It's Time...

- To tune up for the Fall Flying Scot Circuit.
- To enjoy some of the best Flying Scot sailing anywhere, anytime.
- To take advantage of the North advantage - the strongest team of experts on and off the water who can help get your team in the winner's circle.
- To put North's consistently fast sail designs to work for you.
- To take advantage of great Fall savings at North.
- To call North, your personal sailmaker.


North Sails One-Design Central  Greg Fisher 330 W. Spring Street • Columbus, OH 43215 (614) 221-2410 FAX (614) 221-1228
North Sails Marblehead  Brian Hayes 16 Lincoln Avenue • Marblehead, MA 01945 (617) 631-5147 FAX (617) 639-2461
North Sails One-Design West  Eric Doyle 1111 Anchorage Lane • San Diego, CA 92106 (619) 226-1415 FAX (619) 224-7018
North Sails New Orleans  Beng Faget 1716 Lake Avenue • Metairie, LA 70005 (504) 831-1775 FAX (504) 831-1776
CONTENTS

September/October 1993

4 TO THE EDITOR

5 SUPPORTING OUR BOAT BUILDER

6 MINUTES OF MEETINGS

10 1993 WOMEN’S NATIONAL

11 THE SIGHTS AND SOUNDS OF FS

12 FLEETS IN

13 1993 NATIONAL PICTORIAL REPORT

16 WOMEN’S DIVISION, MASTER’S DIVISION

17 CHALLENGER DIVISION

18 CHAMPIONSHIP DIVISION

19 JUNIOR DIVISION

20 FSSA NEW MEMBERS

21 FLYING SCOT® ORDER FORM

22 THIS ONES FOR YOU, JACK!

22 CAVEAT EMPTOR

ADVERTISERS

2 North Sails

5 Wanenmacher Insurance

6 Flying Scot®, Inc.

8 Ullman

9 Midwest Aquatics

12 Sailing Angles

13 Sailors Tailor

14 East Shore Sailing

16 Starboard Software

19 Rooke Sails

20 Laylin Associates

22 Service Canvas

23 Schurr Sails

Scots n’ Water

Registered Trademark, Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXXVI No.5

Subscription is $8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, November 1; March/April issue January 1; May/June issue, March 1; July/August issue, May 1; September/October issue, July 1; November/December issue, September 1;

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.


SEPTMBER/OCTOBER, 1993
Dear Editor,

I was sent to the end of my rope recently. After many years of doing things the way we were accustomed to do it at Fleet 16 I was sent to look at why.

At this year's Mid-Winters we were towed to the club from the course. The skipper behind our boat started to tie his painter to the ring of the boarding strap (one of the two rings on the back of the boat). This wasn't the way I or my crew normally did this. So we passed an extra line aft and he tied off at the bow fairlead (the fitting at the front of the boat on the deck). I thought there was something wrong with all of the foregoing I examined the reason. I crawled under the aft deck. I discovered I did the right thing by not allowing him to tow from the boarding strap ring (the builder calls this the transom ring). This ring is fastened to the hull with small nuts and washers less than 1 inch in diameter. This fitting obviously was not designed to tow the boat. I am convinced that towing from that point would lead to a hole or two in the hull.

I examined the bow fairlead. The fastening of this fitting to the hull is somewhat stronger. However, given my impression of the designer's usual margin for safety it is not meant for towing.

At Fleet 16 we are used to towing up to 12 boats 4 miles to a general race course. Sandy Douglass knew when he told the Flying Scot of our club. We also knew that if it is done the hard way on the Scot it is usually the wrong way.

In setting up tow, Fleet 16 passes the anchor line through the bow fairlead to the boat ahead. On the anchor end we tie a bowline around the tabernacle bolt (a bolt through the wooden stand separating the mast from the bottom of the boat). We then take the line from the boat astern. This we tie through the loop formed by the bowline going forward. We usually tie a loop of small line through the transom ring and around to line from the bow aft. This little touch keeps the line from sweeping the crew and or clothing them.

When we tow we take a considerable length of line from the boat aft and ease the line out alternating pressure and relaxation. This places a gradual strain on the towing vessel. The arrangement of anchor line to anchor line (low line from the boat aft to boat forward on the tow) places the strain on the line and not on the boat. The only strain is on the boat in its own resistance through the water.

We noted in taking delivery of our fleet's latest addition there was no bolt in the tabernacle. This was remedied at the local hardware store by the purchase of a carriage bolt 6 inches long and 5/8 inches in diameter.

Some of our compatriots at the Edison Boat Club pass their anchor line forward using the box fairlead as the place to attach with a bowline and tying the line from stern on the bowline going forward. We found the reason for our preference in the use of the tabernacle bolt is to have the connection close so that it may be undone without going out of the cockpit and a carriage bolt is a lot less expensive than the bow fitting should a replacement become necessary.

My compatriots suggest that the lines be clear and not wrapped around the boom crutch, rudder or centerboard, that the boom crutch be in the seat and not the fantail position and that the centerboard be in the up position except as low speed when steering is desirable.

I hope this article helps someone else.

William B. McIntyre, Fleet 16
SUPPORTING OUR BOAT BUILDER

Bernie Knight

Compared to some other one design classes, the Flying Scot® is a strong, growing class, and we are constantly seeking ways to make it stronger and to grow faster. A variety of reasons has been documented for the demise of another one design classes in the past. Two of these reasons seem to be common to all faltering classes. One is the lack of a strong class association, and the other the absence of a dedicated, high quality builder. Fortunately, we all in the Flying Scot® class have both. However, these elements do not stay healthy without a lot of hard work on the part of many people.

Harry and Karen Carpenter and their crew in Deer Park, Maryland have dedicated their lives to building Flying Scots® by carrying on the business tradition started by Sandy Douglass and Eric and Mary Amman. The economy has not been very nice to Flying Scot® Inc. Even though they are doing better than any other boat builders, they are building roughly half the number of boats they did 5 to 10 years ago. As boat owners, each of us has a stake in the continued health of the Flying Scot® class in the form of our continued pride and pleasure of owning and sailing our boats, and financially in the form of maintaining the resale value of our boats. As individuals there are two ways we can all help to strengthen our class and builder. One is by helping out at boat shows that come to your part of the country where Flying Scot® Inc. is exhibiting. The other is in promoting the sale of new boats at home.

In the past, I have been to boat shows in New York and Washington, DC and observed how both Eric and Harry exhibited a new Flying Scot®. Later I felt guilty for only visiting and chatting with them and not offering a hand. Many of us have personally worked at trade shows by pulling booth duty. And, I am here to tell you that working a trade show booth is TOUGH DUTY, even if you have only 3 to 4 hours shifts. Harry and John Clinker typically do these shows ALONE from beginning to end, including set up and break down. Most of these shows go on for 5 to 9 days. By spreading the load over a number of people, boat show duty can actually be fun. Where else can you hang out for a few hours and talk about something you love. I urge you to contact Harry and offer your services at some of the upcoming boat shows. He may even be able to get you in free with an exhibitor pass. Upcoming shows presently on the calendar include:

Norwalk, CT
September 23-26, 1993
Annapolis, MD
October 7-11, 1993
Richmond, VA
January 19-23, 1994
Baltimore (Chesapeake Bay)
Jan. 29 - Feb. 6, 1994
Atlantic City (Sail Expo)
February 5-13, 1994
Miami, FL
February 17-23, 1994

Waukesha, WI (Strictly Sail)
February 25-27, 1994
I plan to be at Sail Expo and am offering now to do booth duty for 4 hours one day to give Harry a break. Please, contact Harry directly at “the boat company” and offer your services.

The other thing we all can do is to promote the sale of new boats when we are talking to people around the hoist at our clubs. People seeking to get into the sport frequently go to your sailing club and look around for somebody to talk to. That is how I got started. There are always a few good used boats on the market, and they represent a good way to get into a Flying Scot® if a person simply cannot afford a new boat. However, a new boat is an outstanding value. What other product on the market today will last through several generations and still be worth something on the resale market? I can tell you from the personal experience that my first Flying Scot (FS-3076) brought more from its second owner in 1985 than I paid for it new in 1977. In addition, FS-3076 frequently beats FS-4115 on the race course, an event of some consternation. There is nothing like the smell of fresh resin and a new boat with no dings. Not to mention, by buying a new boat the prospective owner can pick his own color, have the boat customized to his own liking, and enjoy the full manufacturer’s warranty.

"AT LAST" A "One Design" Insurance Policy Custom Tailored For the Active One Design Racer

FEATUREING:

- Low cost, same rates coast to coast-
- No old age surcharge, surveys not required-
- All risk coverage, agreed value policy-
- 12 month coverage for unlimited navigation and trailering in continental U.S. and Canada- including,
  $300,000 marine liability, $1,000 medical payments,
  $10,000 uninsured boater coverage-

Underwritten By One of North America’s Premier Marine Underwriters "For Racers By Racers"

Call John or Judy at
Wanenmacher Insurance Agency
19120 Detroit Road
Rocky River, OH 44116
(216) 331-0351

SEPTEMBER/OCTOBER, 1993
MINUTES OF MEETINGS

BOARD OF GOVERNORS
WEDNESDAY, JULY 21, 1993,
8:30 A.M.
PENSACOLA YACHT CLUB
PENSACOLA, FLORIDA

President Bernie Knight called the meeting to order. The roll was called and a quorum was established.

A motion was made, seconded and unanimously passed to dispense with reading the minutes, and a motion was made, seconded and unanimously passed to approve the minutes.

The Treasurer’s Report was presented by Terry Dees-Kolenich. FSSA is on a tight budget. Royalties and boat numbers are down. A motion was made, seconded and unanimously passed to approve the financial reports.

REPORTS

Bernie Knight reported on the Executive Committee. Regarding the request from Panama City to rename the Mid-Winters, since it is an FSSA class championship event, the executive committee recommends that the name not be changed, but will suggest they look at awarding a trophy in Allen Douglas’s memory.

The Executive Committee accepted the White Rock Lake, Texas bid for the Wife-Husband in 1994, and will seek to have Lake Norman host the Wife-Husband in 1995.

It was encouraged that in 1995 and 1996, the NAC be held in the Dallas-Fort Worth area one year and the New England/Long Island Sound area the other. Lake Norman has expressed interest in 1997. We will be looking for official bids by Mid-Winters.

Measurement issues were discussed at length by the Executive Committee. Primarily, we should have a better understanding of what one-design means. The philosophy of one-design in the Flying Scot® Class was reiterated to mean that boats are essentially the same but individuality has to be allowed for as long as it is safe and does not give an unfair racing advantage, consistent with our family day sailor purpose. A specification ruling on centerboards and rudder blades needs to be established to be approved at the Mid-Winters, and to be published before the next NAC so people will know what they are facing prior to traveling to the regatta.

MEASURER’S REPORT

Bob Neff, Measurer, stated that his intent has always been to serve the Board of Governors. He apologized for being controversial. He just recently received the historical file for the Chief Measurer that he has not had access to before. Regarding the two spinakers aboard, the ruling should be that there will be no allowance made for carrying two spinakers on board, as that would encourage the development of different reaching and running spinaker.

Centerboard conformance was surprising. All non-conforming boards were able to be reworked at the 1993 NAC. Mr. Neff thinks we should continue to check centerboards. There were no public complaints on centerboard measurements. Much discussion centered around weighing the centerboard and rudder blade measurements.

A suggestion was made that the one-design spirit be kept with the freedom to experiment with new things that become available. People don’t want to be locked into old technology. On the other hand, one change at a time over a period of years could do the same thing to Scots that has happened to Lightning, making your boat non-competitive if it is less than five years old. As a class we do not want such a scenario.

Rather than continuing to float trial

---

Parts ... When your boat needs a part, Flying Scot® Inc. has it and we’ll ship it within 24 hours! We also supply covers, trailers, and other accessories designed and built specifically for Flying Scots. All Scot owners are automatically on open account.

New Boats ... We build new Scots to order and take used Scots in trade.

Repair & Refurbishing ... We offer factory repair or refurbishing for your Flying Scot.

Call or write for our Christmas wish list

Flying Scot® Inc.

formerly Gordon Douglass Boat Company, Inc.

Rt. 3, Cemetery St. • Deer Park, MD 21530

Phone (301) 334-4848 or FAX (301) 334-8324

Monday-Friday, 8am-4pm and Saturday, 9am-1pm

Flying Scot and the F3 logo are registered trademarks of Flying Scot, Inc.
Minutes

(Continued from page 6)

balloons, the Chief Measurer should go ahead and issue CMR's, and let the Board of Governors vote on them. If the Measurer stays on the conservative side, then the Board can keep things in perspective, and should expect to vote down some CMR's if the Measurer is really doing his job.

INTERNATIONAL RACE COMMITTEE

Dave Jacobsen reported that everything is going well. Three boats registered late. There was one controversy by a gentleman wanting to substitute a skipper for the day, which was not allowed.

The Chair of the International Race Committee will work very closely with the Chair of the 1994 NAC to be sure all items are covered.

PUBLICITY/CLASS DEVELOPMENT

The report was presented by Cal Hudson, who states that things are looking up. This regatta was posted in several sailing magazines.

As an experiment, we are doing a modified Masters this year, and it seems to be working well. Bob Post suggested putting the Masters in the "A" division rather than "D". Age requirements need to be looked at again also. There may also be a need to look at whether to have NAC qualifying races or just declare what division one wants to race in. The need is to continue to experiment with the best way to handle the Masters.

The Wife-Husband trophy will be a permanent one designed by Charlotte Fisher and donated by Cal and Anita Hudson.

Bernie Knight has seen benefits for publicity from being a representative at USSA/ODCC. He has met several people including the Editor of Sailing World, which helps with publicity for the class. Everyone was urged to give Harry Carpenter a hand at upcoming boat shows and exhibits. Harry will give MaryAnn Eubanks a calendar to mail out to the Board of Governors. The FSSA may need to look into having more recognition for the association at these trade shows.

SCOTS 'N WATER

Sunshine Hartman states articles have been slow coming in. Everyone was urged to send in regatta reports and articles. Magazines need to be available to hand out at boat shows.

ITEMS TO SELL

Larry Taggart reports that ties, hats, polo shirts, lapel pins, and burgees will be purchased on the limited budget available. They will be advertised for sale in the magazine.

REGATTAS

The 1994 Mid-Winters will be held at the St. Andrews Bay Yacht Club, in Panama City. The 1994 Wife-Husband bid from White Rock Lake was accepted and Lake Norman will be asked to host the 1995 Wife-Husband.

The 1994 NAC will be held at North Cape Yacht Club in Michigan. It is hoped that bids from Texas and New England will be received for 1995 and 1996. Lake Norman has expressed interest in the 1997 NAC.

NOMINATING COMMITTEE

Larry Taggart reported that the present slate has been renominated with the addition of Dan Goldberg as Secretary, and John Pridmore as the At Large member of the Nominating Committee.

REVOCATION/SUSPENSION

Fleets 38, 98, and 177 were up for suspension, but are up in membership and will not be suspended.

BUDGET

It was suggested that consideration be given to discounts where possible for USSA membership and racing royally tags, boat numbers, etc. The Board should check into having FSSA dues incorporate the USSA dues into the invoicing.

The budget was reviewed. It was suggested the updated handbook pages be sent only to those requesting them and postage will be paid by the member, except new members and Board of Governors who will receive updated rosters and handbooks at no charge. This information will go out with invoices.

A motion was made, seconded and passed to accept the budget as proposed.

There being no further business, the motion was made, seconded and passed to adjourn.

ANNUAL MEETING

THURSDAY, JULY 22, 1993
PENSACOLA YACHT CLUB
PENSACOLA, FLORIDA

The meeting was called to order by Bernie Knight, President, who welcomed everyone. There was a moment of silence in Jack Orr's memory.

Thanks were given to the Pensacola Yacht Club for hosting the 1993 NAC and a plaque was presented to both the club and to Bill Pope as Chair. The Race Committee and judges were recognized and thanked.

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

A motion was made and seconded to approve the last meeting's minutes. Per Executive Committee direction, minutes will be published in Scots 'N Water in the future.

OFFICER REPORTS

1st Vice President Dave Jacobsen announced the Fleet of the Year Award. There were three contenders: Lake Carlyle, Fleet 83; Lake Massapoag, Fleet 76; and the winner - Upper Bamgat Bay, Fleet 31.

Terry Dees-Kolenich, Secretary/Treasurer reported that there is currently $77,061.76 in income, and $65,418.68 in expenses. We are on a tight budget. The budget for the coming year was approved at the Board Meeting. A motion was made, seconded and passed to approve the Treasurer's report.

Bob Neff, Measurer, thanked everyone for removing and checking centerboards. He also thanked Harry Carpenter and everyone for their cooperation.

REVOCATION/SUSPENSION

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

Revoked

<table>
<thead>
<tr>
<th>Fleet</th>
<th>District</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>Capitol</td>
<td>Havre De Grace, MD</td>
</tr>
<tr>
<td>88</td>
<td>Midwest</td>
<td>Iowa City, IA</td>
</tr>
<tr>
<td>89</td>
<td>Prairie</td>
<td>Topeka, KS</td>
</tr>
<tr>
<td>92</td>
<td>Gulf</td>
<td>Pascagoula, MS</td>
</tr>
<tr>
<td>106</td>
<td>Prairie</td>
<td>North Platte, NE</td>
</tr>
<tr>
<td>131</td>
<td>Florida</td>
<td>Jacksonville, FL</td>
</tr>
<tr>
<td>138</td>
<td>Texas</td>
<td>Seabrook, TX</td>
</tr>
</tbody>
</table>

Suspended

<table>
<thead>
<tr>
<th>Fleet</th>
<th>District</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>79</td>
<td>Gulf</td>
<td>Gulfport, MS</td>
</tr>
<tr>
<td>116</td>
<td>N. England</td>
<td>Manchester, NH</td>
</tr>
<tr>
<td>156</td>
<td>N. England</td>
<td>Plymouth, MA</td>
</tr>
<tr>
<td>159</td>
<td>N. York Lake</td>
<td>Oswego, NY</td>
</tr>
<tr>
<td>168</td>
<td>Florida</td>
<td>Clearwater, FL</td>
</tr>
<tr>
<td>172</td>
<td>N. England</td>
<td>Bass River, MA</td>
</tr>
</tbody>
</table>

Bernie Knight read the .5 ounce
ULLMAN SAILS
The choice of Olympians
WIN MIDWINTERS

Supplying Olympic Medal winning sails is the toughest task asked of a sailmaker. At ULLMAN, we take the knowledge gained from the Olympics and use it to build the best sails for other top classes. Last year ULLMAN'S took two of the top ten places at the Flying Scot Midwinters. This year Kelly Gough took first place. There was no second. He didn't even need to sail the final race! In the Challenger Division, Bill Cantrell, helming in his first regatta of any type, led most of the week and finished one point out, taking third place!

ULLMAN SAILS
The best sails at a competitive price;
A tradition for a quarter century!

4.4 oz. NYT Main w/window $ 620.00
4.4 oz. NYT Jib w/window $ 280.00
Leech cut Dynac Spinnaker $ 395.00

We accept Visa & Master Card
and ship UPS no charge anywhere!

Call about our Fall Discounts.

Ullman Sails
Southwest, Inc.
309 N. Oakland
Dallas, TX 75226
214-741-2364 Phone
214-748-3159 Fax
Bill Draheim
spinnaker item to be voted on: “The motion was made to add the following sentence to Article 8IV #1 “No spinnaker made of cloth weighing less than .75 ounces per square yard greige cloth weight nor made of any other material than nylon can be used after 12-31-94.”

EXECUTIVE COMMITTEE REPORT
Bernie Knight reported that the Executive Committee had accepted the St. Andrews Bay Yacht Club's bid for the Mid-Winters and the White Rock Lake (Dallas, Texas) bid was accepted for the 1994 Wife-Husband Championship.

We are looking for bids for NAC from Texas and New England for 1995 and 1996. Lake Norman has expressed interest in the 1997 NAC. Greg Fisher reported on the 1994 NAC at North Cape Yacht Club near Toledo, Ohio.

The Nominating Committee was made up of Larry Taggart, Paul Moore and Dan Goldberg. The report was presented by Larry Taggart, Chair. The 1993-94 slate was nominated as follows: President - Bernie Knight, 1st Vice President - Dave Jacobsen, 2nd Vice President - Cal Hudson, Secretary - Dan Goldberg, Treasurer - Terry Dees-Kolenich, Nominating Committee - John Pridmore.

The floor was opened for nominations and Fleet 173 nominated Forest Rogers, Fleet 177, for Chief Measurer.

The roll call and votes were received in one roll call. The fleets to be revoked and suspended were approved. The .5 oz. spinnaker item was approved. The Slate of Officers presented by the nominating committee were approved. There being no further business, the meeting was adjourned.

Midwest Aquatics Group
TJ SAILING SPECIALISTS

In Stock: NEW SCOTS with our custom outhaul, Cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew" race equipped SCOT. MAGI rigged SCOTS have won several NAC's and fleet championships (and everyone knows it's the boat and not the crew or sails).

Previously owned SCOTS: All with MAGI warranty. Call or write for details.

Parts and Equipment in Stock: All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud and tiller covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Instructions and photos. Catalog available.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. $6.50.

Accessories: DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear, EXTRASPORT pfd's, ACCUSPLAIT racing timers, at $43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA compasses, and much more. Call us for holiday or birthday shopping suggestions.

New Items: HARKEN HEXARATH® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! No more excuse for cumbersome across-the-cockpit sheeting. $33 package has (2) risers, fasteners, HARKEN #1100 cleat wedges, and instructions.

Boat Hoist: Aluminum "A" shaped hoist, lift four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, anchor system, stripped partially assembled by common carrier or completely assembled on your SCOT trailer. Call or write for more details.

We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.
1993 Womens National
By Joni Seifrick

Shelly Kilee is the 1993 Woman’s National Champion! Shelly competed against thirteen other women in light and variable winds on Pensacola Bay the Sunday prior to the Nationals. Terri Swift came in a close second, and Ellen Ewing finished third. Many of us who competed were quite perplexed by the fluky wind, changing conditions, and most of all, the killer current.

I’ve only recently started steering the Flying Scot®. This was my first regatta at the helm, so I set my goals realistically. After capsizing a Rebel in a rogue puff, I wanted to finish up-right. During the skipper’s meeting when they demonstrated the towing bridle, that nervous feeling in my stomach grew. Most of all Kate, Christina and I wanted to be competitive and have fun.

The first race was sailed in light, shifting winds. The pin end of the line was favored on starboard tack, so of course we started at the boat end on port. This was not good, but it did give us an opportunity to recover. At the windmark mark we had picked up a couple of boats, (and we were still up-right). Kelly, Terri, and others were several boat lengths ahead, but we could still make out their numbers. We continued to sail the Triangle course gaining position and confidence. We were lucky to get an incredible lift on the last beat which took us into fifth place. The only problem we had was finding the blasted finishing pin. We took a bad tack away from the pin and ended up sixth in the first race.

The wind diminished after the first race, so we went in to the club to wait for more wind. While debriefing in the pool, everyone on our boat decided we had the most fun, even though several critical mistakes were made. To everyone’s surprise we were called back out onto the course for a second race. The wind had not improved very much, but the committee was trying their best to give us at least two races.

After our problem locating the finishing pin in the first race, we were feeling legally blind at the beginning of the second race when we could not find the starting pin! Everyone was searching frantically (not just on our boat) when we discovered the pin about 200 yards away. I rounded up on the line to check the wind at my crew’s request, and found the pin heavily favored. But why were ten of the boats crowded around the committee boat? I decided to go for a pin end start, and tried to gain as much momentum as I could while approaching the pin. Well, we gained a lot of momentum; more than I thought we would in the light winds. We ended up going beyond the pin and jibing to come back and start. It is important to realize that we were not alone out there by the pin. Jane Allen, Whitney Hall, and another boat were already in the same position. After jibing I knew something was very wrong. We were not going forward. We were caught in the current going backward, away from the pin. This was not good. The rest of the boats that started at the boat were well on their way to the windward (?) mark. I don’t think they were actually sailing, more like drifting in the current. We gave it a good try down at the pin, and gave up after awhile with no forward progress. The race was canceled halfway up the second leg, and no more races were attempted.

Most competitive sailors would think that this regatta was a major disappointment, but we had a blast! Sailing with Kate and her daughter, Christina was a joy. We never once felt so frustrated that we yelled or got angry, and at the end of the day we were still up-right! Special thanks goes to the race committee for trying to give us a second three race series. My personal gratitude goes to Jerry Hartman for lending me his boat, sails and for rescuing us after the second race.

Participation is up in Women’s Sailing events around the country. Let’s make a big effort to have even more participation in the Women’s Nationals on Lake Erie in ’94.
THE SIGHTS AND SOUNDS OF A FLYING SCOT®

BY CANDY SIMONS

SAN LEON, TEXAS ON GALVESTON BAY
CREW—FERRET/JULY,93 PENSACOLA YACHT CLUB

ARE YOU FREE THIS WEEKEND?
Would you like to try?
Too kind to say ballast,
I found out later why.

Get the time off! — Join us if you can.
By the way,
Here's a few exercises—
I hope you understand.

He says sure, go for it!, but as you know, I abhor it!,
The crunch of the stone
as I sharpen my knife,
makes me thankful, that I am his wife.

Dialys, sizzle, and grease was packed,
Dabie changed the tire when it went flat—
We kept on a-truckin' as the trailer was a-buckin',
As state after state we kept up the pace.

Pensacola Yacht Club greets us with warmth, charm and grace.
There were Scot and sailors with trailers, all over the place.
Swan Song, Blue Streak, Rights of Crew Nott,
Ferret, The Sloop John B, lined the parking lot.

Here, have a beer! I think not—
I have PMS and am already too hot!
The friendly natives, a jolly lot—
say drink lots of water—it’s never too hot!

Weigh the centerboard? What’s a harness?
Measure two suits of sails?
A template, a stamp?
Oh well, now that mess is done, let's make camp.

The first night, we got Bushwacked—
and after the first one I lost track.
Seems the old hands welcomed you to their family,
indeed, we persuaded one to do our laundry!

The sound of old creaky sailors with rusty, balky trailers,
rusty chain hoists and lifting bridles, Make ready your chocks!
This puzzle made simple by a man named Hunter, 
just before he went over the docks.

The R.C.,
people who worked for months for no pay,
made the race run smoothly,
the soft southern way.

Handling emergencies aplenty, and lots of wind, or none,

Pat Shields, Skipper, and crew Candy Simons and Debbie Castile after capsizing in heavy winds. In Texas they call this "Rode Hard and Put Up Wet"!

they managed to always make it fun!
Their seamanship and camaraderie was truly tried,
as they sat still and slowly, slowly tired!

Flying a Scot—a boat without a keel,
makes my heart beat faster as she planes and heels.
She hisses and hums as the race is run—
A lot of patience it takes for a few moments of fun.

Ouch!, ouch!, wipe it off me before it sets up fast,
we’re operating on Ferret wth Pat’s fiberglass!
Oh, thank God, it’s only your hot sweat!
The fiberglass twister sisters will get back in the race yet!

This baby, she’s fixed now,
let’s get back in the race
to accomplish our skipper’s goal
of not being in last place!

So glad you could come,
to see us turn turtle,
and flop up on a stranger’s boat,
in my bicycle girdle.

Do you want a tow?, as lightning cracks open the dark sky,
Suddenly, I see fear in my competitor’s eye.
Maybe I’m not cut out for this after all—
My instinct is to comfort her now, and forget this all.

I loved it, and hated it,
but would I do it again?
You bet I would!,
I’ll see you then!
FLEETS IN

The 31st Annual Oriental Sailing Social

July 10 and 11, 1993
Waldo Johnson
Captain, Fleet 27

As the second week of the hottest North Carolina July on record came to a close, 23 Flying Scots and their crews bolted their way to the Carolina Coast to participate in the 31st Annual Oriental Sailing Social hosted by Fleet 27 of the Carolina Sailing Club. Lured by the prospect of better winds than those on our summer-slick inland waters, the chance to see old friends and make new ones, and the charm of this harbor town on the Neuse River, the Scot sailors were joined by impressive fleets of lightnings, lasers, isotopes, etchells, and assorted other craft to comprise a total race fleet of 57 boats in five classes...an impressive and gratifying amplitude for such a torrid time of year. (Thanks for coming, y'all!)

If it was wind we hoped for, we were not to be disappointed, especially on Saturday. Summarily postponing the start of the first race for an hour to await the afternoon sea breeze that had been the pattern all week long, the starting guns sent all fleets off to the southwest on a building breeze and rising chop, and as early as the first windward mark it was clear the perennial regional champion Larry Lewis, even with son Tim replacing wife Starr, would be the sailor to beat. He would get his first of two bullets for the series in this race, with Dick Schultz and Rob Eberle finishing close behind, and the pack splashing across the finish line soon after with many boats in contention.

Despite the wishes of the two-up crews, the wind continued to intensify as we began the second race and were soon splashing through a chop of which the Oriental Dinghy Club members are quite proud. With spray lashing the decks and the bows shuddering in the wave troughs, the blue water sailors among us could close our eyes and, at least for a brief moment, relive bygone days in the Gulf Stream or off Cape Sable that were probably not as pleasant as we now remember them to be. As we followed the trio of Rob Eberle, Larry Lewis and Larry Vitez across the finish line, all of us were thankful that the ominous thunderheads upstreams of the course had held off, and looking forward to resting some very weary bones.

At the Social hosted by the members of Fleet 27 at Oriental's hospitable Trawl Door Restaurant, discussion about the day's events and other topics was animated and, for me as regatta chairman, sobering. It was there that I learned that a boat in our fleet had experienced an especially unpleasant rescue after a capsize, that eight boats had foregone the second race because of rising winds and incipient thunder, and that a 23' crash boat: had swamped while retrieving the marks after the races. Despite our emphasis on safety in our Race Committee and Skipper's meetings, I winced to think that there could have been injuries or damages after all.

Sunday's finale was a fitting contrast to Saturday's tempests. Starting under bright skies in a moderate but wearing southwesterly breeze, the Race Committee wisely decided to let us sail a slightly skewed course rather than postpone and fall victim to the noon dolcums. Though the two-up crews fared better, the stalwarts from the previous day held their ground and it was again a Lewis first followed by Dick Schultz and Fleet 27's Bob and Bev Murdock.

Each at the Trawl Door, five skippers received awards for the series:

5th...Lee Curnin
4th...Larry Vitez
3rd...Rob Eberle
2nd...Dick Schultz
1st...Larry Lewis

The Bill Myatt trophy for the winner of the fleet was the highest number of starters was once again presented to Larry Lewis.

The sailors of Fleet 27 hope everyone had a great time, and will join us again next July in beautiful Oriental!

---

BREAKER SAILING SHORTS AND LONG PANTS WITH REMOVEABLE FANNY & KNEE FENDERS

Rugged, Bermuda-length shorts and slacks have been developed by Sailing Angles to protect your body from the rigors of competitive sailing.

Our unique options—the Fanny and Knee Fenders—distinguish this handsome clothing. Fenders are made of 1/2" closed cell foam to give full buttock, thigh and knee protection. They're completely removable!

Double seats and knees, deep pockets, non-corroding zippers, and waist adjustment straps add to the uncommon quality, strength, value and utility of these garments.

Available in quick-drying Supplex™ Nylon or 14 oz. cotton twill (shorts only).

Sizes: 26-44 Shorts, 30-40 Longs
Cotton Shorts-$49.95
Nylon Shorts-$65.95 Longs $79.95
Jr. Shorts $42.95
Fenders: Fanny 9.95, Knees 5.95/pc
Colors: Cotton: Khaki, White, Navy
Nylon: Royal, Red, True Navy, Royal/Navy, Royal/Red, Surprise Color

Shipping not included.

SAILING ANGLES, INC.
P.O. BOX 331725 • MIAMI, FL 33233 USA
1-800-666-3616 • 1-305-666-3615

---

SCOTS N' WATER
1993 Nationals
Pensacola, Florida
A great time was had by all who ventured to Pensacola this July for the Nationals.
A great committee, Frank Vaillant, Bill Pope, Doc Bellows, and many others provided excellent racing plus activities. The courses were well set up and although the weather was hot the winds cooperated for the most part.

Sailing! Mark Pounding at Nationals

Carrie Hyden during the squirt gun war Monday afternoon

Acrylic covers last “Twice as Long”... Twice as long as what?

6 STYLES:

MOORING FROM $318
FULL DECK OVER THE BOOM (PICTURED)

TRAILING/MOOERING FROM $289
FULL DECK COVER FOR TRAILING & OR FITS WITH MAST UP

SKIRTED FROM $361
BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM $202
BOOM TENT THAT COVERS FROM MAST OF TRANSOM

BOTTOM COVER $259
SOFT FLANNEL-LINED CANVAS WITH SHOCK CORD & DRAIN HOLE

Here are the simple facts:

A while acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 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 trailing. 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, trailing and mooring. This heavier, long lasting fabric is available in your choice of three solid 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.

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

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

SEPTEMBER/OCTOBER 1993
Judges, Race Committee and rescue boats were pressed into service early in the week when heavy winds caused several capsizes. They all did an excellent job!

Refreshments were available after each race and with the heat, they were needed!

FERNHURST BOOKS

Dinghy Helming  Lawrie Smith $14.95
Olympic helmsman Lawrie Smith gives specific advice on making a boat go in all wind strengths, sea conditions and points of sail and key skills to master. 64pp 106 b/w photos

Dinghy Crewing  Lawrie Smith $14.95
The crew of a modern racing dinghy plays a primary role in getting the best from the boat. This book shows how to carry out every maneuver. 64pp 120 b/w photos

The Rules in Practice 1993-1996  Bryan Willis $14.95
The new Racing Rules applied to real life situations and illustrated with helpful photographs. Contains key sections of the rules and notes the 1993 changes. 80pp 101 b/w photos

Racing: A Beginner's Manual  Caig and Davison $14.95
Keen to get started in racing? Here are hints and all the practical advice you'll need to build your confidence and help you outwit the opposition. 64pp 100 b/w photos

Tuning Your Dinghy  Lawrie Smith $14.95
Here is a logical, systematic approach to the problem of setting up your boat and fine-tuning it for maximum speed on all points of sailing. 64pp 120 b/w photos

Tactics Second Edition  Rodney Pattisson $17.50
Outmaneuver the rest of the fleet with the new edition of this best seller. Includes Match and Team Racing, Offwind Starts and Racing Near the Shore. 96pp 90 b/w photos

Over 50 more titles in stock—call or write for catalog

The Performance Sailing Bookshelf

ORDER FORM

Discounts for Class Association Members:
2 - 5 Books: 10% off list and free shipping
6 - 10 Books: 15% off list and free shipping
11+ Books: 20% off list and free shipping
Single book orders list plus $2 shipping

Phone Orders: COD or Visa/Mastercard 607 277 7480
Fax Orders: COD or Visa/Mastercard 607 273 7873
Mail Orders: COD, Check, Visa or Mastercard

Card# ___________________________ Exp. __________
Name_______________________________
Address____________________________
City State Zip_______________________

<table>
<thead>
<tr>
<th>Title</th>
<th>Quantity</th>
<th>Price Each</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(Total: $____)</th>
<th>Less $____</th>
<th>% Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Book $2 Ship</td>
<td>$4 COD Fee</td>
<td>Subtotal</td>
</tr>
<tr>
<td>NY Residents 8% Sales Tax</td>
<td></td>
<td>TOTAL</td>
</tr>
</tbody>
</table>

Check Enclosed____ Credit Card____ Ship COD____

EAST SHORE SAILING
1000 East Shore Drive Dept FS
Ithaca NY 14850

SCOTS N' WATER
Race Committee Chairman Frank Vaillant and future Flying Scot sailor.

Florence Glass and Jim Harris, Masters division winner and Scots N' Water photo contest winner, enjoy the famous seafood buffet served by the Pensacola Yacht Club.

Graham Hall and daughters. It was great to see them all back together in a Flying Scot.

To old Pensacola Tradition, “Throw the winner in the pool!” was very well attended. Here Greg Fisher, Bubby Egan and Jerry Hartman throw John Domagala in as the Challenger winner. Notice how wet they all are!

After racing Bar Side

After racing Poolside (seemed like a “Guy Thing”.)

After racing in pool (seemed like a women and family thing) Please notice Chuck Barnes on the edge - its great having him back in a Scots.
Women’s Division

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Total</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>Shelly Killeen</td>
<td>.75</td>
<td>0</td>
<td>0</td>
<td>0.75</td>
<td>1</td>
</tr>
<tr>
<td>69</td>
<td>Terri Swift</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2.00</td>
<td>2</td>
</tr>
<tr>
<td>4246</td>
<td>Eileen Ewing</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3.00</td>
<td>3</td>
</tr>
<tr>
<td>75</td>
<td>Trin Ollinger</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>4.00</td>
<td>4</td>
</tr>
<tr>
<td>460</td>
<td>Whitney Hall</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5.00</td>
<td>5</td>
</tr>
<tr>
<td>3605</td>
<td>Joni Seifrick</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6.00</td>
<td>6</td>
</tr>
<tr>
<td>281</td>
<td>Jane Allen</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7.00</td>
<td>7</td>
</tr>
<tr>
<td>4296</td>
<td>Felicia Barmer</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>8.00</td>
<td>8</td>
</tr>
<tr>
<td>60</td>
<td>Cathy Penawitt</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>9.00</td>
<td>9</td>
</tr>
<tr>
<td>1199</td>
<td>Patricia Shields</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>10.00</td>
<td>10</td>
</tr>
<tr>
<td>172</td>
<td>Nina Koehler</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>11.00</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>Pam Schurr</td>
<td>12 DNF</td>
<td>0</td>
<td>0</td>
<td>12.00</td>
<td>12</td>
</tr>
<tr>
<td>3720</td>
<td>Melanie Dunham</td>
<td>14 DNS</td>
<td>0</td>
<td>0</td>
<td>14.00</td>
<td>13</td>
</tr>
</tbody>
</table>

Master’s Division

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Total</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>4296</td>
<td>Jim Harris</td>
<td>.75</td>
<td>2</td>
<td>2</td>
<td>4.75</td>
<td>1</td>
</tr>
<tr>
<td>4115</td>
<td>Bernie Knight</td>
<td>.2</td>
<td>3</td>
<td>.75</td>
<td>5.75</td>
<td>2</td>
</tr>
<tr>
<td>1342</td>
<td>Jack Stewart</td>
<td>4</td>
<td>.75</td>
<td>7PMS</td>
<td>11.75</td>
<td>3</td>
</tr>
<tr>
<td>3029</td>
<td>Donald Hott</td>
<td>5</td>
<td>7DNS</td>
<td>3</td>
<td>15.00</td>
<td>4</td>
</tr>
<tr>
<td>4689</td>
<td>Bob Harrington</td>
<td>3</td>
<td>7DNS</td>
<td>7DNS</td>
<td>17.00</td>
<td>5</td>
</tr>
<tr>
<td>4777</td>
<td>Ted Glass</td>
<td>7DNS</td>
<td>7DNS</td>
<td>7DNS</td>
<td>21.00</td>
<td>6</td>
</tr>
</tbody>
</table>

Starting Line

Open House Regatta
White Rock Lake, Dallas
October 16 & 17, 1993

Jubilee Regatta
November 13 and 14

Start planning your fall jaunt to beautiful Pensacola Bay to sail the Jubilee. Pensacola Yacht Club will host the event for Scots and Thistles, now in the fourth year of its resurrection. The objective is three races Saturday, two Sunday with a social activity Saturday evening for those with boundless energy. Limited camping facilities are available at PYC. RV’s and campers welcome, but there are neither electrical nor sanitary hookups.

Motel accommodations within ten minutes of PYC: Days Inn (904-438-4922), Holiday Inn Gulf Breeze-Bay (904-932-2214), Seville Inn (904-433-8331), Room rates per night range from $30 - $47 (plus 10% Tax). Phone well in advance to take advantage of these special rates and be sure to mention your connection with the Jubilee Regatta.

Contact: Lloyd Stagg (904-944-3302) or PYC office (904-433-8804). PYC address: 897 West Cypress Street.
## Championship Division

*Trophy Winners, 1993 NAC Championship Division*

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Race 4</th>
<th>Race 5</th>
<th>Total</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>3599</td>
<td>Rod Stieffel</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>0</td>
<td>3.00</td>
<td>1</td>
</tr>
<tr>
<td>4916</td>
<td>Greg Fisher</td>
<td>3</td>
<td>9</td>
<td>6</td>
<td>9</td>
<td>0</td>
<td>27.00</td>
<td>2</td>
</tr>
<tr>
<td>38</td>
<td>Danny Kileen, Jr.</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>21</td>
<td>0</td>
<td>30.00</td>
<td>3</td>
</tr>
<tr>
<td>33</td>
<td>Kevin Northrop</td>
<td>16</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>32.00</td>
<td>4</td>
</tr>
<tr>
<td>11</td>
<td>Steve Bellows</td>
<td>9</td>
<td>3</td>
<td>19</td>
<td>2</td>
<td>0</td>
<td>33.00</td>
<td>5</td>
</tr>
<tr>
<td>101</td>
<td>Kelly Fagel</td>
<td>8</td>
<td>2</td>
<td>2</td>
<td>22</td>
<td>0</td>
<td>34.00</td>
<td>6</td>
</tr>
<tr>
<td>99</td>
<td>Charlie Merrigan</td>
<td>5</td>
<td>20</td>
<td>11</td>
<td>3</td>
<td>0</td>
<td>39.00</td>
<td>7</td>
</tr>
<tr>
<td>4123</td>
<td>Donnie Brennan</td>
<td>4</td>
<td>10</td>
<td>15</td>
<td>16</td>
<td>0</td>
<td>45.00</td>
<td>8</td>
</tr>
<tr>
<td>129</td>
<td>Jerry Boulin</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>11</td>
<td>0</td>
<td>45.00</td>
<td>9</td>
</tr>
<tr>
<td>4205</td>
<td>John F. Dana</td>
<td>23</td>
<td>15</td>
<td>8</td>
<td>5</td>
<td>0</td>
<td>51.00</td>
<td>10</td>
</tr>
<tr>
<td>460</td>
<td>Graham Hill</td>
<td>14</td>
<td>8</td>
<td>9</td>
<td>20</td>
<td>0</td>
<td>51.00</td>
<td>11</td>
</tr>
<tr>
<td>4771</td>
<td>Paul Newton</td>
<td>12</td>
<td>19</td>
<td>10</td>
<td>10</td>
<td>0</td>
<td>51.00</td>
<td>12</td>
</tr>
<tr>
<td>4209</td>
<td>Bishop Stieffel</td>
<td>15</td>
<td>14</td>
<td>17</td>
<td>8</td>
<td>0</td>
<td>54.00</td>
<td>13</td>
</tr>
<tr>
<td>4510</td>
<td>Larry Taggart</td>
<td>11</td>
<td>17</td>
<td>12</td>
<td>14</td>
<td>0</td>
<td>54.00</td>
<td>14</td>
</tr>
<tr>
<td>3325</td>
<td>Doug Sanson</td>
<td>10</td>
<td>34 DNS</td>
<td>7</td>
<td>4</td>
<td>0</td>
<td>55.00</td>
<td>15</td>
</tr>
<tr>
<td>14</td>
<td>Chuck Barnes</td>
<td>19</td>
<td>7</td>
<td>4</td>
<td>26</td>
<td>0</td>
<td>56.00</td>
<td>16</td>
</tr>
<tr>
<td>29</td>
<td>Tommy Taggart</td>
<td>20</td>
<td>24</td>
<td>13</td>
<td>7</td>
<td>0</td>
<td>64.00</td>
<td>17</td>
</tr>
<tr>
<td>4343</td>
<td>Ira Cohen</td>
<td>21</td>
<td>16</td>
<td>14</td>
<td>13</td>
<td>0</td>
<td>64.00</td>
<td>18</td>
</tr>
<tr>
<td>4246</td>
<td>Bill Ewing</td>
<td>7</td>
<td>16</td>
<td>23</td>
<td>24</td>
<td>0</td>
<td>72.00</td>
<td>19</td>
</tr>
<tr>
<td>4801</td>
<td>John Meredith</td>
<td>22</td>
<td>11</td>
<td>28</td>
<td>15</td>
<td>0</td>
<td>76.00</td>
<td>20</td>
</tr>
<tr>
<td>291</td>
<td>Dunkin McLane</td>
<td>17</td>
<td>13</td>
<td>21</td>
<td>27</td>
<td>0</td>
<td>78.00</td>
<td>21</td>
</tr>
<tr>
<td>4211</td>
<td>Dan Kolenich</td>
<td>29</td>
<td>12</td>
<td>30</td>
<td>12</td>
<td>0</td>
<td>83.00</td>
<td>22</td>
</tr>
<tr>
<td>4819</td>
<td>Harry Carpenter</td>
<td>25</td>
<td>21</td>
<td>18</td>
<td>18</td>
<td>0</td>
<td>85.00</td>
<td>23</td>
</tr>
<tr>
<td>4124</td>
<td>Judson Chamberlain</td>
<td>13</td>
<td>28</td>
<td>26</td>
<td>19</td>
<td>0</td>
<td>86.00</td>
<td>24</td>
</tr>
<tr>
<td>4261</td>
<td>Pat Maniccia</td>
<td>26</td>
<td>26</td>
<td>16</td>
<td>25</td>
<td>0</td>
<td>93.00</td>
<td>25</td>
</tr>
<tr>
<td>4834</td>
<td>David Neff</td>
<td>18</td>
<td>27</td>
<td>25</td>
<td>23</td>
<td>0</td>
<td>93.00</td>
<td>26</td>
</tr>
<tr>
<td>4497</td>
<td>Michael Linck</td>
<td>24</td>
<td>25</td>
<td>34 WD</td>
<td>17</td>
<td>0</td>
<td>100.00</td>
<td>27</td>
</tr>
<tr>
<td>4901</td>
<td>Kris Smith</td>
<td>39</td>
<td>22</td>
<td>24</td>
<td>28</td>
<td>0</td>
<td>104.00</td>
<td>28</td>
</tr>
<tr>
<td>3076</td>
<td>Barry Moore</td>
<td>31</td>
<td>23</td>
<td>20</td>
<td>30</td>
<td>0</td>
<td>104.00</td>
<td>29</td>
</tr>
<tr>
<td>2095</td>
<td>Rob Fowler</td>
<td>25</td>
<td>31</td>
<td>27</td>
<td>34 WD</td>
<td>0</td>
<td>117.00</td>
<td>30</td>
</tr>
<tr>
<td>80</td>
<td>Steve McClure</td>
<td>33</td>
<td>30</td>
<td>29</td>
<td>29</td>
<td>0</td>
<td>121.00</td>
<td>31</td>
</tr>
<tr>
<td>4266</td>
<td>Jim Harris</td>
<td>32</td>
<td>29</td>
<td>31</td>
<td>34 WD</td>
<td>0</td>
<td>126.00</td>
<td>32</td>
</tr>
<tr>
<td>3720</td>
<td>David Jacobsen</td>
<td>27</td>
<td>34 DNS</td>
<td>34 DNS</td>
<td>34 DNS</td>
<td>0</td>
<td>129.00</td>
<td>33</td>
</tr>
</tbody>
</table>
# Challenger Division

## Trophy Winners, 1993 NAC Challenger Division

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Race 4</th>
<th>Race 5</th>
<th>Total</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>3577</td>
<td>John Domagala</td>
<td>6</td>
<td>3</td>
<td>2</td>
<td>.75</td>
<td>0</td>
<td>11.75</td>
<td>1</td>
</tr>
<tr>
<td>1736</td>
<td>Jim Signor</td>
<td>.75</td>
<td>12</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>18.75</td>
<td>2</td>
</tr>
<tr>
<td>2324</td>
<td>David Batchelor</td>
<td>3</td>
<td>.75</td>
<td>7</td>
<td>9</td>
<td>0</td>
<td>19.75</td>
<td>3</td>
</tr>
<tr>
<td>65</td>
<td>Pete Sylvester</td>
<td>2</td>
<td>4</td>
<td>10</td>
<td>8</td>
<td>0</td>
<td>24.00</td>
<td>4</td>
</tr>
<tr>
<td>12</td>
<td>Pam Schurr</td>
<td>7</td>
<td>11</td>
<td>9</td>
<td>4</td>
<td>0</td>
<td>31.00</td>
<td>5</td>
</tr>
<tr>
<td>3201</td>
<td>Bob Post</td>
<td>11</td>
<td>2</td>
<td>14</td>
<td>7</td>
<td>0</td>
<td>34.00</td>
<td>6</td>
</tr>
<tr>
<td>3028</td>
<td>Stuart Sumpton</td>
<td>4</td>
<td>10</td>
<td>8</td>
<td>14</td>
<td>0</td>
<td>36.00</td>
<td>7</td>
</tr>
<tr>
<td>4115</td>
<td>Bernie Knight</td>
<td>13</td>
<td>7</td>
<td>11</td>
<td>6</td>
<td>0</td>
<td>37.00</td>
<td>8</td>
</tr>
<tr>
<td>4109</td>
<td>Jerry Dees</td>
<td>14</td>
<td>6</td>
<td>6</td>
<td>12</td>
<td>0</td>
<td>38.00</td>
<td>9</td>
</tr>
<tr>
<td>151</td>
<td>Leroy McMillian</td>
<td>10</td>
<td>28 WD</td>
<td>.75</td>
<td>3</td>
<td>0</td>
<td>41.75</td>
<td>10</td>
</tr>
<tr>
<td>3556</td>
<td>Bob New</td>
<td>21</td>
<td>8</td>
<td>15</td>
<td>5</td>
<td>0</td>
<td>40.00</td>
<td>11</td>
</tr>
<tr>
<td>2068</td>
<td>Charles Fowler</td>
<td>8</td>
<td>14</td>
<td>17</td>
<td>10</td>
<td>0</td>
<td>49.00</td>
<td>12</td>
</tr>
<tr>
<td>4761</td>
<td>Dan Goldberg</td>
<td>9</td>
<td>28 DNF</td>
<td>3</td>
<td>11</td>
<td>0</td>
<td>51.00</td>
<td>13</td>
</tr>
<tr>
<td>4819</td>
<td>John Pridmore</td>
<td>18</td>
<td>16</td>
<td>12</td>
<td>15</td>
<td>0</td>
<td>61.00</td>
<td>14</td>
</tr>
<tr>
<td>264</td>
<td>Bob Summerfeldt</td>
<td>17</td>
<td>9</td>
<td>19</td>
<td>19</td>
<td>0</td>
<td>64.00</td>
<td>15</td>
</tr>
<tr>
<td>4393</td>
<td>Robert Rich</td>
<td>10</td>
<td>5</td>
<td>28 DSQ</td>
<td>13</td>
<td>0</td>
<td>65.00</td>
<td>16</td>
</tr>
<tr>
<td>4689</td>
<td>Bob Harrington</td>
<td>5</td>
<td>28 WD</td>
<td>5</td>
<td>28 DSC</td>
<td>0</td>
<td>86.00</td>
<td>17</td>
</tr>
<tr>
<td>283</td>
<td>Jonathan Clarke</td>
<td>23</td>
<td>15</td>
<td>13</td>
<td>16</td>
<td>0</td>
<td>67.00</td>
<td>18</td>
</tr>
<tr>
<td>4660</td>
<td>Cal Hudson</td>
<td>15</td>
<td>17</td>
<td>16</td>
<td>21</td>
<td>0</td>
<td>69.00</td>
<td>19</td>
</tr>
<tr>
<td>1342</td>
<td>Jack Stewart</td>
<td>12</td>
<td>13</td>
<td>18</td>
<td>28 DNS</td>
<td>0</td>
<td>71.00</td>
<td>20</td>
</tr>
<tr>
<td>4647</td>
<td>Myra Brown</td>
<td>16</td>
<td>28 DNS</td>
<td>22</td>
<td>18</td>
<td>0</td>
<td>84.00</td>
<td>21</td>
</tr>
<tr>
<td>1199</td>
<td>Patricia Shields</td>
<td>28 DNS</td>
<td>18</td>
<td>20</td>
<td>20</td>
<td>0</td>
<td>86.00</td>
<td>22</td>
</tr>
<tr>
<td>4786</td>
<td>Bill Huffman</td>
<td>25</td>
<td>19</td>
<td>25</td>
<td>22</td>
<td>0</td>
<td>91.00</td>
<td>23</td>
</tr>
<tr>
<td>4777</td>
<td>Ted Glass</td>
<td>28 DNF</td>
<td>28 DNS</td>
<td>21</td>
<td>17</td>
<td>0</td>
<td>94.00</td>
<td>24</td>
</tr>
<tr>
<td>4720</td>
<td>Bob Murdock</td>
<td>20</td>
<td>28 DNS</td>
<td>23</td>
<td>28 WD</td>
<td>0</td>
<td>99.00</td>
<td>25</td>
</tr>
<tr>
<td>4257</td>
<td>John Beeby</td>
<td>22</td>
<td>28 DNF</td>
<td>24</td>
<td>28 DNS</td>
<td>0</td>
<td>102.00</td>
<td>26</td>
</tr>
<tr>
<td>3029</td>
<td>Donald Hott</td>
<td>24</td>
<td>28 DNS</td>
<td>26</td>
<td>28 DNS</td>
<td>0</td>
<td>106.00</td>
<td>27</td>
</tr>
</tbody>
</table>
Junior Division

Junior Winners and Competitors

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Total</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>4205</td>
<td>John F. Dane</td>
<td>.75</td>
<td>0</td>
<td>0</td>
<td>0.75</td>
<td>1</td>
</tr>
<tr>
<td>99</td>
<td>Kippy Chamberlain</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2.00</td>
<td>2</td>
</tr>
<tr>
<td>62</td>
<td>Jeremy Mullis</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3.00</td>
<td>3</td>
</tr>
<tr>
<td>287</td>
<td>Jonathan Clarke</td>
<td>4 DNF</td>
<td>0</td>
<td>0</td>
<td>4.00</td>
<td>4</td>
</tr>
</tbody>
</table>

ACRYLIC FLYING SCOT COVERS

- Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
  - Very light & easy to handle
  - Never stiff or brittle
  - Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors

FLYING SCOT White Blue Other Colors

- Flat 6" Skirt $284.00 294.00 308.00
- Flat Full Side 376.00 391.00 411.00
- Tent 6" Skirt 325.00 330.00 345.00
- Tent Full Side 418.00 431.00 452.00
- Sail # Installed 25

CHRIS ROOKE
901-744-8500
Check in advance - no UPS
MC, Visa, AmEx - add UPS

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111

SEPTEMBER/OCTOBER 1993
# New Members

<table>
<thead>
<tr>
<th>Fleet #</th>
<th>Boat #</th>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Ronald J. Quayle</td>
<td>3934 Ft. Worth Avenue</td>
<td>Alexandria</td>
<td>VA</td>
<td>22304</td>
</tr>
<tr>
<td></td>
<td>4634</td>
<td>Jan Van Bennekom</td>
<td>7909 Derby Drive</td>
<td>Clinton</td>
<td>MD</td>
<td>20736</td>
</tr>
<tr>
<td></td>
<td>42</td>
<td>Mike Gaizauskas</td>
<td>1140 Andersontown Road</td>
<td>Mechanicsburg</td>
<td>PA</td>
<td>17055</td>
</tr>
<tr>
<td></td>
<td>139</td>
<td>Robert W. Sjogren</td>
<td>HC 73 Box 856 B</td>
<td>Locust Grove</td>
<td>VA</td>
<td>22508</td>
</tr>
<tr>
<td></td>
<td>160</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carolina District</td>
<td></td>
<td>Dean D. Proper</td>
<td>2301 Front Street</td>
<td>Beaufort</td>
<td>NC</td>
<td>28516</td>
</tr>
<tr>
<td></td>
<td>4056</td>
<td>E.T. Ridgeway</td>
<td>P.O. Box 502</td>
<td>Harkers Island</td>
<td>NC</td>
<td>28531</td>
</tr>
<tr>
<td></td>
<td>78</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greater NY District</td>
<td></td>
<td>Robert H. Haber</td>
<td>36 Wildwood Road</td>
<td>Woodcliff Lake</td>
<td>NJ</td>
<td>07675</td>
</tr>
<tr>
<td></td>
<td>139</td>
<td>Ray Laird</td>
<td>4108 Long Beach Boulevard</td>
<td>Brant Beach</td>
<td>NJ</td>
<td>08006</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Martin Waine</td>
<td>9 Cameron Drive</td>
<td>Greenwich</td>
<td>CT</td>
<td>06831</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gulf District</td>
<td></td>
<td>Bill Berry</td>
<td>4835 Northland Lane</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37416</td>
</tr>
<tr>
<td></td>
<td>3687</td>
<td>Wes Ezzell</td>
<td>3701 Woodcrest Circle</td>
<td>Cleveland</td>
<td>TN</td>
<td>37312</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Martin Waine</td>
<td>648 N. Beach Boulevard</td>
<td>Bay St. Louis</td>
<td>MS</td>
<td>39520</td>
</tr>
<tr>
<td></td>
<td>4012</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midwestern District</td>
<td></td>
<td>Richard &amp; Kay Beers</td>
<td>221 Southeast Avenue</td>
<td>Oak Park</td>
<td>IL</td>
<td>60301</td>
</tr>
<tr>
<td></td>
<td>114</td>
<td>Scott &amp; Michelle Harms</td>
<td>670 Alder Avenue</td>
<td>Delavan</td>
<td>WI</td>
<td>53115</td>
</tr>
<tr>
<td></td>
<td>114</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New England District</td>
<td></td>
<td>Todd Mower</td>
<td>6 Pinewood Loop</td>
<td>Kingston</td>
<td>NH</td>
<td>03848</td>
</tr>
<tr>
<td></td>
<td>13702</td>
<td>George W. &amp; Linda Bacon</td>
<td>54 Seminole Road</td>
<td>Acton</td>
<td>MA</td>
<td>01720</td>
</tr>
<tr>
<td></td>
<td>3844</td>
<td>Edward J. Herman</td>
<td>23 Dane Road</td>
<td>Lexington</td>
<td>MA</td>
<td>02173</td>
</tr>
<tr>
<td></td>
<td>4699</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N.Y. Lakes District</td>
<td></td>
<td>Carl A. Bergmann</td>
<td>Arrowhead Road</td>
<td>Piseco</td>
<td>NY</td>
<td>12139</td>
</tr>
<tr>
<td></td>
<td>147</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific District</td>
<td></td>
<td>Christopher Barker</td>
<td>529 Benton Street</td>
<td>Santa Rosa</td>
<td>CA</td>
<td>95404</td>
</tr>
<tr>
<td></td>
<td>176</td>
<td>Lill Ingrasci</td>
<td>910 Woodgrove Drive</td>
<td>Cardiff</td>
<td>CA</td>
<td>92007</td>
</tr>
</tbody>
</table>

## BUDDY MELGES RECOMMENDS

To get the maximum performance from your boat, you need to know wind and water speed. These instruments are highly useful in learning how to get top performance from your boat.

---

### SPEEDWATCH

**THE REVOLUTIONARY KNOTMETER**

- Reads water speed through your boat's hull without the need for any holes
- Solar powered, waterproof & compact
- Display head mounts with dual lock velcro
- Reads to 99.9 knots with digital accuracy
- Retains maximum speed attained in memory

![Speedwatch Image](image)

Available at Marine Stores or Laylin Associates, Ltd.
10413 Deerfoot Drive
Great Falls, VA 22066
Tel. (703) 759-0511
Fax (703) 759-0509

---

### SKYWATCH

**THE ULTIMATE WINDMETER**

- Measures windspeed to 99 knots
- Guaranteed accurate and waterproof
- Permanent lithium battery rated for over 1,000,000 measurements
- Rotating housing protects the impeller from damage or dirt

![Skywatch Image](image)
Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>CQT</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FSSA Burgees</td>
<td>$12.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Roster Pages</td>
<td>$5.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Handbook Updates</td>
<td>$2.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bumper Stickers (Shipping and Handling included)</td>
<td>$1.50</td>
<td></td>
</tr>
</tbody>
</table>

Merchandise Total: ____________________________
Add Shipping & Handling (1.50 per item):       ____________________________
Subtotal: ____________________________
Total amount of Sale: ____________________________

SHIP TO:
NAME:
ADDRESS:
CITY:
STATE:
ZIP:
Telephone Number (daytime): ____________________________
Method of Payment: (Prepayment is required on all orders)
☐ Mastercard
☐ Visa
☐ Check (Payable to FSSA)
Credit Card Number: ____________________________
Expiration Date: ____________________________
Signature: ____________________________

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

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

FREE RULEBOOK
Win With It!

Our NEW 1993-1996 Rulebook has some important changes that you need to know to be a winner on the race course. To order your FREE copy, join US SAILING – the national organization that promotes and supports sailors, sailing organizations and your sport. As a member, you will also receive a year’s subscription to AMERICAN SAILOR magazine, discounted entry fees, guest privileges at over 150 yacht clubs, and much, much more.

Join US – 26,000 sailors strong and growing! Use the attached form or call 1-800-US-SAIL-1.

YES, I want to become a member of US SAILING. Please send my FREE Rulebook and my first issue of AMERICAN SAILOR right away!

Name: ____________________________
Address: ____________________________
City: __________ St.: __________ Zip: __________ Phone: (____)
☐ $55 New member (US resident)
☐ $12 Youth (US resident under 21) Birthdate: / /
☐ $50 Family (or non-US resident)
Please list all family members: ____________________________
Method of payment: ____________________________
☐ Check (please send with this form)
☐ Credit Card (circle one) AMEX MC VISA
Card #: ____________________________ Expires: ____________________________

Please mail completed form to:
US SAILING, P.O. Box 209, Newport, RI 02840-9928

FSEMBER/OCRTOBER 1993
This One’s For You, Jack!

Cathy and Ira Cohen, FS 4343

Seyville Yacht Club hosted the N.E.R.D. and Greater New York Districts August 6, 7, and 8, but the real drive to win was the newly created Jack Orr Trophy (at least for all those registered who knew him). The trophy was purchased by donations from clubs throughout the district and would be awarded to the skipper with the most first place finishes.

I know Ira and I wanted to win this with the greatest honor to Jack - 6 firsts, but reality, great competition, and light winds made this just a dream. When the series was over we had won it, but only by one more first than four other determined skippers.

When it came time to receive the award, the dedication written by Forest Rogers was read leaving hardly a dry eye. Ira asked me to say something, since he was too choked up. I tried, fighting back my own emotions, without much success.

As we packed up the boat and drove home, the words I wished I had said ran through my mind over and over. I thought I would briefly say them now (“Better late than never”).

Jack was a friend and competitor to us for at least 13 years. If there was a regatta, Jack would be there. I remember once meeting him at Lake Norman, North Carolina where he had driven eleven hours by himself just for a weekend race. His love for the sport and the people he met through his years of sailing always shined through - win or lose. He is not on the starting lines with us now, but he will forever be in our hearts and minds. Ira and I, along with the help of Steve Bellows, are very honored to be the first recipients of this memorial trophy and will strive to carry on Jack’s spirited devotion to sailing.

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 #2712, Douglass: like new white, yellow deck, 2 suits sails and 2 spinnakers; Galv. tilt trailer, matching dinghy, sailing excellent condition, new cockpit tent, hatch, fittings, anchor, etc. asking $5,000. James McHaney, 602 Themis, Cape Girardeau, MO 63701 (314) 334-3529 or 334-8357. Sails, jib, main with window; brand new never used $475. James McHaney, 602 Themis, Cape Girardeau, MO 63701 (314) 334-3529 or 334-8357.


FS #2852, Customflex. White deck, blue hull. Main, Jib, Spinnaker. Pamco trailer, motor mount, boom tent cover: all in good condition. $3000 or best offer. Judy Kurrasch 904 Alleghan, Saugatuck, MI (616) 857-2618.


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

(Continued on page 24)
The Alternative:
Schurr Sails

For more information on how to
Tune Up for Top Performance
(get the fastest sails out there)
Call Steve Bellows at
904-438-9354

TECHNICAL REPORT
Date: July 19-23, 1993
Place: Pensacola, Florida
Subject: Flying Scot
North American Championships
Boat: Built by Gordon Douglass
Boat Company
Sails: Schurr Sails
Results: Rod Steiffel with Bubby Eagan
crewing dominated this year's
North American Championships,
scooping all firsts and winning the
regatta by over 20 points.

Schurr Sails

Name:

- 4.4 oz. Racing Cloth $745
- 5.3 oz. Cruising Cloth $523
- Jib $222
- Mainsail Reef $35
- Mainsail Foot Shelf $30
- Spinnaker Triadial/Biradial $420
- Spinnaker Crosscut $325
- Spinnaker Turtle $35
- Brummels on Spinnaker $15
- Centerboard Gaskets $12.50
- Telltale Window each $10
- Vision Window each $15
- Mainsheet Retainer $8.50
- Mainsail Cover $70
- Deluxe Tapered Battens $22.50

Price includes bag, battens and royalty.
Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance

Mark Colors On Diagrams

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

Schurr Sails
490 South 'L' Street
Pensacola, Florida 32561
904.438.9354 / Fax: 904.438.8711
Caveat Emptor
(Continued from page 22)

FS # 4298, 87 Douglass white hull/deck, red stripe. Schurr windowed sails. Lifting bridle, mast hinge, motor mount, compass, and more. TEENEE trailer. Cruise & Carry 2.7 motor. One owner. Dry sailed, lightly used, never raced. $7,000. Contact M. McMahon, E. Hanover, NJ 201-386-0440.


FS #4494, Douglass, ivory w/red stripe, dry sailed. Tee-Nee trailer. 2.2 hp Mercury motor, mast hinge, Schurr sails, jiffy-reefing, etc. Priced to sell at $7,250. Call George in NJ at (908) 735-8377 Home or (908) 730-8927 Bus.


FS #4800, Blue hull white deck. Lots of very fast sails. Bottom cover. Great trailer. Fully rigged for top level racing. Excellent condition. This boat is very fast! Asking $8,000.00. Call Brian Pace Home: (614) 870-1720, Work: (614) 292-3947.

Schurr jib, with window and tell tales, used once, mint condition. $150.00 Ron Nelson (509) 856-2256.

District Governors

CAPITOL DISTRICT
Robert J. Poast, Jr.
Box 581 Lake of the woods
Locust Grove, Va 22508
(703) 972-7134

CAROLINAS DISTRICT
William Ross
974 Hunting Fork Rd.
Waxhaw, NC 28137
(415) 661-8911

FLORIDA DISTRICT
Thomas C. Hudson
665 Haas Ave. NE
Palm Bay, FL 32907
(407) 725-3008

GREATER NY DISTRICT
Joseph J. Gulick, Jr.
135 Wilton Rd. West
Ridgefield CT 06877
(203) 438-2440

GULF DISTRICT
Dan Kolenich
4 Navy Lane
Spanish Fort, AL 36527
(205) 928-7175

MICHIGAN-ONTARIO DISTRICT
Doug P. Christensen
9215 McGregor Rd.
Pineknoll, MI 48169
(313) 426-3510

MIDWESTERN DISTRICT
Jack McClurkin
1600 Chesapeake Dr.
Hofman Estates IL 60195
(708) 395-1190

NEW ENGLAND DISTRICT
Jim Cavanagh
20 Ballard Street
Sharon, MA 02067
(617) 784-5988

NY LAKES DISTRICT
Peter Selzman
33 Huckleberry Lane
Batistion Lake, NY 12019
(518) 877-8731

OHIO DISTRICT
Sandy Bushis
3537 Raymar Drive
Cincinnati, OH 45208
(513) 745-3429

PACIFIC DISTRICT
Charles A. Benick
4381 Charged Blvd.
San Diego, CA 92117
(619) 565-2775

PRAIRIE DISTRICT
James W. Calvert
1230 West Street
Emporia, KS 66801
(316) 343-7104

TEXAS DISTRICT
Pat Manicchia
8123 San Fernando Way
Dallas TX 75216
(214) 321-7233

MY ADDRESS LABEL IS NOT CORRECT

Name ____________________________
Street____________________________
City______________________________
State/Zip __________________________
Change: □ Temporary □ Permanent
Please send change of address to:
FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scots Sailing Association
3008 Millwood Avenue
Columbia, SC 29205

Address Correction Requested

Second Class Postage
PAID
at Columbia, SC
29201