Let's Sail!
IMPORTANT NEWS

ASSOCIATION SPOTLIGHT

COME SAIL AT THE 1984 NORTH AMERICAN’S
NAC Update: Hamilton, Ontario, Canada... the area, vacation attractions, and housing.

FSSA DISTRICT GOVERNORS

DANGER: POWERLINES
We often overlook dangerous powerlines that can be fatal.

REGATTA CHECKLIST

UNDERSTANDING THE RULES
This new Scots N’ Water feature offers a review of the racing rules, Tom Ehman, Sr.

THE STARTING LINE

CAVEAT EMPTOR

NEW FSSA MEMBERS

Scots n’ Water

Registered Trademark. Publication No. ISSN 0194-5637. Published monthly except Jan., Apr., Aug., and Nov. by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXVI, No. 3. Subscription is $8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201 and additional mailing office.

Postmaster: Please send form 3579 to FSSA, P.O. Box 11187, Columbia, South Carolina 29211.
National Champions with Three Firsts. In a clean sweep of the 83 North Americans Schurr Sails set the pace in all divisions.

1983 North American Championships
1st Championship: Buddy Eagan
1st Challenger: Bob Schneider
1st Junior: Brian Koivu

1984 Mid Winter Championships
1st Championship: 6 out of top ten places
1st Challenger: 3 out of top four places

Once again Schurr Sails dominate at the upper levels of competition. Top sailors all over the nation chose Schurr for performance and durability. 1984 could be your year to win. Schurr Sails has started it with a couple of bullets. Give us a call and let us help you get to the Winner's Circle.

Order your suit of Schurr Sails before '84 racing starts.

Please fill this order for Flying Scot Sails
Number color  □ Red  □ Blue  □ Black  □ Green
Price includes bag, battens and royalty.
( ) Main & Jib $500.00
( ) Main 345.00
( ) Jib 155.00
( ) Spin: Cross Cut 230.00
( ) Spin: Triradial 300.00
( ) Windows Each 15.00
( ) Telltale Windows 10.00
( ) Brummels on Spin 10.00
( ) Mainsail Reef 35.00

Send to:

Name
Address
City State Zip
Daytime Phone

Please call for special quote.
Enclosed is payment in full (Schurr pays the freight).
Enclosed is a 50% deposit. Sails sent C.O.D. for balance.

490 S. "L" Street • Pensacola, Florida 32501 • 904-436-9354

Sails, covers, repairs. Prices subject to change.
FSSA Membership

As of March 1984, our current FSSA membership is 1615, including all categories. Although membership grew 22 percent in 1983, it is important that we continue to strive to build our association, making it ever-stronger. A strong association is much of what makes the Flying Scot the fine class boat that it is.

With the sailing season now getting started for most of us, it is a good time to begin looking for prospective association members. What can YOU do?
* Urge your fellow fleet members who 'forgot' to renew to do so.
* "Sell" your class and its association to non-fleet and/or non-FSSA members. You know many in the area, why not give them a call?
* Contact the FSSA office; we will send out literature and membership forms to prospective members. Fleet Captains and District Governors may want some on hand, too!
* If you sell your boat, why not provide the new owner with an application to the association?

We have one of the strongest associations in the sailing fraternity. With your continued support and help, we will continue to grow stronger still.

Article Call

If you have an idea for an article, drop me a note or give me a call. While many pleasure sailors wish there were less race-related articles in Scots n' Water, racing provides a broad area for article ideas. If you have an idea, especially on something of interest to pleasure sailors/cruisers, please SEND IT ALONG!

Membership Survey Results

Thanks to those of you who took the time to fill out the membership survey in the February issue. While it's late, if you forgot, why not send it in now? The results are being tabulated and the information generated will be reported to you and your officers as soon as possible. Look for it in up-coming issues.

Publication Deadlines

July issue May 5
September issue July 5
October issue August 10

Important Articles in Sailing Magazines

Elsewhere in this issue you will find a short story and a graphic on overhead power lines. Additional 'required reading' is found in the March issues of both Yacht Racing & Cruising and Sail magazines. Both articles are well-written and are MUST reading for all of us! Make a serious effort to read these two important articles.

NORTH SAILS

The same NORTH FAST that won the AMERICA'S Cup can put you in front of your Flying Scot fleet.

You can have the same FAST technology from the TWELVES in your Flying Scot. NORTH SAILS are always consistent, 5 out of the top 10 boats in the 1983 North American Championships and GYA LIPTON Regatta (including 1st). Call or write today for information on the Shape of Speed for your Scot and ask about your fleet discounts.

1111 Anchorage Ln.
San Diego, CA 92106
(619) 224-2424

1716 Lake Ave.
Metairie, LA 70005
(504) 831-1775

22960 Industrial Dr. W.
St. Claire Shore, MI 48080
(313) 776-1330

SCOTS N' WATER
The President’s Column

Let me carry on beyond my last column, which was about two essential elements for success on a one-design boat: a skilled builder of integrity and an active organization of boat owners. There is more to the story of Flying Scot growth, however, for it all comes down to the people who build the fleets. These are the skippers with enthusiasm and drive who won't rest until they get a prospective boat owner on the tiller and his name on the order. Where a strong fleet exists, you can find a guiding spirit who usually makes it happen. Basically, the FSSA is made up of fleets, plus a few unattached owners, so we rise or fall with the health of the fleets.

Eric Ammann and I recently talked about the importance of our fleet builders and reminisced about the very start of the class itself. We agreed that more recognition and thanks are overdue, especially to those who helped Sandy Douglass put together our first fleets. Here are some of the names that sprang to mind. I’m sure you can add to the list.

In the Mid-West, several people were instrumental in building fleets. In Carbondale, IL, there was Jack Brown. Winnetka had Jack Beierwaltes and Bob Schneid, for starters. In Milwaukee, Bill Claypool started the job of fleet building. Truman Clark and Dan Meckley led the way in Mansfield, OH. Jack Huling is currently doing a great job in Ohio.

On the east coast Lew Howe and Chuck Rettie built the strong Riverside, Connecticut fleet. At Deep Creek Lake, in Maryland, Commodore Don Hott was instrumental in getting together the big fleet when Sandy brought the factory to Oakland. In New Jersey, Jack and Ethel Manee are covering the coast with Scots!

Further south, my own introduction to the Scot came through Fleet 27, Kerr Lake, North Carolina, where Bill Myatt was the “big daddy.” My own current fleet profits from the drive of Irmgard and George Schildroth, who once owned FS #1.

Further south still, John Batte helped build the Jackson, MS fleet as did H.G. Henderson in Houston, TX. Dave Mayfield not only got the Jacksonville, FL fleet going, but also created the popular Sandy Douglass Regatta.

The adoption of the Scot as a club boat can be traced to some key individuals in two very distant areas. In Michigan, Bob Greening and Eaton Kelly introduced the boat to first the Edison Boat Club and later the Detroit River Yachting Association, where it was adopted as the official club boat. Down South, Jack Thompson and Cooper Van Antwerp were largely responsible for the Scot becoming the official club boat of the Gulf Yachting Association.

Active fleet builders often are not content to stay put; many have extended their activities to far distant places in the country. Ed Sharp brought his boat and enthusiasm from Deep Creek to Hilton Head, SC, and has begun building a strong fleet there. Paul Tappan started promoting the Scot in Ohio and continued all the way to the Bahamas! He was still skippering his boat there at the age of 98! Milwaukee starter Bill Claypool continued his fleet building magic when he moved to Tacoma, WA. The west coast needs more people like Bill!

Who is missing from this list? How about writing in and telling us? We’d like to continue to recognize fleet builders, past and present. Meanwhile, take the time to thank the good friends who got you into a Flying Scot.

Hal Walker
President

Fleet News

Fleet 155 Chartered

After several years of steady growth, Fleet 137 in Southern Virginia has been realigned into two fleets with the recent chartering of Fleet 155. Fleet 137 will serve primarily the Scot sailors in the Tidewater Region, which extends from Williamsburg to Virginia Beach. The fleet officers for 1984 are Captain Joe Hecht, FS 3798, and Secretary/Treasurer Andy Gillis, FS 3815.

The new fleet, 155, will be located at the Greater Richmond Sailing Association (GRSA) on Swift Creek Reservoir near Richmond, VA. New Fleet officers are Gary Harris, FS 2970, captain, and Bill Huffman, FS 2886, secretary/treasurer. The 11 members of the Capitol District's newest fleet invite you to participate in the many open regattas that are held on Swift Creek each year.

Fleet 100 Reactivated

The FSSA is glad to announce that Fleet 100 in Seattle, WA, is being reactivated. If you need any information, contact Ms. Patti Buffington, 7318 55th Avenue, N.E., Seattle, WA 98115.

Welcome back, Fleet 100!
Spotlight

Flying Scots Receive Coverage in Yacht Racing & Cruising

Though the February issue of Scots n' Water beat them to it, Yacht Racing & Cruising's March 1984 issue has an excellent story of the Lipton Cup and its use of Scots. The story tells of the history of the event and provides an interesting description of the races and activities in this hotly-contested yearly event in the Gulf Yachting Association. With pictures, maps, and a lively narration, TR & C's Dave Dellenbaugh presents yet another positive look at our class, sailors, and fine boat. It's good reading. Thanks to Yacht Racing & Cruising and congratulations to the GYA for staging such a fine event.

Officer Profile:

E. Paul Moore
Second Vice President

Just like many popular Country and Western tunes that sing the praises of a "one-woman man," Second Vice President E. Paul Moore is truly a "one-boat man." Throughout his 17 years of sailing and racing experience, Paul has known the Scot as his only sailing "love."

Paul began sailing the Scot 17 years ago and, like so many of the rest of us, saw little reason to sail anything else. Paul likes the "quality and simple, effective rigging" of the boat and has found it easy to stay in a Scot partially because of its high reputation among all the classes. In looking over other boats during these years, Paul feels that the boat itself, the interest of the designer in upholding the one-design integrity of the Scot, and the people that make up our association are ample reasons not to "stray" to another boat.

Fleet 83 in Carlyle, IL, is Paul's home fleet. As many know, Lake Carlyle was the site of the 1979 North American Championship. Those who attended know why Paul enjoys sailing there; it has excellent facilities and is a large, interesting body of water on which to sail. Paul has held many offices in his local club, including past commodore and member of the Carlyle Sailing Association board of directors. He also is our association's most current past treasurer and is proud to tell you that, like many of us, he supports the United States Yacht Racing Union through his membership.

While he enjoys sailing at "home," Paul also travels to other regattas quite frequently. In so doing, he has well represented the typical association member with his energetic, enjoyable effort to 'sell' the qualities of the Scot. In fact, Paul lists his major success in sailing a Scot "getting other sailors, new and old, interested in Flying Scots." He includes in this his family and says that he and his wife, Betty, "have enjoyed watching our kids push us out of our boat" for their own use! Paul is also a successful racer who always fares well at regattas and was "lucky" enough two years ago to win his District Championship.

Racing brings Paul's most memorable event in a Scot into focus. He recounts, "While sitting becalmed after the starting signal some 20
activities for adults and children alike. While the 1984 rate has not yet been set, the 1983 rate was $10 a night (again, in Canadian funds). Contact them directly, but do it soon, as the spot is extremely popular and is quickly filled up. In addition, there are several private campgrounds in the area. Their names can be obtained from the Visitor and Convention Services.

When you look at it all, you’ll agree that “Ontario DOES offer more in ’84!”

__Housing__

Many outstanding housing options were investigated for this NAC. We have settled on the local Holiday Inn because they will hold rooms for our group, they are extremely reasonable ($48.50 CANADIAN for up to 4 people), they have a pool, are across the street from all types of restaurants, and, importantly, are only 10 minutes from the sailing area. A reservation form is provided. Contact them directly and be sure to mention which group you are with: Fleet 20, NAC. 50 rooms will be held, at $48.50, but only until June 28. Reserve NOW!

There are many places for camping in the area. The municipally-owned campgrounds, Confederation Park, are OUTSTANDING! Without doubt, they are the finest grounds and offer the greatest attractions you have seen. Ideally located on Lake Ontario, they are only 15 minutes from the sailing area. They offer both tent and RV camping and have a whole host of

__Necessary NAC Information__

Visitor and Convention Services
Regional Municipality of Hamilton-Wentworth
P.O. Box 910
Hamilton, Ontario, Canada
L8N 3V9
(416) 526-4222

Camping: Confederation Park
Lada Karbusieky,
Superintendent
P.O. Box 7099
Ancaster, Ontario,
Canada L9G 3L3
(416) 547-6141

__With 4 different brands of sails in the top 5 in the 1983 Flying Scot North Americans, which sailmaker should you choose?__

__SERVICE__

Which sailmaker will be at as many regattas as possible, not just major championships, anxious to help Scot sailors get the most out of their boat and sails? Which sailmaker will stand behind their product should you ever have a problem?

__QUALITY__

Which sailmaker as one of the top one design sailmakers in the country upholds the highest quality standards in the business, using only the finest and fastest materials available?

__PERFORMANCE: Look at these results!__

Buckeye – 1, 3
Ohio Districts – 1, 3
Midwinters – 3
Nationals – 5
Northeast Regionals – 3
Maryland State Championships – 2
President’s Cup – 1, 2

__Which sailmaker?__

**SHORE!**

**WE WILL HELP YOU WIN.**

**SHORE SAILS**

330 West Spring Street
Columbus, Ohio 43215
(614) 221-2410

MAY 1984
FSSA
District Governors

Capitol District
Harry Carpenter
204 N. Eleventh Street
Oakland, MD 21550
(301) 334-8329

Carolinias District
Dr. Richard Schultz
2109 Meadowbrook Terrace
Reedville, NC 27320
(919) 349-8867

Florida Peninsular District
Denis M. Burgoon
1670 Atlantic Blvd.
Jacksonville, FL 32207

Greater N.Y. District
Lawrence McCarthy
67 Great Hill Road
Ridgefield, CT 06877
(203) 438-5008

Gulf District
Ken Kleinschrodt
4118 Springdale Road
Mobile, AL 36609
(205) 342-4524

Michigan – Ontario District
Doug Christensen
1346 Wines Drive
Ann Arbor, MI 48103

Midwestern District
Thomas A. Dieschbourg
8213 N. Kedvale
Skokie, IL 60076
(312) 673-3569

Northeast District
Ken Wright
53 Hancock Street
Lexington, MA 02173
(617) 862-0389

N.Y. Lakes District
Cynthia Rea
924 Nottingham Road
Jamesville, NY 13078

Ohio District
Paul Nickerson
6403 Luelda
Parma, OH 44129

Pacific District
Tim C. McCarthy
Box 414
Diamond Spring, CA 95619
(916) 626-4199

Prairie District
Peter M. Vogel
212 East 25th Street
Tulsa, OK 74114

Texas District
Bill Berry
2301 West Shannon
Deer Park, TX 77536
(713) 979-8073

Dockside: the finest yachting shoes made in the U.S.A.

SEBAGO
DOCKSIDES
Sebago, Inc., Westbrook, Maine 04092

Flying Scots insignia in red and white on navy blue Mariner V.

Beautifully embroidered...the Mariner V is a blended Creslan
garment that holds its shape through repeated washings...an
ideal weight for year round wear.

The Mariner comes in S, M, L, XL. Ladies should order appro-
priate men's size...$24.65.
Send your check, money order, or credit card information
(please include expiration date) along with $2.00 for shipping
and handling to: Mystic Mariner Chandlery,
P.O. Box 278
McHenry, MD 21541
(412) 882-8322

Mystic Mariner
CHANDLERY

SCOTS N' WATER
to push their boat, which was on the trailer with the mast up, into an area with overhead lines. As they pushed the boat up a slight incline, the mast touched the wires, immediately shocking them. Both boys were pinned underneath the front of the trailer and lay there shaking violently until a rescue was attempted. Unfortunately, that too resulted in disaster as two boys attempting to raise the trailer were also shocked. With four already injured, 14-year-old Jim Dorgan of Mobile, AL, went to work with training he had previously received. Using a piece of wood for an insulator, he raised the trailer so others could pull the boys out, thus saving their lives. All four boys suffered third degree burns, some had (Continued on page 12)

Regatta Checklist
“Don’t leave home without it!”

BOAT
- Mast
- Boom
- Rudder
- Tiller
- Spinnaker pole
- Boom crutch
- Main/jib sheets
- Spinnaker sheets
- Paddle
- Anchor/line
- Bailer
- Throwable cushion
- Whistle/horn
- Spare winch cranks
- Windvane
- Telltale
- Compass
- Small cooler
- Water bottle
- Lifting bridle
- Mooring lines/bumpers
- Cover
- Check shrouds/halyards
- Tighten screw/nuts
- Lubricate moving parts

SAILS
- Main #1
- Main #2
- Jib #1
- Jib #2
- Spin #1
- Spin #2
- Battens
- Sail bags
- Spin. box/turtle(s)
- Inspect for wear

TRAILER
- Inspect tread wear
- Check tire pressure
- Check bearings/lubrication
- Check lights
- Tie downs
- Mast carriers
- License plate
- Boat/trailer registration

REPAIR EQUIPMENT
- Tool kit
- Drill/extension cord
- Spare parts
- Sail repair tape
- Grey tape
- Sandpaper & block
- Rubbing compound
- Cleaning solution
- Cloth/towels

CLOTHING
- Dress clothes
- Dress shoes
- Casual shore clothes
- Casual shore shoes
- Foul weather suit
- Life jacket(s)
- Sailing shoes
- Sailing boots
- Visor/cap
- Headband
- Stocking Cap
- Sunglasses
- Sailing glove
- Sailing shorts
- Sailing sweats

DITTY BAG
- Stop watch
- Sunscreen
- Burn relief (Aloe)
- Chap stick
- Medical tape/band-aids
- Aspirin
- Screwdriver/pliers
- Grease pencil

VALISE
- Wallet
- Map
- Regatta Notice
- Rule Book
- Appeals Book
- Illustrated Rule Book
- Notebook

MAY 1984
it's an upwind battle without your help

Every minute counts between now and the starting gun on July 31, 1984. Our sailors are building momentum—training, tuning, competing here and abroad—so they can sail to the top at the Games on our home waters. But they need your help. Our Olympic hopefuls aren't funded by the government subsidies that keep sailors in other countries afloat. Please send your tax-deductible contributions to the Gold Medal Fund, Box 209, Newport, RI 02840. Thanks.

U.S. OLYMPIC YACHTING COMMITTEE of the United States Yacht Racing Union

Danger

toes amputated, but they lived. Others are not so fortunate.

IT CAN HAPPEN TO YOU! While we normally assume that any place that had sailing and tall masts would have the overhead wires removed, it is simply not true. A sense of complacency often occurs, especially when attending regattas in other locations. Unfortunately, that complacency can be costly.

But it need not be far from home that you need fear worst. YOUR OWN CLUB MAY HAVE OVERHEAD LINES THAT HAVE NEVER BEEN BURIED. Have you ever "forgotten" about them? Do all newcomers know about them? Has your club made the commitment to bury them before they must bury a member instead? Posts signs NOW, but better yet, bury the lines.

WHEN WAS THE LAST TIME YOU LOOKED UP?

Make it every time you raise your mast!

Flying Scot & Windsurfing Specialists

In Stock: NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° centerboard control and custom spinnaker gear for a superb, race equipped SCOT. T-J SALES rigged boats won the '82 NACs and three previous NACs (and everybody knows it's the boat and not the crew or sails!).

Previously owned SCOTS: All with new-boat warranty. Call or write for details.

Parts and Equipment in Stock: All the parts for DOUGLAS or CUSTOMFLEX boats as well as WACO 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, HAWK windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

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: AIGLE boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; ATLANTIS PVDs and foul weather gear; ACCUSPLIT racing timers, at $40 the slickest waterproof stopwatch you can buy; LASER compasses, and much more. Call us for holiday or birthday shopping suggestions.

New Item: HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. S30 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

Advanced Racing Clinic: Plan now to attend our 1984 clinic, from Friday noon, June 1 thru noon on Sunday, June 3 at Portage Lake near Ann Arbor. Single ($45) and multi-handed ($80) boats. Scot sailors from as far away as Tennessee, New Jersey, and Minnesota have attended this outstanding event. 12 hours of on-the-water instruction plus lectures and critiques of your video taped performances. Call or write for details.

We ship daily by UPS on open account to FSSA members!

We repair hulls, centerboards, and sails.

T-J Sales Co.

8390 Dexter Pinckney Road
Office: (313) 426-4155
Pinckney, Michigan 48169
Tom Ehman, Owner
# RACE RULES QUIZ

1. A yacht has no proper course until she starts. **T or F**
2. The Notice of Race (or Regatta) ranks as rules. **T**
3. The rules of Part IV begin to apply when a yacht's preparatory signal is made. **F**
4. None of the rules requires a yacht to anticipate another yacht's actions. **F**
5. When two yachts are overlapped and the helm of the windward yacht (when sighting abeam . . .) has been forward of the mainmast of the leeward yacht, the leeward yacht is not entitled to luff. **T**
6. A singlehanded yacht need not display a protest flag until she finishes. **F**
7. A protestor must inform the protestee of the protestor's intent to file a written protest. **T**
8. Once complete, a protest hearing may not be reopened. **T**
9. Appendix I – Amateur applies to any race conducted under the IYRU Racing Rules in the US by an organization that is a member of USYRU. **F**
10. USYRU Appeals (Rules Interpretations) have the same status as rules in the United States. **F**
11. In a protest hearing, the burden of proof is on the port tack yacht. **F**
12. When a burdened yacht hails "hold your course," the right-of-way yacht must do so or relinquish her right to protest. **F**
13. A right-of-way yacht involved in a collision which causes no damage but whose finishing position is adversely affected is entitled to redress. **T**
14. A yacht's windward side is that from which the wind is coming, ie, wind coming over the starboard side puts a yacht on a starboard tack. **T**
15. Magazine articles and Race Rules Seminars always give an accurate presentation of the rules. **T**

---

### WALLY – “INSURE MY BOAT WILL YOU”?

**YOU SPECIALIZE IN ASSOCIATION PROGRAMS AND YOUR POLICY IS THE BEST**

**FIRST, SEND ME A QUOTE FOR HULL AND LIABILITY COVERAGES BASED ON THE BOAT BELOW**

<table>
<thead>
<tr>
<th>BOAT (year)</th>
<th>CLASS</th>
<th>PRESENT MARKET VALUE</th>
<th>COVERS &amp; MISCELLANEONS</th>
<th>VALUE OF EXTRA SAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRAILER (year)</th>
<th>MANUFACTURER</th>
<th>PRESENT VALUE</th>
<th>HOME PORT (location)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAIL TO WALLY LINEBURGH**

LINEBURGH & COMPANY
79 South Benson Rd., Fairfield, CT 06430
(203) 255-1571

ESTABLISHED 1966

---

For quiz answers see page 15.

(Continued on page 15)
Letters

(Continued from page 7)

I may be a minority of one in that I have no interest in racing, but I suspect there are others like me. HOW ABOUT DEVOTING A LARGER PERCENTAGE OF SCOTS N' WATER COVERAGE TO INFORMATION ABOUT SAILING SCOTS! Such coverage would be of interest to both racers and non-racers.

I've had 20+ years sailing experience, and I would guess that most new Scot owners know how to sail, as we did. However, many things about the Scot are still a mystery to me. In general, I want to know Scot tricks and information, rather than general sailing information.

We bought our Scot two years ago because we were getting too old for our Hobie 16. So far, it has exceeded our expectations in every respect. It has quality construction, never a breakdown, and most importantly, it is one of the boats that meets our aesthetic criteria for sailing! Charles Gettys, FS 617, Norman, OK

Editor's Reply:

Thanks, Charles, for giving the association and me another chance!

Your letter is important. For many reasons. The fact that the recent membership survey generated this letter from you is a very positive and encouraging sign.

Our strength in this Class is also our greatest problem at times: we attract a very wide cross-section of the sailing populace. From casual day sailors to occasional cruisers/campers to championship sailors, our membership is full of an interesting, interested group of people. The reason I generated the survey was because, as a Scot sailor of some 20 years, I, too, felt we had to represent ALL of our members. The problem I have, as editor, and that our officers often have is knowing exactly WHO our members are. In some classes that is easy to identify; it's not that easy here. Hopefully the survey will be well-returned and will generate the kind of information that will make writing and editing for our most important membership tool, Scots' Water, more effective for ALL of us.

I hope that you have noticed the attempt, already, to help all our members. "Fundamentally Speaking" is designed to provide all Scot sailors with some information that they do not have or with a review or new angle on what they already know. This will be continued and will appear in most every issue (though it didn't this month.) If you, or any member, has ideas for this column, or wants to submit an article for it, please do so!

Another problem I see that your letter raises is the perception that pleasure sailors and racers are somehow different creatures and that what interests one would bore or confuse another. Further, that articles written for 'racing' are not useful for the 'average' sailor. I think that this is not true at all. For example, Nelson Elam's good article on sailing in waves contains excellent information for all sailors who sail in wavy conditions; not just racers. Andy Fox's article on off-wind sailing in heavy air contains very clear, valuable information on sailing the Scot effectively in difficult conditions. Yes, these were written with the racer in mind, but they certainly are useful for ALL of us.

Another problem I face as editor is that while people sometimes complain about the perceived 'racing orientation' of the Class and the publication, neither I nor my predecessor Paul Newton receive many articles forby non-racers. Worse yet, we receive few ideas! Hopefully the survey will remedy that, and I really do appreciate the list of 20 topics you provided.

Another excellent source of this kind of information is the Revised Highlights of Scots' Waters. It contains a wealth of information and can be obtained very inexpensively from Douglass Boat Co.

I hope that you will also agree with me that we need to continue our efforts to improve Class communication. By creating "The President's Column," the "Officer Profiles," and the "Bulletin Board," I hope to be able to with your help and

---

Flying Scots®, whole or in part!

We build Flying Scots® to order...

• Our standard boat is equipped with Harken main and jib sheet blocks.

• Our new halyard winch is made with phenolic resin cheeks and machined, one-piece, aluminum spools.

---

We have accessories designed for the Flying Scot® including mooring covers and galvanized trailers.

We have the largest Scot replacement parts inventory anywhere.

We ship open account to any Scot owner.

We ship within 24 hours of receipt of your order.

Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m., Saturdays between 9 a.m. and 11 a.m. or write

GORDON DOUGLASS BOAT CO., Inc.
Deer Park, Maryland 21550

Builders of the
FLYING SCOT®
the help of ALL association members. Your letter articulated very well the feelings of many sailors. I hope that ALL members will continue to help me and our class officers inform, entertain, and communicate with our fellow Scot sailors more effectively. Thanks for your input!

Understanding the Rules
Quiz Answers

All answers, except #2, are FALSE. Here’s why:
1. Until after her starting signal.
2. True. See Rule 3.1.
3. They apply to a yacht racing or intending to race. See Preamble to Part IV. It may only be DQ’d before preparatory signal for seriously hindering a yacht racing or infringing the sailing instructions. See Rule 3.1.
4. See Rules 32, 37.1, then 38.1.
5. He may sail above his proper course after starting (Rule 38.1) or above a close-hauled course before starting (Rule 49).
6. He need not keep it displayed... but again at the finish. See Rule 68.2(b).
7. He must try to. See Rule 68.4.
8. See Rule 73.5.
9. It applies to all events.
10. They are only “authoritative” interpretations!
11. The burden of proof is on the accuser and the protest committee. The same is really true of those rules that say “must.” See Appeal #193 (but as that appeal relates to Rule 60 and Appendix 2, 1977-1981 version, it is obsolete and has been withdrawn from the Appeals Book).
12. Appeal #186 notwithstanding!
13. See Rule 89.
14. It is opposite from which she is or was carrying her main boom.
15. Be wary!

Additional help can be obtained through a number of books written by sailors to explain the rules in a clear and understandable fashion. These books are not ‘official’, but do present ideas on how to use the rule. Heavily-laced with diagrams and pictures, most sailors find these very useful. Two excellent books of this genre that are often available from your local supplier are:

Paul Elstrom explains . . . the yacht racing rules.
Racing Rules, by Eric Twain

GO FAST
Super Schreck Sails

You can’t beat 46 years of sailmaking and 58 years of sailing.
Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and many others.

Our prices are fair and our delivery is prompt.

Get the edge over your competition now with your own set of Super Schreck Sails.
Call about our Special Yacht Fleet discounts.

MAY 1984
THE STARTING LINE

Regattas are listed by District. FSSA members are usually welcome at all FSSA regattas as guests, but check with the individual regatta chairman to confirm.

CAPITOL DISTRICT
The following open regattas will be held in the Capitol District during 1984. Events marked with an * are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association (CBYRA). Contact the host fleet, shown in parentheses, for details or contact any of the following: Governor Harry Carper, 214 N. 11th Street, Oakland, MD, 20815; CBYRA Representative Loras Newby, 3105 Edgehill Rd., Alexandria, VA, 22302; District Reporter John Clicken, 1632 St. Marie Ct., Virginia Beach, VA, 23464.

May 12-13 - Azalea Cup Regatta* West River Sailing Club, Galesville, MD (97).


June 16-17 - Capitol District Championship & Glenmar Annual Regatta* Glenmar SA, Middle River, MD (64).

June 23-24 - Annual Regatta* Norfolk Navy SA, Norfolk, VA (137).

July 4 - 4th of July Regatta, Graz, Rich mond, VA (155).

July 14-15 - Plaid Crab Regatta* Podickery YC, Annapolis, MD (149).


Aug 11-12 - Annual Regatta* Fishing Bay YC, Deltaville, VA (137).

Remaining 1984 Race Schedule to appear in June issue of SCOTS n' WATER.

CAROLINAS DISTRICT
The following regattas qualify for the Carolinas District Helmold Trophy. More information can be obtained from Ted Ward, 2412 Farthing St., Durham, NC 27704 (919) 477-3587.

May 5-6 - Great 48 Regatta, Lake Norman YC. Contact: L.F. McLaughlin, Box 6113, Spartanburg, SC, 29304. (803) 579-2689.

May 26-27 - High Rock YC Regatta, Southmount, NC.

June 9-10 - NC District Championships, Lake Townsend, Greensboro, NC.

June 16-17 - N. Carolina Governor's Cup, Carolina Sailing Club. Come tune-up with as many as 42 Scots from all over the country.


Sept. 15-16 - Mayor's Cup Regatta, Lake Townsend YC, Greensboro, NC.

Oct. 6-7 - Virginia Inland SA Regatta, Smith Mt., Latie, VA.

Oct. 13-14 - S Carolina State Championships, Hilton Head Island, SC.

GULF DISTRICT
The following are regattas for the Kentucky-Tennessee area. Contact Jack Easley, 2617 Pleasant Green Rd., Nashville, TN 37214.

April 14-15 - Dutch Treat Regatta, Concord YC, Knoxville, TN.

May 12-13 - Great Mound Regatta, Port Olive YC, Barren River Lake, Bowling Green, KY. Contact: James Morrison, Box 91, Rockfield, KY 42274. (502) 642-3999.

May 19 - Grand Ole Open. Percy Priest YC, Nashville, TN.

July 25 - Touch of Class. Ladies Only. Percy Priest YC, Nashville, TN.

May 26-28 - Southern Regional Championships. Combine your plans to visit the 1984 World's Fair with the FS Southern Regionals, 3 races. Southern YC, New Orleans, LA. Contact Larry Taggart, SYC, 105 N. Audubon Drive, New Orleans, LA 70124.

GREATER NEW YORK DISTRICT

FLORIDA DISTRICT
Fleet 131, The Rudder Club, Jacksonville, FL, invites your participation in any of the following regattas. Contact Dennis Bourgo, 1670 Atlantic Blvd., Jacksonville, FL 32207. (904) 398-1670.

Summer Series - July 7, 21, August 4, 18.


Fall Series - September 22, October 6, 20, November 3.

Nov. 10-11 - Sandy Douglass Regatta (FSA and FSA sanctioned).

Dec. 1-2 - Gator Bowl Regatta (FSA sanctioned).

MIDWESTERN DISTRICT
June 9-10 - Egyptian Cup Regatta, Crab Orchard Lake SC. Contact Barbie Clatts, Rt. 1, Carbondale, IL 62901 (618) 549-5985.

August 4-5 - Annual Ephraim Regatta, Ephrata, Door County, WI. FS Fleet 44 Sponsor. Contact: Tom Totlett, P. O. Box 817, Appleton, WI 54912, (414) 739-9181.

NORTHEAST DISTRICT


August 17-19 - NE District Championships, Fleet 105, Cohasset YC, MA. 5 races. Contact Ray Kasperwicz, 172 South Main St., Cohas ses, MA 02025. (617) 383-9158.

August 17-19 - 1984 Border Regatta. Trident YC. 1000 Islands, Gananoque, Ontario, Canada. Friday afternoon fun sail and picnic. 5 races. Sandy will be there! Contact Ken Wright, 58 Hancock St., Lexington, MA 02173. (617) 892-3745.

Sept. 8-9 - Massapoag YC. Fleet 76, Sharon, MA. 5 races. Contact Randy Rubenstein, 26 West St., Sharon, MA 02067. (617) 794-5517.

Sept. 15-16 - Sandy Bay YC. Fleet 11, Rockport, MA. 2 races. FS vs. Rhodes 19 (Ed note: no contest) Contact Skip Montello, 41 Virginia Lane, Newburyport, MA 01950. (617) 402-3756.

OHIO DISTRICT
The following Ohio District regattas are open to any FSSA member. The Fleet One Trophy will be awarded to the skipper who accumulates the most total points for number of boats beached in all regattas.

May 15-20 - Buckeye Regatta, Hoover Reservoir, Columbus, OH. Contact Jack Felling, 477 Winmar Place, Westerville, OH 43081.

June 9-10 - Berlin Reservoir, Youngstown, OH. Contact Herb Dakin, 17895 Whisper Lane, Lake Milton, OH 44429.

June 30-July 1 - Ohio District Championships, Cleveland YC, Lake Erie, Cleveland, OH. Open to all FSSA members. Contact Paul Nickerson, 6403 Leukla, Parma, OH 44129. (216) 749-1481.

July 7-8 - Clear Lake, Fremont, IN. Contact Jim Moreh, 7934 Melody Lane, Fort Wayne, IN 46804.

July 14-15 - Great Scott Regatta, Cleveland, OH. Contact Paul Nickerson.

Sept. 8-9 - Harvest Moon Regatta, Atwood Lake, Canton, OH. Contact Paul Strikovich, 515 Browning N.W., N. Canton, OH 44720.

Sept. 15-16 - Fleet 1 Regatta. Cowan Lake, Wintoning, OH. Contact John Danks, 1024 Ligonier Ave., Cincinnati, OH 45218.

PRAIRIE DISTRICT
July 28-29 - Prairie District Regatta. Fleet 89, Perry YC. Lake Perry, KA. Contact Keith Fager, 8727 EBY, Overland Park, KS 66212. (913) 341-6358.

SCOTS N' WATER
Flying Scot

White short and long sleeve T-shirts, 100% cotton. Silkscreened in full color front, back, and sleeves. You must see this beautiful shirt to appreciate it.

Short sleeve $10.00 + $2.00 postage
S □ M □ L □ Ex □

Long sleeve $15.00 + $2.50 postage
S □ M □ L □ Ex □

Name ________________________
City ________________________
State ______ zip _____________
Phone ______________________

One Design Marine
P.O. Box 50908, Dallas, TX 75250

ONE DESIGN RACING

White short and long sleeve T-shirts, 100% cotton. Silkscreened in full color front, back, and sleeves. You must see this beautiful shirt to appreciate it.

Short sleeve $10.00 + $2.00 postage
S □ M □ L □ Ex □

Long sleeve $15.00 + $2.50 postage
S □ M □ L □ Ex □

Name ________________________
City ________________________
State ______ zip _____________
Phone ______________________

One Design Marine
P.O. Box 50908, Dallas, TX 75250
CAVEAT EMPTOR

**FS 3061** — Douglass made. White hull, light blue deck, main, jib, spinnaker. Removable motor mount, 2 hp Evinrude, tilt trailer. $5,000. Josh Rosenberg, 33 Elm St., Cos Cob, CT, 06807. (203) 967-2225.

**FS 3737** — Douglass, built spring of 1982. Ivory hull, red stripes, highly competitive deck layout. Complete Sobstad sail inventory. Two mains (3.8 oz & 4.4 oz), two jibs (4.4 oz & 5 oz), two spinners (½ oz & ¾ oz), Dynac, compass, trailer and more. All in excellent condition. $6,850. Contact Ira Cohen, (212) 460-5700 (days).

**FS 2492** — Douglass, white hull and deck. Two suits Bowers sails, one spinnaker, new T.J. tent cover. Mostly T.J. rigging, Harken blocks. Like new condition. Tilt trailer, Buddy bearings, motor mount, two hp Evinrude, anchor, etc. $5,500. Contact C. Murray, 430 Idaho Ave. N., Minneapolis, MN 55427, (612) 544-8359.


**FS 3672** — Douglass. Ivory hull and deck with orange boot stripe. Schurr sails with windows and spinner. Trailer with tongue jack. Custom Cunningham led to center board cap, bottom paint, variable length tiller extension, vane, outboard bracket, full cover and other extras. All mint condition! Contact Frank Middleton, 508 Partridge Lane, Albany, GA 31707. (912) 833-3166.


**FS 1158** — 1976 Flying Scot in excellent condition. Not used for a number of years. Contact Tom Tappan, 430 Overlook Rd., Mansfield, OH 44907. (419) 756-4441.


**FS 2536** — Douglass, white on white, main, jib, spinnaker. Harken equipped, actively raced, fresh racing bottom paint, motor mount, cover, galvanized trailer, kept in condition, ready to race, new centerboard gasket, anchor and line. $3,500. Contact Art Darling, 1508 Newport, Lakeland, FL 33803 (813) 688-8645 (home) or (813) 683-4600 (office).


**FS 3544** — Douglass, red hull, white deck. Schurr main (teed eyes), jib and spinnaker. Custom outboard, vang and jiffy reefing system, Harken blocks. Mercury and bracket, lifting bridle, anchor, paddle, preservers (4) and cover. Tee Nee, spare tire. Dry-sailed, mint condition. $6,800.00. Call/write Chris Brown, 59 Admiral Kallous Rd., Newport, RI 02840, (401) 846-3051.


---

**MUSTO & HYDE**

**MUSTO REGATTA VEST**

Though not CG approved, the Regatta Vest is a bouyancy aid designed for safety while racing.

<table>
<thead>
<tr>
<th>ORDER NO.</th>
<th>SPECIAL NF 493</th>
<th>$5.96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement Rubber Base</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ORDER NO.</td>
<td>PRICE NF 133</td>
<td>$2.65</td>
</tr>
</tbody>
</table>

**MUSTO INSHORE SUIT**

One piece suit designed to keep you dry in a small boat where a two piece can't. Constructed without a lining, the interior is quick to dry should you take a dunking. Lightweight and unrestricted. RED.

| Order No. | Specify Size Price 110 S,M,L,XL $129.00 |

**WRITE OR CALL FOR FREE CATALOG OF SAILING ACCESSORIES. MAIL ORDER HOT LINE 1-414-435-2150**

**SEND OR PHONE ORDERS TO:**

**GREEN BAY MARINE SUPPLY**
904 NORTH BROADWAY
GREEN BAY, WI 54303

Add $2.50 for freight cost. American Express, VISA, Mastercard, Check or Money Order. No COD’s.

**DEALER FOR:** HI-FLY, LASER, MISTRAL, NACRA, PRINDLE, WINDSURFER

---

SCOTS N’ WATER
<table>
<thead>
<tr>
<th>F/S #</th>
<th>Dist.</th>
<th>Fleet</th>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>401</td>
<td>Gulf</td>
<td>1</td>
<td>George M. Leet</td>
<td>3744 Birnamwood</td>
<td>Ashland</td>
<td>KY</td>
<td>41101</td>
</tr>
<tr>
<td>2481</td>
<td>Gulf</td>
<td>133</td>
<td>Robert D. Deckins Jr.</td>
<td>2207 N. Palm St.</td>
<td>Little Rock</td>
<td>AR</td>
<td>72207</td>
</tr>
<tr>
<td>2096</td>
<td>Gulf</td>
<td>153</td>
<td>Fred Brunt</td>
<td>POB 422</td>
<td>Lake Arthur</td>
<td>LA</td>
<td>70549</td>
</tr>
<tr>
<td>3398</td>
<td>Gulf</td>
<td>153</td>
<td>Rick Leoni, Jr.</td>
<td>128 Acacia</td>
<td>Lafayette</td>
<td>LA</td>
<td>70508</td>
</tr>
<tr>
<td>3399</td>
<td>Gulf</td>
<td>153</td>
<td>Alan W. Corne</td>
<td>8 Flossmore</td>
<td>Lafayette</td>
<td>LA</td>
<td>70508</td>
</tr>
<tr>
<td>3665</td>
<td>Gulf</td>
<td>153</td>
<td>Fabian A. Patin</td>
<td>114 Shipley Dr.</td>
<td>Mobile</td>
<td>AL</td>
<td>36608</td>
</tr>
<tr>
<td>3665</td>
<td>Gulf</td>
<td>153</td>
<td>Robin Byler</td>
<td>321 Elmwood Dr.</td>
<td>Lafayette</td>
<td>LA</td>
<td>70503</td>
</tr>
<tr>
<td>680</td>
<td>Gulf</td>
<td>38</td>
<td>James Parmentier</td>
<td>6652 Vanderbilt Ct</td>
<td>105 N. Roadway Drive</td>
<td>New Orleans</td>
<td>LA</td>
</tr>
<tr>
<td>3851</td>
<td>Gulf</td>
<td>38</td>
<td>Southern Yacht Club</td>
<td>1 Hickory Ridge Road</td>
<td>Martinsville</td>
<td>VA</td>
<td>24112</td>
</tr>
<tr>
<td>2023</td>
<td>Capitol</td>
<td>71</td>
<td>John K. Adams</td>
<td>1 Hickory Ridge Road</td>
<td>Capitol</td>
<td>WV</td>
<td>26021</td>
</tr>
<tr>
<td>3699</td>
<td>Capitol</td>
<td>48</td>
<td>Gary Lee Pudder</td>
<td>POB 1031</td>
<td>Buckhannon</td>
<td>VA</td>
<td>22306</td>
</tr>
<tr>
<td>2616</td>
<td>Capitol</td>
<td>42</td>
<td>Jimmy Walker</td>
<td>7008 Stone Mill Place</td>
<td>Alexandria</td>
<td>VA</td>
<td>22306</td>
</tr>
<tr>
<td>2616</td>
<td>Capitol</td>
<td>42</td>
<td>Susan Walker</td>
<td>7008 Stone Mill Place</td>
<td>Alexandria</td>
<td>VA</td>
<td>22306</td>
</tr>
<tr>
<td>2045</td>
<td>Capitol</td>
<td>97</td>
<td>Peter H. Verdiere</td>
<td>8827 McGregor Dr.</td>
<td>Chevy Chase</td>
<td>MD</td>
<td>20815</td>
</tr>
<tr>
<td>1241</td>
<td>Ohio</td>
<td>12</td>
<td>Jim Iaffaldano</td>
<td>1351 Andrews Ave</td>
<td>Lakewood</td>
<td>OH</td>
<td>44107</td>
</tr>
<tr>
<td>3902</td>
<td>Ohio</td>
<td>12</td>
<td>Charles Ruenger</td>
<td>1279 School Lane</td>
<td>Warrington</td>
<td>PA</td>
<td>18976</td>
</tr>
<tr>
<td>3881</td>
<td>Ohio</td>
<td>12</td>
<td>Fred &amp; Maureen Mohr</td>
<td>2 Ash Lane</td>
<td>Newton</td>
<td>PA</td>
<td>18940</td>
</tr>
<tr>
<td>3700</td>
<td>Ohio</td>
<td>12</td>
<td>Janis Alexander</td>
<td>Box 208</td>
<td>Baden</td>
<td>PA</td>
<td>15005</td>
</tr>
<tr>
<td>3621</td>
<td>Ohio</td>
<td>48</td>
<td>T. Duke Williams Jr.</td>
<td>318 Valley Stream Road</td>
<td>Statesville</td>
<td>NC</td>
<td>28677</td>
</tr>
<tr>
<td>2087</td>
<td>Ohio</td>
<td>134</td>
<td>Mary Jane Hanks</td>
<td>200 N. Wendover Rd.</td>
<td>Charlotte</td>
<td>SC</td>
<td>29928</td>
</tr>
<tr>
<td>3792</td>
<td>Ohio</td>
<td>18</td>
<td>Camp Seaferer</td>
<td>232 South Sea Pines Dr.</td>
<td>Hilton Head Isl.</td>
<td>NC</td>
<td>27605</td>
</tr>
<tr>
<td>2147</td>
<td>New York</td>
<td>12</td>
<td>Michael Mosberg</td>
<td>POB 10976</td>
<td>New York</td>
<td>NY</td>
<td>10017</td>
</tr>
<tr>
<td>3585</td>
<td>New York</td>
<td>12</td>
<td>Camp Seaferer</td>
<td>295 Madison Ave.</td>
<td>Pinckney</td>
<td>MI</td>
<td>48169</td>
</tr>
<tr>
<td>3693</td>
<td>Michigan-Ontario</td>
<td>148</td>
<td>J. Robert Chittick</td>
<td>18 Stratheden Road</td>
<td>Toronto, CAN</td>
<td>M4N 1E5</td>
<td></td>
</tr>
<tr>
<td>438</td>
<td>Michigan-Ontario</td>
<td>12</td>
<td>Peter M. Rowland</td>
<td>211 Lakeshore Rd E.</td>
<td>Port Credit, Ont.</td>
<td>CAN</td>
<td>L5G 1G5</td>
</tr>
<tr>
<td>1083</td>
<td>Northeast</td>
<td>23</td>
<td>Richard W. Wilson</td>
<td>Rt. 3, Box 222</td>
<td>London, Ontario</td>
<td>CAN</td>
<td>N8A 4C3</td>
</tr>
<tr>
<td>2847</td>
<td>Florida</td>
<td>151</td>
<td>Geoffrey T. Spencer</td>
<td>315 Seminola Blvd.</td>
<td>Casselberry</td>
<td>FL</td>
<td>32707</td>
</tr>
<tr>
<td>2440</td>
<td>Greater New York</td>
<td>24</td>
<td>William H. Schmermund</td>
<td>33 Potnam Park Rd.</td>
<td>Bethel</td>
<td>CT</td>
<td>06801</td>
</tr>
<tr>
<td>3879</td>
<td>Greater New York</td>
<td>147</td>
<td>Robert G. Kipp</td>
<td>878 Bordentown Ave</td>
<td>South Amboy</td>
<td>NJ</td>
<td>08879</td>
</tr>
<tr>
<td>3802</td>
<td>Greater New York</td>
<td>147</td>
<td>Dr. Jonathan Harris</td>
<td>Rt. 1, Box 124A</td>
<td>Port Crane</td>
<td>NY</td>
<td>13833</td>
</tr>
<tr>
<td>3898</td>
<td>Greater New York</td>
<td>147</td>
<td>Bill Cherokee</td>
<td>55 Mildred Parkway</td>
<td>New Rochelle</td>
<td>NY</td>
<td>10804</td>
</tr>
<tr>
<td>2324</td>
<td>Texas</td>
<td>23</td>
<td>Harry Spence</td>
<td>453 Lorraine Ave.</td>
<td>Dallas</td>
<td>TX</td>
<td>75220</td>
</tr>
<tr>
<td>2073</td>
<td>Texas</td>
<td>23</td>
<td>Ted Delevoryas</td>
<td>Dept of Botany-Univ/TX</td>
<td>Austin</td>
<td>TX</td>
<td>78712</td>
</tr>
<tr>
<td>6019</td>
<td>Texas</td>
<td>23</td>
<td>Richard E. Lord</td>
<td>20 Church St</td>
<td>Wellesley</td>
<td>MA</td>
<td>02181</td>
</tr>
<tr>
<td>6218</td>
<td>Texas</td>
<td>23</td>
<td>Bernard O'Brien</td>
<td>14 Skyline Drive</td>
<td>Wichita</td>
<td>KS</td>
<td>67244</td>
</tr>
<tr>
<td>2704</td>
<td>Texas</td>
<td>23</td>
<td>David R. Fleuret</td>
<td>Box 1204</td>
<td>Syracuse</td>
<td>NY</td>
<td>13229</td>
</tr>
<tr>
<td>1515</td>
<td>New York Lakes</td>
<td>147</td>
<td>Carl J. Crosley, MD</td>
<td>211 Scottom Blvd.</td>
<td>Chatham</td>
<td>NY</td>
<td>12027</td>
</tr>
<tr>
<td>2951</td>
<td>New York Lakes</td>
<td>147</td>
<td>Jerry R. Shepardson</td>
<td>77 Austerhitz St.</td>
<td>Bemus Point</td>
<td>NY</td>
<td>14712</td>
</tr>
<tr>
<td>6069</td>
<td>New York Lakes</td>
<td>147</td>
<td>Harry Barkham</td>
<td>138 Lakeside Ave.</td>
<td>Mt. Vernon</td>
<td>IL</td>
<td>62693</td>
</tr>
<tr>
<td>2188</td>
<td>Midwestern</td>
<td>12</td>
<td>Brent McDaniel</td>
<td>9 Elm Circle</td>
<td>Cape Girardeau</td>
<td>MO</td>
<td>63701</td>
</tr>
<tr>
<td>6456</td>
<td>Midwestern</td>
<td>12</td>
<td>Robert Hirsch</td>
<td>200A Oakwood Ave.</td>
<td>Birmingham</td>
<td>AL</td>
<td>35210</td>
</tr>
<tr>
<td>3281</td>
<td>Gulf</td>
<td>12</td>
<td>Carden Johnston</td>
<td>3208 Kari Dr</td>
<td>Colts Neck</td>
<td>NJ</td>
<td>07722</td>
</tr>
<tr>
<td>3867</td>
<td>Greater New York</td>
<td>12</td>
<td>Alva J. Lund</td>
<td>41 Glenwood Rd</td>
<td>Charlotte</td>
<td>NC</td>
<td>28205</td>
</tr>
<tr>
<td>3912</td>
<td>Carolina</td>
<td>12</td>
<td>J.W. Parnell, Jr.</td>
<td>4036 Glenstar Terrace</td>
<td>Greensboro</td>
<td>NC</td>
<td>27410</td>
</tr>
<tr>
<td>2525</td>
<td>Carolina</td>
<td>12</td>
<td>Virgil H. Lane</td>
<td>806 Westridge Rd</td>
<td>Arlington</td>
<td>VA</td>
<td>22205</td>
</tr>
<tr>
<td>3885</td>
<td>Carolina</td>
<td>12</td>
<td>Herb Roepke</td>
<td>2109 N Illinois St</td>
<td>Emmanuel</td>
<td>PA</td>
<td>18049</td>
</tr>
<tr>
<td>3844</td>
<td>Capitol</td>
<td>12</td>
<td>John &amp; Martha Delhagen</td>
<td>2560 Bayberry Circle</td>
<td>Swanton</td>
<td>MD</td>
<td>21561</td>
</tr>
<tr>
<td>2543</td>
<td>Capitol</td>
<td>12</td>
<td>E. Marshall Stacy</td>
<td>Rt. 2, Box 263-A</td>
<td>Silver Springs</td>
<td>MD</td>
<td>20901</td>
</tr>
<tr>
<td>3512</td>
<td>Capitol</td>
<td>12</td>
<td>Gabor Karafin</td>
<td>10209 Brookmoor Dr</td>
<td>Cincinnati</td>
<td>OH</td>
<td>45231</td>
</tr>
<tr>
<td>3652</td>
<td>Ohio</td>
<td>12</td>
<td>H. George Murphy</td>
<td>8834 Cavalier Dr.</td>
<td>Defiance</td>
<td>OH</td>
<td>43512</td>
</tr>
<tr>
<td>2557</td>
<td>Ohio</td>
<td>12</td>
<td>William C. Koester</td>
<td>352 Koether Run</td>
<td>Columbus</td>
<td>OH</td>
<td>43201</td>
</tr>
<tr>
<td>9453</td>
<td>Ohio</td>
<td>12</td>
<td>Greg Fisher</td>
<td>109 Price Ave.</td>
<td>Wilmington</td>
<td>OH</td>
<td>45177</td>
</tr>
<tr>
<td>0467</td>
<td>Ohio</td>
<td>12</td>
<td>Alexander Luque</td>
<td>261 West Main St.</td>
<td>N. Canton</td>
<td>OH</td>
<td>44720</td>
</tr>
<tr>
<td>0467</td>
<td>Ohio</td>
<td>065</td>
<td>Clifford Wood</td>
<td>153 S. Pershing Rd.</td>
<td>Mobile</td>
<td>AL</td>
<td>36608</td>
</tr>
</tbody>
</table>
# NEW FSSA MEMBERS

<table>
<thead>
<tr>
<th>F/S #</th>
<th>Dist.</th>
<th>Fleet</th>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>3910</td>
<td>Ohio</td>
<td></td>
<td>Joel Sampson</td>
<td>665 E. Royal Forest</td>
<td>Columbus</td>
<td>OH</td>
<td>43214</td>
</tr>
<tr>
<td>3886</td>
<td>Ohio</td>
<td></td>
<td>George A. More</td>
<td>6472 Pepperell Lane</td>
<td>Cincinnati</td>
<td>OH</td>
<td>45236</td>
</tr>
<tr>
<td>1957</td>
<td>Ohio</td>
<td>37</td>
<td>Girard W. Levy</td>
<td>375 N. Ardmore Rd.</td>
<td>Columbus</td>
<td>OH</td>
<td>43209</td>
</tr>
<tr>
<td>3863</td>
<td>Ohio</td>
<td></td>
<td>Paul W. O'Daniel</td>
<td>360 Rockyfork Dr. N.</td>
<td>Gahanna</td>
<td>OH</td>
<td>43250</td>
</tr>
<tr>
<td>0989</td>
<td>Pacific</td>
<td></td>
<td>William A. Wells</td>
<td>6130 Gravenstein Hwy. N.</td>
<td>Forestville</td>
<td>CA</td>
<td>95436</td>
</tr>
<tr>
<td>3256</td>
<td>Gulf</td>
<td></td>
<td>Lee Walhall</td>
<td>3944 Forest Glen Rd.</td>
<td>Birmingham</td>
<td>AL</td>
<td>35223</td>
</tr>
<tr>
<td>3665</td>
<td>Gulf</td>
<td>153</td>
<td>J. Clyde Prejean</td>
<td>125 N. Easy St.</td>
<td>Lafayette</td>
<td>LA</td>
<td>70506</td>
</tr>
<tr>
<td>1615</td>
<td>Carolinas</td>
<td>027</td>
<td>Dr. Ted R. Kunstring</td>
<td>500 Spring Valley Drive</td>
<td>Raleigh</td>
<td>NC</td>
<td>27609</td>
</tr>
<tr>
<td>3869</td>
<td>Greater New York</td>
<td></td>
<td>Cornelius L. McCaffrey</td>
<td>13 Knollwood Rd.</td>
<td>Hoimdel</td>
<td>NJ</td>
<td>07733</td>
</tr>
<tr>
<td>3662</td>
<td>Northeast</td>
<td></td>
<td>Randy Williams</td>
<td>60 Rockaway Ave.</td>
<td>Marblehead</td>
<td>MA</td>
<td>01945</td>
</tr>
<tr>
<td>2817</td>
<td>Capitol</td>
<td></td>
<td>Michael J. Pacella</td>
<td>227 Homestead Dr.</td>
<td>Colonial Heights</td>
<td>VA</td>
<td>23854</td>
</tr>
<tr>
<td>3600</td>
<td>Capitol</td>
<td></td>
<td>William Archer Brown</td>
<td>6602 Chesterfield Avenue</td>
<td>McLean</td>
<td>VA</td>
<td>22101</td>
</tr>
<tr>
<td>3140</td>
<td>Capitol</td>
<td></td>
<td>John L. Werner</td>
<td>620 N. Armstead St.</td>
<td>Alexandria</td>
<td>VA</td>
<td>23212</td>
</tr>
<tr>
<td>0931</td>
<td>Michigan-Ontario</td>
<td></td>
<td>John D. Carlstrom</td>
<td>24000 Earl Ct.</td>
<td>Farmington</td>
<td>MI</td>
<td>48024</td>
</tr>
<tr>
<td>3158</td>
<td>Michigan-Ontario</td>
<td>052</td>
<td>Clifford E. Stevens</td>
<td>2258 Woodstead</td>
<td>Burton</td>
<td>MI</td>
<td>48509</td>
</tr>
<tr>
<td>0882</td>
<td>New York Lakes</td>
<td>147</td>
<td>Eugene P. Hubbard</td>
<td>908 Meadowbrook Dr.</td>
<td>Syracuse</td>
<td>NY</td>
<td>13224</td>
</tr>
<tr>
<td>2933</td>
<td>Carolinas</td>
<td></td>
<td>Quentin V. Frey Jr.</td>
<td>919 E. Gist Ave.</td>
<td>Silver Springs</td>
<td>MD</td>
<td>20910</td>
</tr>
<tr>
<td>3856</td>
<td>Carolinas</td>
<td>027</td>
<td>John W. Fox</td>
<td>16 Settler's Cove</td>
<td>Beaufort</td>
<td>SC</td>
<td>29902</td>
</tr>
<tr>
<td>3428</td>
<td>Carolinas</td>
<td></td>
<td>Robert F. Rich-New</td>
<td>6701 Perkins Drive</td>
<td>Raleigh</td>
<td>NC</td>
<td>27612</td>
</tr>
<tr>
<td>3319</td>
<td>Midwestern</td>
<td></td>
<td>James A. Vaughn III</td>
<td>24 Townhouse Tennis III</td>
<td>Hilton Head</td>
<td>SC</td>
<td>29928</td>
</tr>
<tr>
<td>738</td>
<td>Midwestern</td>
<td></td>
<td>Martin W. Lammers III</td>
<td>P.O. Box 2291</td>
<td>West Lafayette</td>
<td>IN</td>
<td>47906</td>
</tr>
<tr>
<td>2256</td>
<td>Ohio</td>
<td></td>
<td>Toni Ciarrelli, Steve</td>
<td>5700 S. Cicero Ave.</td>
<td>Chicago</td>
<td>IL</td>
<td>60658</td>
</tr>
<tr>
<td>232</td>
<td>Greater New York</td>
<td></td>
<td>Robert Rodstrom</td>
<td>1605 New Gambier Road</td>
<td>Mount Vernon</td>
<td>OH</td>
<td>43050</td>
</tr>
<tr>
<td>1804</td>
<td>Gulf</td>
<td></td>
<td>Lawrence R. Breault Jr.</td>
<td>405 Chelsea Rd.</td>
<td>Fairless Hills</td>
<td>PA</td>
<td>19030</td>
</tr>
<tr>
<td>3257</td>
<td>Gulf</td>
<td></td>
<td>Thomas Hammack</td>
<td>9 Cardinal Cove</td>
<td>Long Beach</td>
<td>MS</td>
<td>39560</td>
</tr>
<tr>
<td>3093</td>
<td>New York Lakes</td>
<td></td>
<td>Tom Lucy</td>
<td>1530 Wellington Rd.</td>
<td>Birmingham</td>
<td>AL</td>
<td>35209</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Philip J. Sanzone</td>
<td>P.O. Box 4310</td>
<td>Rome</td>
<td>NY</td>
<td>13440</td>
</tr>
</tbody>
</table>

---

**MY ADDRESS LABEL IS NOT CORRECT**

*My correct name and address follows:*

**Name:**

**Street:**

**City:**

**State, Zip:**

*Change is: □ Temporary □ Permanent*

(To correct address, send Form 3579 to: P.O. Box 11187, Columbia, SC 29211)