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Cover Photo: Flying Scot Sailors gather outside the Saint Andrews Yacht Club, Panama City, Florida, during the "Picture Perfect" 1986 Mid-Winter Championships. (Ed Eubanks Photo)

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Dear Pat,

Thanks for a very good issue, the March/April issue on class building. I have had a lot of positive responses at the shows, from owners, would-be owners, and members of other classes. At the Cincinnati show last weekend, I talked with the Highlander people about it and found them to be impressed. I hope the issue stimulates action, and sets members thinking how they can promote the class.

I have a comment on your discussion of prices. Our package price is $7,490 for boat, Schurr main and jib, galvanized trailer designed especially for the Scot, tie-downs, and class registration. It has been right around that for three years. Most beginners buy first with just main and jib and add the spinnaker later, if at all. I think that we should not unduly alarm folks with talk of high prices.

One comment on financing, which is a problem in many areas for the country. We offer financing at 12% simple interest through a local bank. They will finance 2/3 of the total price, for three years. This is a good deal and it has been available for years. During the shows recently, we ran a special at 8.5% on the same basis. So financing is available to the potential Flying Scot by any standard of measure. Please keep up your good work!

As our outstanding principal builder, you, too, are to be congratulated on your part in that issue and in your long-standing and very active commitment to the Flying Scot Sailing Association. I have dealt with many builders in the past and can tell you that you are absolutely the best.

Eric Ammann
President, Gordon Douglass Boat Co.
Deer Park, MD

Dear Pat,

You have really outdone yourself with the latest issue of Scots n’ Water. An entire issue devoted to fleet building. I will read every word!

It arrived just in time to present it to the One-Design Class Council Meeting in Chicago. I passed it around to about 25 class representatives in attendance. I also offered them the opportunity to use any of the material in their own newsletters, with your permission and proper credit.

The ODCC was so impressed by the issue that we would like to send it to all the classes.

Thanks for showing us all how it should be done! Keep up the good work.

Lee Parks
Onshore Director
United States Yacht Racing Union
Newport, RI

Dear Pat,

The recent March-April, 1986 issue of Scots n’ Water is by far the best issue I have seen in my 20 years as a member of the Association.

I, too, have been concerned about the entire question of “Why aren't more people sailing?” and hadn't gotten around to sending you something I found in Sailing Magazine last month, but I shall enclose it.

Thank you for your very stimulating issue and I think we'd all better get to work. I am not a racer but want to see the continuation of the Flying Scot Sailing Association and sailboat. I've been very aware of the decrease of day sailing in this area. The young people are all into board sailing and middle age people are all into the cruising boats. I know this decreasing participation isn't only present in sailing but in many other activities, as well.

When I joined the Association, there was a manufacturer within 100 miles of my area and an active dealer at our own lake. At the present, I couldn't even tell you of a Flying Scot dealer in the state of Michigan, other than T-J Sales. We still have over 20 Scots in our fleet. Most of them seem to sit there. Let's have a lot more on this subject and see what we can all do.

Thank you for this splendid issue.

George D. Stilwill
Lansing, MI

Dear George,

I'm really glad to see that this issue has struck a responsive chord with all members of the Association, day sailors as well as racers.

Thanks for the fine article which we may reprint in the future as we continue a regular series on Fleet Building techniques.

If you have any specific ideas that you think would help to stimulate fleet activity, please send them along, at any time!

And thanks for your very kind words!

Dear Pat,

Your March/April issue is one of the best ever. I am taking a copy to the USYRU meetings in Chicago later this week and will urge the other one-design classes to copy what you have done.

I have enclosed two “fleet building” ideas which you may wish to run in a future issue.

Tom Ehman, Jr.
Secretary, FSSA
Newport, R.I.

(continued on page 5)
Dear Erwin,

I'm glad to hear that the issue generated such positive discussion in your fleet.

As your plans progress and your activities are run, will you please let me know how they were received and what seemed to generate fleet interest?

Congratulations on your continued excellent work as Fleet 65 Newsletter Editor. It is always informative and interesting. I enjoy reading each issue and wish other newsletter editors would be so kind as to put me on their mailing list as well!

Dear Pat,

Your special issue on the future of Flying Scots struck a responsive chord as I have been wondering about similar issues for some time. Obviously, you and the other experts featured in your special issue have spent far more time thinking and talking to others about these problems than I have, but some of the conclusions I have reached differ from yours.

I believe that monohull centerboarders are 'boxed' between two other types of sailboats that are sucking-off the old market for large centerboards. The first type of boat is the small keelboat. These boats box the Scot on the upper end. The second type are the 'youth' boats such as the catamarans and Lasers which box the Scot on the lower end. For example, a Hobie 14 lists at $2,395, a Prindle 16 at $3,995, and a Laser at $1,995 in the 1985 issue of Sailboats '85. In 1985 the Laster boasted a production of 120,000 hulls built since 1970. I believe the Hobie 16 sail numbers on our lake are in the six figures, as well. Considering the Laser and Hobie as the two most popular boats of their type, it is apparent that the growth of these two classes alone is at least 50 times the growth of the Scot class in far less time! So I don't believe that small one-design boats are losing their luster; my interpretation is that the interests of sailors are changing in a direction away from large centerboard monohulls.

If I am right, then what can be done to increase the Scot's share of the market? I can only speak from our family's experience. I'm a long-time sailor who began in the '50's in a Penguin dinghy. Three boats later, my wife and I found ourselves in a Hobie 16 in the mid-1970's. After sailing it for five years, we concluded that "white-knuckle flights" were no longer fun, just an endurance contest. (I notice that Hobie sailors spend most of their time socializing on the beach, so they may feel the same, even though they are typically 25 years younger.)

(continued on page 6)
We decided that we needed something
tamer, and more comfortable, but still
with high performance. We were also
interested in entertaining our teenage
e kids and guests. We couldn’t bear the
thought of a pokey keel boat after the
Hobie 16, so the Scot seemed the ideal
choice. I suggest that the majority of Scot
owners have similar reasons for choosing the Scot and that these factors
should be emphasized in advertising and
recruitment.

Another way of thinking about the Scot’s
problems is the natural progression of
boats that are owned as one gets older.
In one’s youth, one is attracted to rela-
tively inexpensive, wet, uncomfortable, high-performance boats. As middle age
creeps in, and one’s kids get bigger, a
larger and more comfortable boat be-
comes more attractive and now it can be
afforded. At this point, and probably only
at this point, the experienced sailor can
be seduced into buying a Scot if its
advantages over a keel boat — such as
performance with comfort, the ability to
dry sail, saving money, etc. — are em-
phasized. While I think that some recruits
can be gained by teaching sailing, one
might have better results by taking the
older Laser and Hobie sailors for rides.
After all, if we could recruit just 1% of
them to the Scot, our class would in-
crease in size by 50%!

My hypothesis is that the Scot is mostly
attractive to the middle-aged experi-
enced, sophisticated sailor who likes high-
performance sailboats, but who is no
longer willing to endure the discomfort
associated with them. Why not test this
hypothesis by advertising in Hobie and
Laser magazines to try to attract sailors
leaving these classes for small keel boats?
Why not poll new Scot owners to find out
why they chose the Scot in preference to
a small keel boat, a catamaran, or a
smaller monohull?

Charles Gettys
Norman, OK

Dear Charles,

You raise some interesting points. It is
true that Lasers and Hobies have experi-
enced phenomenal growth. I do know,
however, that even they have seen that
growth level out in the last few years.
Thus, the problem of declines in one-
design sailing seem universal, though,
perhaps, less so in some classes than
others.

Your analysis of who buys Scots and
why will certainly be relevant to many
Scot owners.

The point about the social nature of the
Hobie 16 sailors should not be overlooked.
I, too, have noticed that many off-the-
beach boats seem to spend a lot of time on
the beach. I think, however, that may be
a testimony to the strong social bond that
those classes encourage and foster. Many
times their regattas seem to be social
events with some races interspersed to
keep things lively, especially when the con-
versation drags. These folks are onto
something! Perhaps we need to look at
how we can emphasize the social aspects
more much more!

Your idea of advertising in the “youth”
magazines is interesting. Certainly worth
some consideration, though I’m not sure
our ads would be welcomed, exactly. The
ideas on publicity will be passed on to our
builder and our class officers.

Keep your ideas coming in!

Gary S. Henderson
W. Bloomfield, MI

Dear Gary,

Thank you for your thoughtful and
thought provoking letter of April 10.
The lack of promotion of our regattas
was the subject of discussion at our recent
Board Meeting at the Mid-Winters. We are
redoubling our efforts to see that these
omissions don’t take place in the future.
The Gordon Douglass Boat Company
does advertise in a number of publications
and the FSSA will do some advertising
this year. Last year, the funds went un-
spent in that category because we were in
a financial bind.

At present, we are attempting to in-
crease our income by having a raffle for a
Scot donated by the Douglass Boat Com-
pany. These funds will be used for class
promotions.

We all agree with you and appreciate
your dedication to the Flying Scot and the
FSSA.

J Edgar Eubanks
Executive Secretary

Dear Mr. Eubanks,

I am a subscriber to Yacht Racing and
Cruising magazine. I subscribe to it be-
cause it is the best publication for one-
design boats and sailors. I’m also an
active member of the Flying Scot Sailing
Association.

In the most recent issue of YR&C
(May, 1986), there are at least five mes-
sages/advertisements for established one-
design dinghies. The Lightning piece,
2/3 of a page, seems to appear monthly.
How does the Lightning association do
it? Are their financial resources so much
greater than ours? Our second-most im-
portant regatta of the year, the mid-win-
ters, has not been publicized in YR&C’s
calendar of events.

It seems to me there is some incongru-
ity in the theme of the last issue of Scots
n’ Water, “The Future of Flying Scot
Fleet” and the association’s lack of ef-
fort to publicize the class.

Let me say I believe the FSSA and Pat
Barry do a fine job with the class news-
letter. But before we publically announce
the demise of the class, I think we ought
to first make a stronger, more concerted
effort to promote the Scot and our Asso-
ciation. According to 1985’s income
statement, only $763.20 was spent to
Promote the Scot while $2000.00 was
budgeted.

I believe the continued acceptance of the
Flying Scot and the growth of our
Association lie in our own hands. We
need to promote the boat more aggres-
sively. It requires both money and the
commitment of Scot sailors. Let’s spend
the full budgeted amount of $2000.00
this year to promote the Scot and gauge
the effect. You have my commitment to
help in any way which may be required.
Please don’t hesitate to contact me.
Association Spotlight

Scots n' Water honored at USYRU Fall Meeting

In late August, 1985, Scots n' Water Editor Pat Barry received a call from the United States Yacht Racing Union's One-Design Class Council President Gay Lynn telling him that S n' W is perhaps the finest all-around class publication of its type in the country and asking him to come to Atlanta for the USYRU Fall Meeting to share his expertise on newsletter publications. With an invitation like that, who could resist? Not Pat, nor FSSA Executive Secretary Ed Eubanks who found the funds and made the arrangements for Pat's trip. Pat flew into Columbia, S.C., for a tour of the FSSA offices and met a very talented and attractive all-female staff (Ed is no fool!). From there, Pat, Lay-out Designer Nancy Cooper, and Advertising Director Donna Wells made the four hour drive to Atlanta. At the meeting itself, Ms. Lynn held up a recent issue of Scots n’ Water and declared it to be “My personal favorite as best newsletter publication in the country”! Though the many other editors in attendance may not have appreciated that comment, you know of at least three people who did! Following the presentation and discussion afterwards, the trio left: Pat to Detroit and the ladies back to Columbia. It was a fast and exciting two days.

Notes of congratulations on the publication and presentation were later received from Ms. Lynn and USYRU In-shore Director Lee Parks, herself a newsletter editor. In fact, Pat has been recently invited out to San Diego to present a similar seminar at this Fall's USYRU meeting.

It's a continued source of pride to know the Flying Scot Sailing Association, its leaders, and its employees, are so highly valued in the One-Design sailing community.

Names in the News

If you're a long-time Scot sailor and/or a Schurr Sails customer, you probably noticed a name conspicuously absent from the winners' list of this year's Mid-Winters: Chuck Barnes. An ace sailor and sailmaker, Chuck has left the employ of Alfred Schurr and has opened his own company, 'Charles Casual Sportswear'. Located near Pensacola, Chuck plans to make retailing his career for the future. He's working hard at his business and plans to go light on Scot sailing for the next year or so. Until then, he's happy being busy at work and being engaged to be married. Long-time Schurr sail customers will be glad to know he will continue to consult on sail design with the Schurr loft. Our sincerest wishes to Chuck — oops! 'Charlie' — in this new (continued on page 8)
Fleet 65 Honors President

Fleet 65 is proud of its tradition and fleet accomplishments. Most recently, they were pleased to recognize fleet members and newly-elected FSSA President Jack Stewart and his wife and crew, Martha Lee. Presenting the Stewarts with the stars that symbolize the office is Fleet 65 Newsletter Editor Erwin Lauffler. Public displays of pride and affection can only strengthen a fleet and we’re sure that Flee will be stronger than ever this year!

Jack and Martha Lee Stewart are recognized by Fleet 65 Captain Erwin Lauffler.

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THE GOVERNOR'S REPORT:
The Midwest District

Bernie Knight
Governor

About the last thing that was written about the Midwestern District was when Bruce Golcsmith won the NAC at Lake Carlyle, Illinois, in 1979. Since that time people and fleets have come and gone. But the 'bottom line' is that this District is stronger than ever.

The Midwest District is the home of one past FSSA Commodore, one past flag officer and one current one, as well.

In spite of the 12-15 hours driving time from Carbondale, Illinois — the southernmost fleet — to Ephraim, Wisconsin — the northernmost — there are more publicized, better attended regattas now than in years past. We 'Southerners' (southern Illinois, that is!) like to go to district championships 'up north' where the water is blue and the air is cool in July and August. We often take a week or two to vacation there, as well. Some of our 'Yankee' friends reciprocate and come south for regattas, as well. Ones especially popular to those coming down are the Egyptian Cup at Crab Orchard Lake (Carbondale, IL) and the 'Whale of a Sail' on Lake Carlyle which often boasts Gulf-coast type of sailing conditions.

Yes, the Midwest District is huge geographically. It reaches from Southern Illinois to Canada, and from the Ohio border (where you turn on the Fuzz-buster in the Eastbound lanes!) to the Dakotas. We travel, a lot! Not only to regattas within the district but to the NAC's, Mid-winters, and other events of interest as well. Seeing Jerry Hartman's famous 'Bay Hilton' crossing the George Washington Bridge at 6:00 am on route to Riverhisc, Connecticut, at an unheard of rate of speed with two Scots double-decked on the trailer is enough to persuade even jaded New Yorkers that we do travel! People who don't understand say that we're nuts, but at least two of us didn't consider it unreasonable to travel 900+ miles one way to Jacksonville for the Sandy Douglass regatta — a weekend event! — last November.

Presently there are 15 active fleets in the district. In addition to programs of varying racing activity, there were seven publicized regattas, starting with the 'Egyptian Cup' in early June and ending with the 'Glow in the Dark' in late September.

Bernie Knight and crew outrun a lobster boat sailing on the waters of St. Andrews Bay at the 1986 Mid-Winters. E. Paul Moore photo.

The 'Glow in the Dark', the newest event in the district, is a Hartman clan happening which is really a weekend party with races as the games. The name is apt, not only because of the nature of the event, but because of the nuclear plant on the lake, which we've been told should extend their sailing season on Clinton Lake by one month on each end, if it ever goes 'on line'! The 'Glow' represents an opportunity for the northern members in the district to get in one last regatta after their clubs have ceased operation for the year. And it gives us southerners another opportunity to raise some hell! The 'Glow' is made even more fun because of the organizers' efforts to get the 'rock stars', factory people, and other hotdoggers here. Clinton Lake is reminiscent of the Melges poster about sailing in the wheat fields of the Midwest, except here it's the corn fields. Because the lake isn't all that large, the surrounding terrain and prevalent southwest breeze create interesting shoreline effects.

(continued on page 10)

THE FLEET REVIEW:
Fleet 157
Red Bank, New Jersey

John Gunn

Flying Scot Fleet 157 was chartered in the summer of 1985 by seven Scot owners: Bill Cornella, John Gunn, Jack Kindler, Ken Korby, John Smiljaniuc, Jay Wilder, and Dave Worrall. The eighth member, Don Klett, joined shortly thereafter. The fleet sails at the historic Monmouth Boat Club, located on the Navesink River in Red Bank, New Jersey.

Formation of the fleet is attributable to the efforts of Ralph and Ethel Manee, owners of FS #4000, who were featured in the September, 1984 issue of Scots 'n Water.

The Manee's success in promoting and selling the Scot in central New Jersey's shore area resulted in the first Flying Scot sailor at the Monmouth Boat Club in 1982, the second in 1983, the third in 1984, and five more in 1985. Ralph has been extremely helpful to each member of the fleet by sharing his vast knowledge of the Scot and 'showing us the ropes — I mean the lines!' (continued on page 10)

Historic Monmouth Boat club. (John Gunn photo)
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FLEET REVIEW (continued from page 9)

During most of the 1985 sailing season members day-sailed, emphasizing development of their sailing skills and learning how to cope with the ever-changing winds that characterize the Navesink River. During September and October the fleet members joined the Albacore, Lightning, Sanderling, and Wood Pussy fleets for one-design racing on Sunday afternoons. This added quickly to our knowledge and experience.

Our host club, the Monmouth Boat Club, is an excellent home for our fleet. It was founded in 1879 and its handsome three-story clubhouse was built in 1895. Its membership numbers nearly 300, all with diverse backgrounds but all with a common interest in sailing. The club sponsors spring, summer, and fall racing with a concluding frost-bite series for the heartiest of souls. The club has a very active and successful training program for young people that has produced several national champions.

Also important is the club's social program and emphasis on member participation to manage the Club and operate its facilities. They bring the membership together in a common cause and keep the costs of participation very reasonable.

Flying Scot owners who plan to be in the Red Bank area are welcome to contact any member of Fleet 157 and join us as guests for a sail on the Navesink River.

GOVERNORS REPORT (continued from page 9)

At the other end of the district is the Ephraim Yacht Club. Several of us to the south are part-time members up there, or at least have visited. Ephraim is one of the prettiest places in Door County, Wisconsin and it offers some of the finest cruising waters anywhere. If you get tired of cruising and daily ice cream at Wisconsin, the E.Y.C. holds Scot races three days a week and Sunfish races on the other days in the summer, which is admittedly kind of short up there. In August E.Y.C. hosts a fine regatta which provides a really good excuse to travel there, as if you need one!

This is a huge district with a huge love of Scot sailing, partying, and traveling. With our active schedule, why not travel our way sometime!

Ed. Note: Last month's Ragatta Spotlight featured the Midwest District Championship. With 34 boats in attendance, from all over the district, it is easy to see that this is one active group of people.

Also note that the 1987 NAC will be held on Lake Carlyle in the third week of July, next year.
PROTEST ROOM ETIQUETTE

A little respect and cooperation can go a long way toward making the best of a protest hearing.

The protest committee sits comfortably in easy chairs in the quiet room. Cocktail time is approaching, and the three jurors are relaxed and happy to be of service, not at all bothered by the knowledge that their docket of protests will delay for hours their pleasurably anticipated evening. Now into that cheerful room enter two happy, satisfied sailors who have just completed a delightful day in Force Six winds and a steep chop. Warm and dry, fully at ease, those sailors introduce themselves and sit down to present their cases. In calm and dignified tones they cite the rules correctly, lay out the pertinent angles and distances of their episode, with special emphasis on the two-boat-length circle, and then sit back to await the ruling. After hearing the decision the loser smiles, puts his opposite number on the back and walks out contentedly, certain that the decision was correct and fair. The jury leans back in relaxed anticipation of the next case, which is waiting for immediate hearing.

Any semblance to reality or to human nature in the above is categorically denied! Jurors simply do not enjoy missing cocktails, supper, etc... .it would be inadvisable to hold one’s breath until the next tired and wet sailor smiles at being disqualified... the next case is never waiting. The list of unfortunate facts is endless, but while protest meetings are not fun, either for competitors or jurors, they are necessary. Every competitive endeavor requires rules and arbitrators.

Being competitive is a quality that requires the expenditure of emotion, and when emotion is involved, the calm appraisal of fact (of truth) becomes difficult. Thus it is emotion and its concomitant lowering of even-mindedness that makes requisite our racing rules and our protest committees. Without racing rules and their arbitrers, the increasingly crowded race course we sail on would be chaotic, anarchic. With, and perhaps because of, racing rules and knowledgeable judges, yacht racing is an organized and pleasurable sport. Long may it live!

When I was younger and much cockier I tolerated race committees and protest committees, seeing them as impersonal fixtures to be taken for granted. Clearly if they knew anything about the sport, they would be racing, instead of sitting comfortably in an old stinkpot. Over the intervening years, however, I have put away such childish concepts. And from experience and discussion with other judges, I can now offer a few suggestions for anyone facing the protest procedure.

Naturally, my first and most emphatic suggestion is to honor the race committee and the jury. For though they will vary in quality, they will always be composed of fellow human beings and hence will react to you and what you bring to the protest room in much the same way you would react to them if the shoe were on the other foot.

Before Entering a Protest Room

Whatever your preconception, you are well advised to accept the premise that members of the jury know the rules well and are adequately objective and intelligent to interpret them fairly for all concerned. They have the advantage (by law) of being disinterested parties, and their training is calculated to equip them with the even-minded outlook you may expect from arbitrators. Contemplate the thought that the jury understands that both you and your counterpart have unwittingly colored your testimonies in the natural desire to “win.” And remember that, above all, the jury will be interested only in facts, not opinion.

Protestor:

- As instigator of the session, you can start on your mission of pleasing the jury by helping round up your opposite number, the protestee. Make him aware of the need for promptness, not by personal pressure but by relaying your request through the race committee chairman.
- Your protest may be only one of several on the docket. The jury will tend to address first the protest prepared first, and they will welcome any promptness you can muster.

(continued on page 12)
Protestee:
- Put the jury in a good mood by getting ready promptly for the hearing.
- Bone up on the rules involved. Have your own rule book.
- Make your own drawing if you think it will help your case.
- Rehearse your own testimony.
- Notify any helpful witnesses of your intention to call them.
- As was true with the protestor, any attempt to brainwash a witness will come out transparently in his testimony, and this fact will redound against you and your case.
- Get yourself dry and comfortable.
- Prepare your mind per the above—you, too, may find the other guy's testimony a great shock.

In the Protest Room
Once in the protest room the procedure is as follows:
1) The chairman of the jury will read the protest to the protestee and to the other jurors;
2) the protestor will be called to testify first;
3) following the protestor's testimony, the protestee may question him;
4) then the jury will question the protestor;
5) next the protestee will be called to testify;
6) the same questioning procedure will follow as for the protestor;
7) each side may introduce witnesses, to be questioned by all concerned;
8) when the jury finally believes it can ferret out no more pertinent information, they will excuse both sides; and
9) the jury will call back both parties to hear the verdict, which (short of appeal) is irrevocable.

Protestor and Protestee:
- Give the jury your name, sail number and any other information requested.
- If the judges do not identify themselves by name, ask for their names. This will impress them with your interest in the court. As you size them up, you will quickly infer whether it would be wise to address them as “Jack,” “Mr.” or “Sir.” In any case, address them with respect.
- Organize your thoughts before you utter the first word of testimony. Your verbal descriptions will be more impressive if they flow from one pertinent fact to the next without repetition.
- If the jury does not make available a set of models complete with wind direction arrow and mark(s), be sure your drawing demonstrates your case to optimum advantage.
- Be sure that jury members, your counterpart and any witnesses can clearly see the models and/or drawing. It is easy to obscure with your hands the development of the case, so keep your hands out of the direct sight of those present as much as possible.
- Be friendly with all present, regardless of your feelings.
- Throughout the hearing keep your voice modulated; jurors react negatively to raised voices and unpleasant words.
- When given the nod to question your counterpart, be very sure to restrict your conversation to questions. It seems endemic to this segment of a protest hearing for both protestor and protestee to repeat testimony and to argue against the other guy's testimony. During question time only ask questions!
- Ask and answer questions briefly and clearly.
- Believe that your counterpart is telling the truth at all times—he sees the episode from his own private point of view, naturally as much in his favor as yours is in your favor.
- When your testimony is complete, STOP. Repetition, as noted above, is counterproductive. The jury derives negative pleasure from any unnecessary prolongation of the meeting. “Eschew obfuscation!”

Wit:is:
- When you approach the protest table, introduce yourself.
- Using the models or drawings, make clear to those present how your vantage point can help clarify the testimony.
- Answer clearly and briefly all questions put to you by both your fellow competitors and by the jury.
- When your testimony is finished and you are dismissed, leave the room immediately.

Upon Hearing the Decision
Protestor and Protestee:
- If a DSQ comes your way, accept it with at least an outward show of understanding. (You may have to face the same jury the next day.)
- Do NOT ask the jury to reconsider. Jurors are sometimes wrong, but they will never reverse a decision arrived at carefully and with full attention to fairness for all concerned. When facts are at great variance, a decision must nevertheless be reached so jurors will resort to gut reactions and hunches. Only with ample, agreed-upon facts can both you and the jury be fully confident that the decision was fair. (I know of few judges who at times do not lie awake at night, hashing over a difficult case, worrying that they may have been in error.)

(continued on page 14)
FLYING SCOT RAFFLE
Buy a $10.00 Ticket
Win FS 4200
Complete with Schurr Sails & TeeNee Trailer

FSSA Canadian Cruise August 11-15, 1986
Site: The cruise of FSSA Cruises will take place in the Gulf Waters off of Cape Fear from August 11-15, 1986.

Activities: We will be staying in some marinas daily near the coast. You will have the opportunity to sail in some very sheltered bays and small coves in the area.

Eligibility: All FSSA members and their families are welcome to participate. Non-members must be accompanied by a member.

Contact: FSSA Cruises, 8720 East, Easton, MD 21601. (410) 826-6464.

In Stock: NEW SCOTS with our custom outboard, cunningham, varn, 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. TJSC rigging SCOTS have won several NAC's and fleet championship races (and everyone knows it's the boat and not the crew or sails).

Previously owned SCOTS: All with new-water 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, throat covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, TEGO windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, varn, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

Check your Goose neck! We have all the parts to repair the STAR MARINE/KENYON goose neck. Our uncomplicated universal replaces the inadequate universal which appeared beginning about 1971. $6.95

Accessories: AIGLE boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS PVDs and foul weather gear; ACCUSPLIT racing timers, at $42 the stickest waterproof watch/stopwatch you can buy; LASER Compasses, and much more.

Call us for holiday or birthday shopping suggestions. Catalogue available.

New Items: HARKEN HEXAPATHCHET® rizer, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the newest of winds! No excuse for cumbersome across-the-cockpit sheeting. $31 package has (2) rizers, fasteners, HARKEN #150 cleat wedges, and instructions.

RACING CLINIC: For beginner/intermediates. Plan now to attend our 1986 clinic, from Friday noon, May 30 thru noon on Sunday, June 1 at Portage Lake near Ann Arbor. Single ($55) and multi-handed ($90) 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.
Regatta Spotlight

1985 Gulf District Championship
Terry Dees

Uncharacteristic light winds dominated the 1985 Gulf District Championship held at Dixie Sailing Club at Lake Martin, Alabama. Scot Fleet 85 hosted 19 Scots at the October 19-20 event.

While at least three races were scheduled for the series, only two were sailed due to stubbornly light winds. Gulf sailors used to significantly more air and bigger waters were confronted with the challenge of light, shifty air that the proverbial ‘pond sailors’ face throughout the season.

Race one started in light 5-7 mph winds which dropped to 0-3 shortly thereafter. Light air whiz Kent Hassell and crew Drew Lindsey sniffed out the breeze and found them to their liking as they ghosted their way to a first place.

Races scheduled for the rest of the day were cancelled in anticipation of a good party that evening and better winds next day. The good party materialized, the winds did not.

Sunday’s winds began at 0 with ‘blasts’ as high as 3 mph. This time Daren Cooke and Mickie Graham were more successful in chasing the elusive winds and won. Hassell maintained his series lead, however, by following second place finisher Governor Jerry Dees for a third in the race.

Winner Kent Hassell has sailed Scots for many years out of the Barefoot Sailing Club in Atlanta, Georgia. His experience is varied as he currently sails Snipes, as well. Hassell’s crew, Drew Lindsey, is a strong Thistle sailor. Sailing on ponds, both have perfected their light air skills, as was apparent throughout the weekend.

PROTEST STORY (continued from page 12)

- If after hearing the decision you feel the jury gave you the shaft, Rule 77 (Appeals) will guide you further, provided the “Sailing Instructions” did not note that, “The decision of the judges will be final.”
- If you decide to appeal, advise the jury. They may wish to write out the facts even more fully and carefully, since these facts will be the complete and sole basis for your appeal. Never again will more questions be asked.
- Whether you have “won” or “lost,” try to put your experience to use for future fracases. Study the rules a lot. Reflect on your own testimony and that of your counterpart and all witnesses. Consider in what way(s) you might have presented your case more favorably or asked more helpful questions of your counterpart or the witnesses. Think about the attitude of each jury member, and of his or her wisdom (or lack of it) as demonstrated in court. Your mental computer will benefit from such programming.

The fantasy dreamt in the opening paragraph of this piece may never be enacted in real life. There may never be a calm and relaxed protestor or protestor... no hearing is likely to be terminated with a smile on the face of the disqualified party... there will never be a jury disinterested in supper, the cocktail hour, or going home or wherever... and there will seldom be a witness who wants to postpone his post race enjoyment to do a favor for someone he hardly knows or possibly doesn’t even like. But let’s keep working on it, okay?

1. Kent Hassell Barefoot SC 3.75
2. Ken Morris Dixie SC 6
3. Devan Hull Singing River 10
4. Tom Wiltz Bixi, MS 10
5. Joe McFadden Dixie SC 11
6. Jerry Dees Fairhope, AL 14
7. Juanita Dees Fairhope, AL 16
8. Andy Calloway Eufaula, AL 16
9. Darren Cooke Ft. Walton Beach 18.75
10. Mickie Graham Panama City, Fl. 22
MID-WINTER CHAMPIONSHIPS:

PICTURE PERFECT
Who Could Ask for Anything More?

Pat Barry
FS 4060

Picture: Clear, cloudless, deep blue skies. Low 80's. Wide variety of winds. Clear, warm waters as far as you could see past the pure white beaches. Glossing orange sunsets.

Hear: The sound of the rigging as boats bob at the dock. The bubbling gurgle of the water beneath the hull. The crashing sound of waves as water flies into the cockpit. The hoots and hollers as boats accelerate onto mile-long, flat-out 'screamin' planes.

Enjoy: The genuine expressions of happiness on seeing friends for the first time in perhaps a year. The seemingly endless handshakes, hugs, and kisses that accompany greetings. A constant flow of parties, interrupted only by change in location from the yacht club for drinks, a nearby home for barbecued chicken, the veranda for free raw oysters and beer, the 'upper deck' for free roast beef, pot luck, and drinks, the parking lot for 'Kamikazes', and the House of Chan for Mongolian barbecue.


Oh, what a feeling! Who could ask for anything more?

Certainly not the nearly two hundred sailors who participated in some way in this year's annual Mid-Winter Championship!

And most certainly not Greg Fisher who successfully defended his 1985 title against a simply outstanding field of competitors.

To call this a perfect regatta would be understatement. Long popular for its hospitality and enjoyed atmosphere, host St. Andrews Bay Yacht Club and Regatta Chairman Betty Smith simply outdid themselves this year. Betty and assistants Bo Smith and Allen Douglass (who rotate the chair each year) provided outstanding wind and weather (heat trick!), great courses and race management (what skill!), and attracted that special mix of people that are both fast friends and fast racers.

To sail at Mid-Winters is to experience a regatta like no other. There is a tone—a feeling—that escapes most other regattas, no matter how casual or how important. It is an intriguing tone for it is at once mellow and dynamic; friendly and competitive; calm and aggressive. Unlike many other regattas that are simply fun to attend, this one also attracts immense talent that runs deep into the roster of participants. And unlike regattas that usually attract great talent, this regatta is happier friendlier, more enjoyable.

It certainly was an enjoyable week for racing as well as soaking up the sun. Unlike many recent Mid-Winters, this one offered sailing conditions for everyone. The first race was sailed in welcome moderate winds which allowed the 'northerners' to shake out their boats, remember what line controlled what, and get excited about sailing. The next two races were sailed in uncharacteristic light winds that pleased the lighter crews and tidal conditions that perplexed even seasoned Gulf sailors. While the heavy crews continually asked, "Where's the wind?" that is so typical of this regatta, they need not have worried as the strong winds settled in for the final three races giving the 'heavy-weights' something to cheer for.

The loudest cheering was, of course, saved for the awards ceremony where individual race winners, local sailors, and trophy winners were recognized. The loudest cheers were rightfully accorded to over-all winner Greg Fisher and crew John Riddle and Bertie Gerling who dominated the regatta to repeat as winners of this class-sanctioned event. Destined not to repeat as champion of the Challenger division is newly-crowned champion Ira Cohen who will be sailing in the Champion fleet next year.

The racing itself was punctuated by excellent competitors who found the initial lighter conditions confusing as they had to deal with a tide factor that was missing in previous, heavy-air Mid-Winters. The only solace to the confused 'ponic sailors' was finding out that most

(continued on page 18)
of the veteran 'gulf sailors' were just as confused!

It became clear, very early, that it was necessary to get a good start, have super speed, hit the first shift, and cover the fleet — all within the first five minutes of the race! For after that, the quality of competitors made it nearly impossible to catch anyone. Trophy winner and former N.A.C. champion Danny Killeen said it best. "I was in 19th at the first mark in race one and sailed the rest of the race in that position. I could only catch two boats the rest of the race and that was only at the end of the final beat after five legs had been sailed."

The depth of talent, highlighted by first-time Mid-Winter sailing by some outstanding gulf Finn and Sunfish sailors, pushed winner Greg Fisher to the wall early. First race winner John Clark remarked, "Greg was pushed much harder this year than last when he won all five races. The talent here is simply better this year and they are going after Greg."

Go after him they did as Fisher found himself with two thirds after the first two races. With race two being won by newcomer Andy Pimental, many wondered aloud if Fisher had met his match.

He had. But he prevailed. Greg Fisher won the final four races of the series.

Greg described his winning strategy simply, succinctly, and far too modestly. "We were fortunate to win the starts in most races. We had good boat speed and were able to drive ahead quickly. Once ahead, we tacked to port on the first available shift in order to cover the competition. We feel very fortunate to have won." The rest, as they say, is history and no more need be written of the racing itself as everyone more-or-less followed Greg's strategy, with, obviously, decreasing degrees of success.

What may be the beginning of a new chapter in the history of sailmaking in the Scot class was Greg's use of mylar sails. Interesting, this provided the only controversy of the week. By his own account, these "sexy-looking" mylar/kevlar laminate sails were a gamble, but one Greg feels sailmakers are going to have to take. The reason? "Sailcloth manufacturers are no longer concentrating on building dacron sails for boats like Scots," Greg said, "and the quality of the materials is deteriorating. We wanted to try this new European material because it is stronger than Dacron, but has the same stretch characteristics as the Dacron we use now. We wanted to see if it would be a suitable replacement for Dacron."

Is this new material the 'wave of the future' in small-boat sails? The jury is still out. Everyone, including other sailmakers, was very interested in Greg's gamble and complimented his courage in trying to defend his title with experimental sails in order to get information that could eventually help all Scot sailors. Many felt that Greg was not as fast with the new sails as the old and pointed to the fact that his two thirds came with the mylar sails while his next three firsts were with his year-old Dacron sails. Greg discounted the effect of the sails in the thirs, attributing those finishes to poor tactics instead and did win the final race using the mylar mainsail. The result of the gamble? 'Hard to say. We'll just keep testing and try to know within the year,' Greg concluded.

A sure bet, however, is the decision to begin the 1987 Mid-Winter racing on Tuesday, March 24 with a warm-up race Monday, March 23. The sailing will conclude on Friday the 27th, thus giving sailors more time to drive home. And more time to get 'psyched' for work on Monday!


Who could ask anything more of this year's Mid-Winter Championship?
### 1988 MID-WINTER RESULTS: CHAMPIONSHIP DIVISION

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### CHALLENGER DIVISION

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<td>Lynn McCarthy/Mary Ann Daffin/John Lazarus</td>
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HIGHLIGHTS OF 1986 MID-WINTER BOARD OF GOVERNORS MEETING

EXECUTIVE COMMITTEE
The 1987 North American Championship will occur in the third week of July, 1987 and will be hosted by the Carlyle Sailing Association, Lake Carlyle, IL. Lake Carlyle was the site of the 1979 N.A.C. Contact person is currently District Governor Bernie Knight.
Fleet 48, Lake Norman, NC, also proposed a bid and will be asked to defer their bid until 1988. Lake Norman has hosted two previous N.A.C.s, the most recent being in 1981.
If your fleet is interested in hosting a NAC, please contact President Jack Stewart.
An Audit Review Committee will review the Association's Records and Financial Statement this year. We will not use an accounting firm this year in an effort to save Association funds. The Executive Committee and one appointed Association Member will do the review at the time of the North American Championship.
In an effort to run a more efficient Mid-Winter Board of Governors Meeting, all proposals for discussion and/or action at the M-W meeting must be submitted five weeks prior to the meeting. If they are not submitted by that time to Executive Secretary Ed Eubanks, they will be eligible for discussion at the meeting, but no action will be taken on the proposal at that time.
Present at the Board of Governors Meeting were Officers Jack Stewart, E. Paul Moore, Larry Jagger, Harry Carpenter, Pat Barry, Allen Douglass, and District Governors Doug Christensen, Richard Wade, Mike Kely, Bernie Knight, and Jerry Dees.

CLASS DEVELOPMENT
A revised format for Fleet of the Year competition has been developed based on input from previous years. It will be used this year.
Your fleet captain should shortly receive this form. If she/he does not, contact the Association Office immediately if you plan to enter the contest.
Guidelines to help Fleet Captains and District Governors do their jobs more successfully are being compiled. These will be distributed shortly and will be available from the Association Office.

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SCOTS N' WATER
THE STARTING LINE

NORTH AMERICAN CHAMPIONSHIP
July 21-25 —
JUNIOR NORTH AMERICAN CHAMPIONSHIP
July 19-20 — Gulfport Yacht Club.

CAPITOL DISTRICT
The following regattas are open to ALL FSSA members. Events marked with an * are sanctioned for high point competition by the CBYRA. Contact the host fleet for details. Information is also available from Governor Dennis Morris (703) 256-4276 and CBYRA Representative Larus Newby (703) 584-8078.

August 9-10 — *Capitol District Championship, *Fishing Bay, Delaville, VA. Fleet 137.
August 30-31 — *West River Annual, Galesville, MD. Fleet 97.

CAROLINAS DISTRICT
The following regattas are included in the Carolinas District Helmod Trophy series. For more information contact District Governor Bob Murdock, 1404 Oakland Ave., Durham, NC 27705. (919) 288-0983

Sept 13-14 — Mayor’s Cup. Lake Townsend YC, Greensboro, NC. Contact Richard Schultz (919) 349-8867
Oct 4-5 — VISA YC Centerboard Invitational. Smith Mt. Lake, VA. Contact John Ullman (703) 632-9132
TBA — South Carolina FS Championship. Hilton Head, SC. Contact Tom Caldwell, (803) 671-6740

MICHIGAN-ONTARIO DISTRICT
Sept 13-14 — District Championship and ‘Hot Scot’ Regatta. Portage Lake, Pinckney, MI. Hosted by Fleet 20. Open to all FS owners, especially in Ohio, Indiana, and Illinois. Contact Doug Christensen, 9215 McGregor Road, Pinckney, MI 48169. (313) 426-3510.

OHIO DISTRICT
Contact District Governor Chuck Hoffman for details on any Ohio District regattas.
July 12-13 — Great Scot Regatta. Lake Erie, Cleveland, OH. Contact Paul Nickerson, 12664 Webster Rd., Strongsville, OH 44136
Sept 6-7 — Harvest Moon Regatta. Atwood Lake, Delroy, OH. Contact Erwin Lauffer. Atwood Glen, Box 465, Mineral City, OH 44656. (216) 235-2214
Sept 13-14 — Pig Roast Regatta. Cowan Lake, Wilmington, OH.

NEW YORK LAKES DISTRICT

(continued on page 22)
THE FLEET’S IN

Ft. Walton Beach Mid-Winter Warmup Regatta

If this is what ‘Southern Hospitality’ is all about, we can see why folks like living down here! As for the last several years, Ft. Walton Beach YC hosted this pre-Mid-Winter event on the weekend preceding the FSSA regatta.

23 boats participated in this regatta that featured clear blue skies, temperatures in the low 80’s, and moderate winds. It was not only an outstanding regatta, but was an accurate prediction of the conditions that would face many of the competitors who traveled the hour east down the beach to attend the Mid-Winters.

The talent-laden fleet was led by Mike Johnson, Jr., whose opening day firsts served him well. Southern sailor Con Lancaster came second, while the only ‘northerner’ to break into the top three was Jerry Harman. FSSA President Jack Stewart finished fifth behind Steve Bellows.

It was truly an auspicious start for a glorious week of sailing. ‘Southern’ style!

1. Mike Johnson, Jr. 5.5pts
2. Con Lancaster 10
3. Jerry Harman 10.75
4. Steve Bellows 11
5. Jack Stewart 13
6. George Haynie 20
7. James Cavanaugh 26
8. Darren Cooke 27
9. Kevin Bowyer 28
10. Jerry Dees 28

Ironman Regatta

The Birmingham Sailing Club hosted its annual Ironman Regatta on April 5-6, 1986, on Lake Logan Martin, which is 40 miles southeast of Birmingham, Alabama. The race was composed of Na’cres, Thistles, and Windmills as well as Scots.

14 Scots competed in 10-15 mph winds that frequently gusted over 20 both days. The weather was very cooperative, as well, and featured sunny skies and temperatures in the 80’s.

The first day’s racing saw Jim Johnson with daughter Sally and her fiancé take three firsts. Jim habitually came up from behind to nose out the competition on the last beat. Max Hocutt and Dave Whikehart trailed in second and third.

On the concluding day, Gulf District Champion Kent Hassell and wife Elizabeth pulled into second place in spite of a ‘brief encounter with the catamaran kind.’

Fleet 118 was happy to welcome three competitors from Atlanta and one from Tuscaloosa. We hope to see you at next year’s Ironman.

Dave Whikehart

1. Jim Johnson 8.25
2. Kent Hassell 17.5
3. Dave Whikehart 26
4. Max Hocutt 26
5. Bob Mewbourne 27

Hot Scot

Flat water, light wind, and shifty zephyrs were featured at this year’s annual Hot Scot regatta. Hosted by Fleet 20 on Portage Lake in Pinckney, Michigan, the event was sailed on September 14-15, 1986.

The only invitational in Michigan each year, aside from the District championship, the event attracts many of the best sailors in the state. 18 skippers and crews attended this year’s running.

Local sailors Jack and Donna Pointer, sailing for one of their few times this season, showed their transom to the other teams as they deftly picked their way through the constantly confusing and frequently frustrating conditions as four races were completed.

This year’s Hot Scot will also be the site of the District Championship. All FSSA members are encouraged to attend this fine event on Portage Lake. Fleet 20 promises blue skies, warm temperatures, and moderate winds!

Pat Barry

1. Jack/Donna Pointer
2. Fritz/Helen Wagner
3. Paul Lee/Ken Bachulis
4. Dave/Jane Winston
5. George/Sandy Kunkle

(continued on page 23)

Sailors’ Gazette

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SCOTS N’ WATER
CAVEAT EMPTOR

Submissions for "Caveat Emptor" must be 50 words or less. A $10.00 fee is charged per insertion. Advertisements are due two months prior to publication date. Contact FSSA, Donna Welte, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.

FS 3552 — Douglass, 1981, red w/white deck, immaculate, jib & main w/reef points, like new spinnaker, Tee-Nee trailer w/square, custom full cover, dry sailed only. $5500 or $5800 w/3hp British Seagull. Call: (814) 451-3852, Jerry Brinton, 2250 Wickliffe Rd., Columbus, OH 43221.


FS 3498 — Douglass, white, w/white deck, Scherr sails, rainbow spinnaker (Boston) Tee Nee trailer w/square, custom & boom tent covers, Harken blocks, & Danforth anchor $5600 or $5800 w/4hp Mercury. Call: (304) 599-3715, Thomas Vargish, 144 Poplar Dr., Morgantown, WV 26505.


USED SAILS WANTED! Clear out your base ment and old Soot Sail (M/L) to the Mariner Sailing School. Age not important, please call (703) 768-0618.

FS 3623 — Douglass, Red, cream deck, black trim, 3 sets sails, Sobstad, 2 Scheck, 2 spinnaker, all new to excellent. Sterling tilt trailer, full cover (blue), tent cover, fully rated equipped all Harren gear, 2 compasses (1 Suunto Tactical), motor mount, life jackets, anchor, many extras $5900 (203) 637-6473. Contact: Van Strait, 2 Webb Ave., Old Greenwich, CT 06870.

THE FLEET’S IN (continued)

Whale of a Sail

The 25th annual ‘Whale’ was sailed at Lake Carlyle, Illinois, on September 14-15, 1985. Fifteen Scots participated in a field that featured a total of 216 different boats competing on three separated race courses.

Winds for the series ranged from 10-15 knots on Saturday down to 3-5 knots on Sunday. The third and ‘tiebreaker’ race between co-leaders Ken Templemyer and Jerry Hartman never materialized as Jerry pulled his back and was unable to continue. Ken sailed on to win the final race and the overall series pretty handily.

Bernie Knight
1. Ken Templemyer 4.5 points
2. Paul Moore 10
3. Bernie Knight 12
4. Bob MacKenzie 16
5. Jim Harns 16

TURE\N AUGUST 1986

THE STARTING LINE

GREATER NEW YORK DISTRICT


CANADIAN NATIONAL CHAMPIONSHIP

August 9-10 — Stoney Lake, Ontario, Canada. See Notice of Regatta in this and future issues.

CANADIAN CRUISE

August 11-15 — See Notice of Cruise in this and upcoming issues.

FSSS NEW ACTIVE MEMBERS

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<tr>
<th>F/S #</th>
<th>Dial.</th>
<th>Fleet</th>
<th>Name</th>
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<td>97</td>
<td>Matt Munger</td>
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<td>9960</td>
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<td>155</td>
<td>Wm. J. Thompson</td>
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<td>Jack Oppenheim</td>
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<td>56</td>
<td>Richard Smith</td>
<td>Box 1730 L.O.W.</td>
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<td>Ed Forrest</td>
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MIDWEST DISTRICT

Aug 9-10 — District Championship. Lake Carlyle, IL. Contact Bernie Knight. (314) 536-9410.

Sept 13-14 — Whale of a Sail. Lake Carlyle, IL. Contact Dave Huhn. (314) 394-1346.


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FS 3536 — White hull, off-white deck, blue trim. Complete w/trailer, cover, main, jib, spinnaker, etc. Excellent condition. Call George Rooting in Ohio, at (216) 879-2688 or work (216) 879-5023.


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SAILS — 1965 Ullman Sails used only in USYRU Hinman Cup regatta. Main & Jib contain windows. New numbers and shipping included, $500. Contact: Richard Wade, 8723 Bacardi, Dallas, TX 75238 (214) 349-7512.


FS 2712 — Douglass, white/yellow deck, 2 spinnakers. 3 sets sails, one brand new unused, Estell Tilt trailer, full cover and new boom tent cover, Harken blocks, motor mount, lifting bridge, spinnaker pole, anchor, dry sail. Excellent condition. $5,200. James R. McHanesy, 602 Thermis, Cape Girardeau, MO 63701, (314) 334-2595 or (314) 334-3857.


FS 2106 — Douglass, white/lime blue deck, many good sails, mast step hardware. Three weeks but not many extras. $4300. Cell: Lou Goldman, 563 Links Dr. South, Oceanside, NY 11572.

FS 3908 — 84 Douglass, white, blue trim Schurr M&J, boom tent, TeeNee trailer, bottom paint, fully equipped, sailed on Deep Creek Lake. $6300. Michael L. Gellner, 9039 Sligo Creek Parkway, Apt. 1508, Silver Springs, MD 20901, (301) 958-9899.

FS 2415 — Douglass, blue w/t, blue deck, Schrack sails, cockip cover trailer, dry sail on fresh water. $4000. Contact: Leo N. Dienstag, 300 Central Park West, New York, NY 10024 (212) 362-2169 Eves. (212) 744-8600 Day.

FS 3661 — Douglass, yellow hull, off-white deck, Schurr main, jib & spinnaker. TeeNee trailer, motor mount, swimming ladder, compass & full length cover. Sailed from trailer only, very good condition. $5900. Contact: Tom Hodges, 28 Pierson Drive West RD1, Hockessin, DE 19737 (302) 239-6675.


FSSA District Governors

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Jacksonville, FL 32207
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MID-WESTERN DISTRICT
Bernie Knight
1999 Quiet Oak Road
St. Louis, MO 63107
(314) 532-9841

N. E. DISTRICT
Earl Sunderland
55 Carey Avenue
Lexington, MA 02173

N.Y. LAKES DISTRICT
Graham Hall
87 2nd Ave.
Gloversville, NY 12078
(518) 723-8534

OHIO DISTRICT
Chuck Hoffman
4483 Bridlewood Lane
Batavia, OH 45103
(513) 732-4024

PACIFIC DISTRICT
Tim C. McCarthy
Box 414
Diamond Spring, CA 93619

PRAIRIE DISTRICT
Keith W. Fager
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