary, to allow the base plate of the scroll saw to slide on a flat surface. Then, I covered the whole area that the saw base plate would traverse with masking tape, to minimize scratching. I relocated the center hole, and using a compass, scribed a circle on the stern (now covered with masking tape) with a diameter equal to the diameter of the female portion of the inspection port. Then I drilled a 1/4” hole tangent to the inside of this circle, so I could insert the blade of the scroll saw. I used the finest blade I had, which was a hacksaw type. The pivot arm on my scroll saw let me set a hole radius of just the right size. Because of the base plate, I can’t set a radius smaller than 2”. The saw cut the hole perfectly. The rest of the installation was straightforward. I used GE Silicone II Bathroom Tub & Tile Sealant, to bed the inspection port and the screws holding it in. Then, I replaced the gudgeon, to finish the job. It’s a good idea to mark the “up” direction of the gudgeon, before removing it.

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

Sincerely,
Michael Gold, FS 475 Fleet 19

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

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

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

Thanks a lot,
Sunshine

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JULY/AUGUST 1993 5
Fowler Beats Carpenter in Atlanta

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

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

Mark McCormick from AYC battled Fowler all the way around the course but ran out of time and finished fourth just behind Fowler. Bill and Kathy Robertson sailing their first regatta this year had good boat speed and were close behind in fifth. Ed Sandke and his wife took their two small children out for the first race (a true family boat) but the wind was blowing just a little too much. They finished sixth. Bill Ross and his wife battled Neil Matthews and Jim and Rosalind Grefnell all the way around the course and often found themselves “very close”. Not to worry, they are all good friends, now.

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

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

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

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

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

Whit & Lisa Kendall FS1790

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FLEETS IN

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

GRANDE MAUMELLE SAILING CLUB
HAWG WILD REGATTA 1993
Memorial Day Weekend 1993

Flying Scot Fleet

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by Chuck Bencik, Secretary, Fleet 176

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

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

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

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

Initially, participation in monthly races was light. The Fleet was bi-polar: even today, we're split almost evenly between the L.A. basin and the San Diego Bay area. We decided to concentrate on each area once a month. By holding a second regatta each month "up north," - Marina del Rey, Alamitos Bay, Dana Point, and several good reservoir lakes, - fleet members at both "poles" can get together with less time on the freeways. And excellent sailing venues such as Lake Skinner and Lake Cachuma afford spectacular views and even camping, with none of the metropolitan bay crowding along the coast.

Partying after races is limited during our Fall, Winter and Spring regattas: easily sunsets put pressure on to commute back before the freeways get swamped. But our summer get-togethers are blessed with singers, musicians and sailing comics. Graham Hall and Tom Ehman have done shore seminars for those new to spinnakers. We're blessed with experienced members like Chuck and Bev Hoffman. And we're challenged by intriguing cruise possibilities: Mexico's Sea of Cortez, Lake Mead near Las Vegas, maybe even Catalina or closer island groups offshore.

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

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

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

Lake Skinner was beautiful in October for a regatta. We had the lake practically to ourselves.
1993 Warm Up Regatta

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

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

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

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1993 Midwinters

Championship Division Winners and Crews

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

The second race (back to back) started with great winds, but the sea breeze never came in and a small front did blow through leaving light air, heavy current and rain for the last legs. Jerry Hartman, with crew (me) managed a bullet (these are our conditions). The Challenger division was won by Forest Rogers with crew Melanie Dunham and Richard Fleury.

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

This was started actually at the Warm-ups in Ft. Walton Beach. It seems that Pat Manicchia's Crew Scott Kassel fell overboard during the first race. While in the water, since Pat couldn't get back to him real fast he was nicknamed Bob (since that was what he was doing). Well, it seems that Scott/Bob brought a flu bug from Illinois that was the high temperature, chills, sleep 20 hours a day, have no energy, feel rotten type that spread to all the people that asked him how his first race in Florida was...many people were stricken.

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

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

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

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

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

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

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

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

MEMORIAL
By Bill Pope

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

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

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SCOTS N’ WATER
Charles Rettie

Charles S. Rettie, 78, insurance co. worker

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

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

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

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

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

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

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

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

He is survived by his wife, Elizabeth P. Rettie of Greenwich; one sister, Lelilia R. Wilse of Eilenton, Fla.; two nieces and many cousins.

Burial will be private and at a later date.

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

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April 21, 1993
IF I ONLY HAD A CRANK
(to the tune of “If I Only Had a Brain” from the motion picture, “The Wizard of Oz”)
Parody by Chuck Bencic
© 12/9/92
Original music
by H. Arlen
I'm just sittin' here and waitin'
But I'm not goin' sailin'
And guess who I can thank?
I'm all rigged and I'm floatin'
But I can't go sail-boatin'
Cause I haven't got a crank.
I've a tiller and a muth hat, 'n'
Muh sail has ev'ry batten,
But let me just be frank:
If there's one thing I ought'er
Have right now, 'twould be a motor
'Cause I haven't got a crank.
No joke: my last one's broke.
Now if that don't take the prize
(I've another, but it's not the proper size;
No, what I meant: it isn't bent).
I am not an oil tanker
And you can't spank my spanker
'N' my stoke-hold you can't stoke.
I'd a yen to go sailin'
If I wasn't always ballin'
And a-floggin' and a fiallin'
'Cuz my name's the biggest failin':
It's not 'Koch.'

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For your photo contest

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

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


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

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

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- FL-Green
- FL-Pink
- FL- Orange
- FL-Raspberry

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SCOTS N' WATER
**Starting Line**

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

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

August 28th & 29th, 1993
7th Annual Flying Scot Invitational Regatta & New York Lakes District Championship
Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, 518-877-8731. Peter Seidman, FS 4254 Governor, NY Lakes District.

September 11-12
Massapoag Annual Regatta
Fleet 76
Sharon, MA
This annual event is a five race series on beautiful Lake Massapoag. There are three races on Saturday followed by a Cocktail hour and then dinner party on Saturday evening. Sunday features two races followed by lunch and awards. Contact: Randy Rubinstein, 255 Mansfield St., Sharon, MA 02067, (617) 784-3075.

September 11th and 12th, 1993
Barnegat Bay Fall Invitational Regatta
Fleet 31, Shore Acres, NJ
Fleet 31 will host their third annual Barnegat Bay Fall Invitational Regatta on upper Barnegat Bay September 11th and 12th. Barnegat Bay is one of the best sailing areas in the country with fresh sea breezes and no current or tide. For information contact: Kris Smith (908) 234-9459.

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

**HOT TO TROT REGATTA**

September 18 and 19, 1993
Flying Scot Fleet #20. Portage Lake, Mi. (Near Ann Arbor and University of Michigan). Contact: Jean Thiel, Fleet Captain, 3660 Miller Road, Ann Arbor.

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

September 18 & 19
Whale of a Sale Lake Carlyle
Bernie Knight 314-453-5521.

Horrock/Prater Regatta
September 18th and 19th
The Sayville Yacht Club cordially invites all Thistle and Flying Scot sailors to join us for the annual Horrock/Prater Memorial Regatta. Scot sailors compete for the Palmier Trophy. With warm water and fresh breezes, early fall sailing is great on Long Island! For specific details on either regatta, please contact: Robert R. Kaiser, 21 Elm Street, Sayville, NY 11782, 516-589-2467 or Paul J. Patic, 40 Bergen Lane, Blue Point, NY 11715, (516) 363-9069.

September 18 & 19
Ohio Districts
Lake Arthur, PA
Three races Saturday, cocktail party, dinner; Sunday Bridge-to-Bridge race (winds permitting). Fleet 80 invites all PA, OH, MD, KY, IN, and WV Scot sailors. Contact Dan Goldberg, 412-831-1042.

October 1, 2, and 3, 1993
The Glow In The Dark Regatta
Fleet 135
Clinton Lake, Illinois
Party Friday night, three races Saturday and Sunday. Contact: Jerry Hartman (217) 586-3575 or 355-1220, Mike and Steve Hartman (217) 359-5826.

October 2-3, 1993
Cave Run Sailing Association (CRSA) Grand Annual Regatta
Cave Run Lake, Morehead, Kentucky
Hosted by the CRSA and Flying Scot Fleet #165, this annual regatta features a spirited Flying Scot class, as well as others: Thistles, National One-Designs, handicap day sailors, cruisers. We will contest 3 round-the-buoys races on Saturday, followed by the Down-the-Lake-Race on Sunday morning. Camping is especially encouraged: the CRSA reserves a group spot in a well-developed campground near the marina in the Forest. For more information, contact: David J. Betts, 3346 Mantilla Drive, Lexington, Kentucky 40513. Phone (606) 224-3938.

**Oktoberfest**
Oct. 3 - 4
Fleet 127, Nashville, TN
Percy Priest Yacht Club

**Fleet 7, October 9-10**

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

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

**October 9, 1993**
Toms River Yacht Club
Flying Scot Regatta
Toms River, New Jersey
This five race regatta is the last leg of the New Jersey Flying Scot championship sponsored by the Monmouth Boat Club, Shore Acres Yacht Club and the Toms River Yacht Club. For additional information contact, Jim Leggett (908-234-0716) and Allen Terhune (908-349-8377).

**October 9 & 10, 1993**
Gulf District Championship
Fairhope Yacht Club
Fairhope, AL
For information contact Dan Kolenich (205) 626-7175

McDouggall
Oct. 17 - 18
Fleet 127, Old Hickory, TN
Harbor Island Yacht Club
This 24 year old event is celebrated annually with the traditional bagpiper in full dress. Private facilities, complete clubhouse. Ramp & hoist launch. Well maintained camp sites, nearby hotels & restaurants. Contact: Nathan Dozier, (B) 615/353-1473, (R) 615/352-1026.

**October 16 & 17, 1993**
Open House Regatta
White Rock Lake, Dallas, Texas
Good times, great company and superb racing plus a Texas Steak Dinner Saturday night. Home lake to the 1993 Midwinter Winner. Come join us! Contact Pat Manichia, 8123 San Fernando Way, Dallas, TX 75218, (214) 321-7232
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<td>4186</td>
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<td>John J. Burger</td>
<td>52 East Utica Street</td>
<td>Oswego</td>
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<td>43</td>
<td>309</td>
<td>Robert H. Zimmerman</td>
<td>309 Bradford Parkway</td>
<td>Syracuse</td>
<td>NY</td>
<td>13224</td>
</tr>
</tbody>
</table>
### Fleet #  Boat #  Name  Address  City  State  Zip

**Ohio District**
- John Butler  4509 E. Stonehenge  Port Clinton  OH  43452
- Phil Keller  1505 McPherson Blvd.  Fremont  OH  43420
- 1 1996  John Larson  6145 Salem Road  Cincinnati  OH  45230
- 1 1439  David A. Doster  5241 Lexington Court  Mason  OH  45040
- 1 2253  Patrick M. Glazier  8600 Nottingwood Drive  Cincinnati  OH  45255
- 1 5558  Kevin C. Toogood  7465 Huelmeberry Ln.  Cincinnati  OH  45242
- 1 1379  Wray VanVoorhis  3411 Oakmont Avenue  Dayton  OH  45429
- 37 1087  Ross Long  57 Yorkshire Rd.  North Canton  OH  44720
- 65 0037  Karl Reed  5721 Frank Reed  North Canton  OH  44720

**Pacific District**
- 1717  Pennie Huntington  2913 E. Waverly  Tucson  AZ  85716
- 40 0851  Robert S. Cardwell  140 Camino Del Mar  Inverness  CA  94937
- 85 co2609  Nancy Hargis  4153 Indigo Court, NE  Salem  OR  97305

**Prairie District**
- 167  Lee Moe  R.R. 3 Box 92  Pelican Rapids MN  56572
- 4612  Keith L. Carson  Route 1, Box 125A  Pequot Lakes  MN  56472

**Texas District**
- 2217  Daniel A. Wilson  11009 Remnick  Houston  TX  77096
- 3296  Fred Stow  4039 Dunne House  Houston  TX  77025
- 23 2714  Tom Miller  24 Pringle  Rockwall  TX  75087
- 23 co0858  Michael N. Mitten  7740 McCallum #330  Dallas  TX  75221
- 32 4709  Candace Cady  6722 Winton Street  Dallas  TX  75214
- 32 4709  Jim Riley  3314 Avenue O  Galveston  TX  77550

**Florida District**
- 167 3056  Donald Z. Bailey  8225 Southwest 140 Ave.  Miami  FL  33183
- 167 3056  Edward Williams  28 30 Highpoint Rd.  Tavernier  FL  33070

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**Caveat Emptor**

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


FS 2712 – Douglass: Like new white, yellow deck, 2 suits sails and 2 spinnakers; galv. tlt sterling trailer. Dry sailed, excellent condition, new cockpit tent. Harken fittings. Anchor, etc., asking $5000. James McHaney, Cape Girardeau, MO 63701 (314) 334-5259 or 334-8537.

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### Acrylic covers last “Twice as Long”?...

**Twice as long as what?**

6 STYLES:

- **MOORING FROM $296**
  - FULL DECK OVER THE BOOM (PICTURED)

- **TRAILING/MOORING FROM $259**
  - FULL DECK COVER FOR TRAILING &/OR FITS WITH MAST UP

- **SKIRTED FROM $334**
  - BOTH TRAILING & MOORING VERSIONS

- **COCKPIT FROM $186**
  - BOOM TENT THAT COVERS FROM MAST OF TRANSMOM

- **BOTTOM COVER $247**
  - SOFT FLANNEL-LINED CANVAS WITH SHOCK CORD & DRAIN HOLE

**INVEST IN THE BEST!**

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

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**Here are the simple facts:**

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

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

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

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

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

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**The Sailors’ Tailor**

191-FS Bellecrest, Bellbrook, OH 45305
Caveat Emptor
(Continued from page 19)
Sails, jib & main with windows; brand new never used $475. James McHaney, 602 Themis, Cape Girardeau, MO 63701, (314) 334-5259 or 334-8357.


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

FS 3913 in mint condition with galvanized Tee Nee trailer and new Scherr Sails. Available at Rock Hall, MD on the eastern shore of Chesapeake Bay. Price $4000. Phone (215) 962-4339.

FS 3931. White/white - blue stripe, excellent condition, Tee Nee trailer, many extras. Sailed 3 seasons in southern Wisconsin. $6,200. Call Kim Black, (608) 329-3184 (O), (608) 325-6118 (H).

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

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