MAKE YOUR SCOT FLY
WITH FISHER SAILS

Proven Performance
1988 has been another outstanding year for Fisher Sails' Flying Scot customers. At the 1988 North American Championship, boats using Fisher Sails finished 1st, 3rd, and 5th in the Championship Division. In all, 15 of the top 20 boats used Fisher Sails.

Equally impressive were the results of boats using Fisher Sails in the 1988 Flying Scot Midwinters. In that regatta, Fisher Sails dominated both the Championship and Challenger Divisions.

More Flying Scot sailors rely on Fisher Sails for consistent performance – no matter what the conditions. Isn't it time you joined the Fisher Team?!!

1988 Flying Scot
North American Championship
• 1, 3, 5 Championship Division
  (15 of top 20 boats)
• 2 Challenger Division
• 1 Masters Division
• 1, 2, 3 Qualifying Series

Congratulations to Harry and Karen Carpenter for winning the Championship Division, to Hal Walker for winning the Masters Division, and to Larry Taggart for winning the Qualifying Series.

1988 Flying Scot Midwinters
• 1, 4 Championship Division
  (5 out of top 10 boats)
• 1, 2, 4, 5 Challenger Division
  (8 out of top 10 boats)

10% Fall Discount
From now until Dec. 31, you can order sails and save 10% with our Fall Discount. You can even order sails in time to sail with them this fall. As usual, we have special fleet discounts available. We’re also anxious to conduct workshops on making your Flying Scot go fast. Call us to arrange a seminar date for your fleet or club.

FISHER SAILS.
The New Standard
In One-Design Performance.
330 W. Spring St., Columbus, OH 43215 • (614) 221-2410
CONTENTS

JANUARY/FEBRUARY 1989 Volume XXXI, Number 1

4 NEWS AROUND THE FSSA
5 1989 FSSA MIDWINTER CHAMPIONSHIP
6 BUILDING A YOUTH SAILING PROGRAM
7 MEADE ON "GOOFY" COPS 1988 JR NAC
11 USYRU NOVEMBER MEETING
16 THOUGHTS ON RACING SINGLE HANDED
17 OSWEGO, NY, 1989 NAC
19 THE DISTRICT GOVERNOR
21 REGATTA SPOTLIGHT
26 STARTING LINE
27 FLYING SCOT NEW MEMBERS
28 CAVEAT EMPTOR

Advertisers

2 Fisher Sails
7 Gordon Douglass
8 Shore Sails
10 Roeke Sails
12 Schreck Sails
16 The Sailors' Tailor
18 Schurr Sails
20 West Scot Corporation
22 TJ Sales

Scots n' Water
Registered Trademark. Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXX, No. 6. Subscription is $8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: May issue, March 1; July issue, May 1; September issue, July 1; November issue, September 1; January issue, November 1; March issue, January 1.

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

EDITOR: Paul Nickerson, 12664 Webster Road, Strongsville, OH 44136, (216) 238-9378 LAYOUT DESIGN: Nancy H. Cooper
LAST CALL FOR BURGEES DESIGNS

Anyone who has any burgee designs they may wish to submit for an Official FSSA Burgee should work on those today. We hope to pick a burgee during the 1989 Midwinter meetings and would like to have everyone's ideas. All designs should be sent to the Editor of Scots n’ Water or to the FSSA offices. This could be a great activity during a fleet meeting this winter!

MIDWINTER PLANS SHOULD INCLUDE THE WARMUPS

The Midwinter Warmup Regatta at Fort Walton Beach, Florida this year will be held on Friday, March 24 and Saturday, March 25. The dates were picked to allow participants to enjoy Easter Sunday, March 26 as they please.

The racing will start Friday with the first start at 1:00. There will be one race on Friday and two races sailed on Saturday. All Midwinter participants are encouraged to come south a few days early to enjoy excellent racing in a regatta that has been growing in the last couple of years.

The 1989 Midwinter Championship in Panama City will start racing on Tuesday, March 28. Plans are to sail two races on Tuesday instead of the usual one. This should help to guarantee a full schedule of six races even if one day gets cancelled during the week. Make your plans to attend today. Complete registration details appear in this issue.

MEMBERSHIPS ARE DUE

1989 FSSA memberships are due. Registration is proceeding at a good pace but there must be a few who have forgotten to send in the form or possibly even misplaced it. For you there is a form in this issue you can clip and send in with your dues. While on the subject of FSSA membership, think about that crew or new member of your fleet. An Associate Membership would make a great gift for the crew. For people who buy used boats, check to make sure that they are aware of the FSSA. We constantly find new owners of used boats who are not aware of the FSSA and what it has to offer. This portion of the potential membership is what determines just how successful the FSSA can be in the long run.

PLANNING A 1989 FSSA CRUISE

The search is on for anyone interested in cruising for a week in their Flying Scot. Where and when will basically be determined by where and when we get the most interest. Anyone interested in cruising or organizing a cruise for this summer should contact the editor as soon as possible so we can finalize plans. Some areas which have been mentioned include the northeast coast along Long Island Sound to Newport, the Lake Erie Islands, and the Georgian Bay. We are still completely open to any plans at this time, but we need to hear from you soon.

OLD FRIENDS, FUTURE SCOTTERS

It's always nice to have a professional photographer around to get some great pictures of your regatta and at the JR NAC an old friend of the Scots was there with his camera cheering on his daughter. Al Audienman has a long list of credits covering many of the Gulf yachting events for several sailing publications in past years, including several cover shots on Scots n’ Water (including this issue). Since opening his own commercial photography studio he hasn’t had much time for sailing or covering events.

This year Al’s daughter, Leslie, signed on as crew with Michael Beard for Adam Bruce in the JR NAC. It was the first serious racing for any of them and Al reports they finished a very proud last. They’ll be back!

Al wanted to say “Hi” to many of the “old timers” who remember him and his rubber dinghy chasing the action along the Gulf coast. Thanks to Al for his contribution to Scots n’ Water past, present and hopefully future.

MAKE SOME EARLY REGATTA PLANS NOW!

The early spring regatta schedule is shaping up with some good events in Florida, Alabama, Atlanta and North Carolina. The Husband-Wife Championship will also be hosted June 24th and 25th by Fleet 97 on the Chesapeake Bay. Make your travel plans early and check the Starting Line for a new regatta to attend this year. We would also like to have complete regatta schedules from all Fleet Captains and District Governors now!
1989 FSSA Midwinter Championship

The 1989 Flying Scot Midwinter Championships will be held March 27 through 31 on the waters of St. Andrews Bay in Panama City, Florida. St. Andrews Bay Yacht Club is the host club and organizing authority.

Eligibility. The competition shall be open to all FSSA registered sailors. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees.

SCHEDULE OF EVENTS
Times are tentative and subject to change.

Monday, March 27
Registration and Sail Measurement. Afternoon tune-up race.
Board of Governors Meeting

Tuesday, March 28
Morning registration and sail measurement.
1100 Skippers Meeting
1300 Race (possibly two, back to back)
1800 SABYC Social

Wednesday, March 29
1200 Races scheduled back to back
1800 Fisher Sails Oyster Bar (Complimentary)

Thursday, March 30
1200 Races scheduled back to back
1800 Schurr Sails / SABYC Cocktail Party (Complimentary)

Friday, March 31
1000 Races scheduled as necessary
1800 Awards Banquet, SABYC

Racing
The Midwinter Championship will consist of as many as six races. If all six races are run, there will be one throwout. Competitors shall place themselves in either the Championship or Challenger Division.

Scoring
The Low Point Scoring System, Appendix 5A, of IYR, will be used.

Prizes
Prizes will be awarded for the top seven finishers in the Championship Division and the top five finishers in the Challenger Division.

Measurement
All sails will be inspected using the official FSSA specifications for sail. Mains and jibs that have a stamp from the 1988 NAC will be waived from measurement. All hulls and equipment shall conform to FSSA specifications but will not be measured. All required safety equipment shall be carried on board.

Camping and Lodging
Some on site camping and lodging is available at SABYC. All motels listed are within fifteen minutes of SABYC. Docking and mooring available at SABYC beginning Friday, March 24.
Bayside Inn: 711 W. Beach Dr., Panama City, FL 32401 (904) 763-4622

SPECIAL RATES AVAILABLE
Days Inn: 4810 W. Hwy, 98, Panama City, FL 32401
(904) 769-4631
Howard Johnson’s: 4601 W. Hwy, 98, Panama City, FL 32401 (904) 765-0222
Ramada Inn: 3001 W. 10th St., Panama City, FL 32401
(904) 765-0561

Entries
Entry fee is $45 if pre-registered by March 24. Add $5 for regatta site registration. Make checks payable to Midwinters Regatta Fund.

Contact
Allen Douglas, PO Box 752, Panama City, FL 32401 (904) 765-7500

MIDWINTER WARMUPS
Friday, March 24 and Saturday, March 25, at Fort Walton Beach YC

Contact
Mike Johnson (904) 243-1477 or George Goodall (904) 651-3541

Name ____________________________ FS#
Address __________________________ Phone __________________________
Crew Names __________________________ __________________________

Registration Fee $45 ($50 for on site registration). Make checks payable to “Midwinter Regatta Fund.” Return to Mrs. Betty Smith, PO Box 406, Panama City, FL 32401.
BUILDING A YOUTH SAILING PROGRAM

By Steve Hartman, FS 4305

If your fleet is anything like ours, you’ve tried to get the kids out in the boat and turn them on to sailing. It seems the first young people out in the Scots are the children of the Scot parents. Quite often they bridle at this because kids are kids and rebel at what their parents think of as “fun.” Other problems include:

1. Children these days would rather play video games.
2. Their non-sailing parents have other priorities.
3. It’s difficult to get them out to the lake.

I’m sure your fleet has abundant other difficulties building a youth program. As of last Spring we had all but given up. Then it happened! Late last May I was talking with my friend Rich Denhart from St. Joseph, Illinois, where I live. We were discussing the upcoming sailing season and that he might enjoy going out in my Scot sometime with me, which I encouraged. He then said his son, Bryon, who is 14 years old was just finishing his Boy Scout Eagle Award, but needed his Sailing and Small Boat Achievement and could I help?

It was at that point that I discovered the rudiments of an ambient youth sailing program all assembled and waiting for me, complete with adult supervision and camping gear, and most important, a desire to learn to sail and win an achievement. What a deal!

I immediately mobilized the local Boy Scout Troop leaders from St. Joseph and also a troop from Champaign, whose leader had simultaneously caught on to the same idea. We held a daysailing seminar which was attended by over 30 Scouts and leaders. We taught sailing on a blackboard and also with the aid of handout materials and an opaque projector. I couldn’t believe the enthusiasm. They were almost jumping in place over the idea of sailing and racing a Scot. I counted about 4 who had ever sailed at all and only 1 in a fully-rigged boat, a Lightning.

We set up our first outing, June 11, one of our regular racing dates at Clinton Lake. Fleet 135 was all fired up for this and I received a lot of encouragement and assistance from them. The idea was to cycle as many boys as possible through Flying Scots in a race environment. The theory being that they would learn sailing a lot faster while making the boat go fast and beating the other scouts in the Scot next to them. At this we were very successful. We had 6 boats, 46 scouts and 3 races. By the time we were out on the race course each boy had on his own “Sailing Scout” T-shirt and was very excited to start the race, tack about, set the spinnaker, et cetera.

Because of the number of boys involved, we had as many as 5 on a boat at a time. This worked fine. After the first race we sailed in to the courtesy dock and swapped for the other half of the scouts and sailed race 2. We swapped and mixed again for race 3, leaving some of the boys on shore who had had enough for the day.

As we sailed back in at the end of the day, it was clear we had stirred a lot of interest in getting out in the boats. On shore as the scouts and leaders set up camp and started their fires, they were off in little groups rehearsing events on the water as though they were Bellows and Carpenter at the Nationals.

We went out the next day just sailing about and enjoying the morning breezes. The outing wound up by noon Sunday.

At this writing I don’t know how many of the scouts have finished their sailing achievement but I have a list of eager “Sailing Scouts” who are ready to get out any time they can.

I recommend to those trying to get kids interested in sailing to get in touch with the local Boy Scout troops and set up an achievement outing. I have been contacted by 2 more troops locally wanting to be included in next year’s outing. Also, I have solicited help from my friends in Fleet 3, Wilmette Harbor, to come down next year with their boats and help train my scouts. Then we could go up there and help train their scouts. I hope to try something like this with the Girl Scouts and 4-H too.

What we see here is an opportunity to get the kids out in boats, establish a larger reservoir of available crew, and, hopefully, even build the fleet.

You might want to try this with your own fleet. There is probably a “captive audience” out there just waiting for you to take them out in a Flying Scot.
The 1988 Flying Scot Junior North American Championship began with a bang Saturday, November 12 on the waters of Pensacola Bay. Spread out along the line were 19 Scots heading on to a Gold Cup course with an easterly wind of 15-17 knots. Of course the competition was as tough as the conditions with Zane Yoder back to defend his 1987 JR NAC title along with many of the top GYA juniors. The strong winds and good chop provided both a speedy and wet ride for the skippers and crews that had hopped in on Pensacola, Florida and the Pensacola Yacht Club to participate in a planned four race series to determine the 1988 Junior North American Champion.

Charles Meade of New Orleans and crew Michael Douglas and James White aboard Goofy proved themselves up to the racing conditions, and early on were out in front and steadily improving their position. Fifty minutes later they crossed the finish line. The second race, an Olympic Course, was sailed under only slightly less windy conditions and again Goofy crossed the finish line well in advance of the fleet, finishing in sixty-one minutes. Manning Montgomery with crew Jennifer Peneguy and Ronme Mersigan also enjoyed the heavy air with two seconds on Saturday. Right behind with two thirds was Michael Kane and crew Jack Kane and Kelley Ramsey.

A one and one half mile beat from PYC across a very choppy and windy bay to the relatively sheltered alternate racing area; two physically demanding races; and consideration for social activities planned by the Junior Yacht Club, prompted the Race Committee to call it a day after the second race. The fleet sped back across the bay to PYC under spinnaker with plenty of daylight, plenty of time to haul and secure boats, and plenty of time to dive into the hot dogs, soft drinks and popsicles provided by the club to satisfy any attack of the hungryness. After dinner the fleet celebrated with a party and dance.

(Continued on page 9)
GREAT SCOTS ARE POWERED BY SHORE

Shore sails are known for winning races. At Shore, we are consistently testing and evaluating not only the shape of your sail, but also its engineering. We use computer assisted design programs and laser cutting technology to insure every Shore Flying Scot sail is cut precisely to perform well in any condition. With Shore's technology you get the same flawless and fast shapes as the guys winning with our sails.

The Flying Scot is a great class, it deserves great sails! Shore sails are durable designs that go fast and last a long time. We started in one-designs and we're still winning there. This year, if you want to win, use the proven power of Shore.

Call us today for information and your free Shore Sails Chesapeake, 919 Bayridge Rd., Annapolis, MD 21403 301-268-6501 FAX 301-268-4984

Shore Production Lofts
Rhode Island 401-849-7997 • Maine 207-772-8113 • Long Island 516-673-5055 • Burlington 802-863-6266
• New Jersey 201-892-8922 • Chesapeake 301-268-6501 • Cleveland/Mid West 216-281-5111 • Great Lakes 616-941-1222 • Sarasota 813-951-0189 • Miami 305-858-3000 • Houston 713-334-7559 • Dallas 214-741-2368
• Puget Sound 206-284-3730 • San Francisco 415-234-9947 • Ventura 805-644-9579 • Newport Beach 714-675-6970 • San Diego 619-226-1133 • Shore International 401-849-2971
MEADE

(Continued from page 7)

Sunday’s racing was the opposite of Saturday’s and required considerable skill in dealing with light easterly winds and an outgoing southerly tidal current that made unusually swift by rains that had swelled the bay’s tributaries late Saturday night.

Race Three was an Olympic Course with the fleet starting in a good breeze of six to seven knots, but as time went by wind speed dropped steadily, finally hovering around one or two knots. The Race Committee shortened the course to five legs and upwind from the finish line the widely dispersed fleet presented a panorama of colorful, but collapsed or sagging chutes. One and one-half hours after the start, Pensacola’s Scott Mathis and crew Lori Roltsh and Carlos Melville aboard Smokin claimed first place crossing the finish line with little way on and doubtless to say, aided by the tidal current. At that moment the anemometer hit zero! It took an additional 25 minutes for all but the last boat, which was given her position, to finish. Charles Meade clinched the title with a second while Manning Montag got third and gave him a firm grip on second. Scott Mathis would need a first or second in the last race to catch Manning. The rest of the top five was up for grabs with the throw-out possibilities.

Fortunately the breeze picked up a bit as late finishers crossed the line and the fourth race, a Gold Cup, was started at 1230 with a steady easterly breeze of four to five knots. However, as about half the fleet proceeded up the fourth leg, the wind again began to steadily diminish and again a shortened course was established by the Race Committee. The first to finish was Steve Nolte of Lynn Haven, Florida and crew Jimmy Ruthven aboard Brain Dead. Kevin Northrup and Scott Mathis were close behind and these results propelled these three boats into the top five. Successive finishers literally inched their way across the line, just barely able to overcome the tidal current with the aid of the dying breeze. In fact the last two boats withdrew about 100 feet from the finish, for they sat upon a mirror-like surface making no way.

With no protests to be heard following the fourth race it was not long before the Race Committee com-

pleted the scoring, enabling PYC Commodore Robby Youd to present trophies to the winning skipper and crew for each race and to the overall skippers of the first through fifth places. Regatta/Race Chairman Frank Vaillant announced that if the FSSA cannot locate the permanent trophy a new one will be established and the 1988 Champion notified. He also announced that crew trophies will be sent as soon as possible so please contact him if you have not received yours.

The regatta was very successful with more boats in attendance than had been expected. The Gulf Coast was well represented with competitors coming from points as far east as Panama City and as far west as New Orleans. Susie Knight and father, Berni, got recognition for traveling the farthest, St. Louis, MO. They flew in for the weekend and sailed a chartered PYC Scot. The “immediate family” concept was used by several other competitors and thus paid off as far as increasing the fleet. The varied weather conditions compelled sailors to contend with strong winds and choppy seas as well as with light winds and a fierce running tide. The courses were good, the shortened courses appropriate to the circumstances, boats were well spread out along the starting lines, there were no recalls and only one protest was heard and that was disallowed.

PYC did a fine job in all departments as a host for the regatta. The Race Committee (Duncan McLain, Steve Bellows, Doug Sansom, Bill Pope) was very effective and at key points composed of sailors with much race management experience. The skippers of the mark-set boats, pin boat and committee boat were active Flying Scot sailors and the Regatta/Race Chairman was a USYRU Senior Race Officer. The Protest Committees available, were composed chiefly of knowledgeable Scot sailors. The four spectator boats certainly added greatly to the enjoyment by the many parents and adults accompanying the Juniors. The 1977 JR NAC Champion, Danny Killeen was there supporting his three boat fleet from Mississippi.

Finally, many thanks have to go to (Continued on page 10)
MEADE
(Continued from page 9)

the Juniors. The PYC juniors did a lot to help organize and work the regatta. The racing juniors proved the quality of racing talent and sportsmanship that has made sailing what it is today and will continue to become in the future.

Now is the time to plan for the NAC and JR NAC this summer in Oswego. If you're an adult reading this, get several boats together from your club for the NAC, and then make sure you have a junior on each boat so they can sail in the JR NAC preceding the NAC. If you are a junior, bug your parents or other fleet members to take you along to the NAC and sail in the JR NAC. Remember, we now have a rule that permits the immediate family to sail with a junior skipper as well as an all junior crew. A junior is defined as some one who does not turn 18 in the calendar year of the event. See you all in Oswego!

The top five skippers and crews from the 1988 JR NAC in front of the Pensacola Yacht Club.

ACRYLIC FLYING SCOT COVERS

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

<table>
<thead>
<tr>
<th>FLYING SCOT</th>
<th>White</th>
<th>Blue</th>
<th>Other Colors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat 6&quot; skirt</td>
<td>210.00</td>
<td>220.00</td>
<td>231.00</td>
</tr>
<tr>
<td>Flat Full Side</td>
<td>275.00</td>
<td>289.00</td>
<td>303.00</td>
</tr>
<tr>
<td>Tent 6&quot; skirt</td>
<td>249.00</td>
<td>265.00</td>
<td>278.00</td>
</tr>
<tr>
<td>Tent Full Side</td>
<td>299.00</td>
<td>315.00</td>
<td>330.00</td>
</tr>
<tr>
<td>Sail # Installed</td>
<td>25.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111
USYRU NOVEMBER MEETING

Newsletters, Professionals and Fleet Building

by Paul Nickerson

In November I had the pleasure of attending the United States Yacht Racing Union's Membership Meeting held in Cleveland. It was a must-attend situation because it was held in my back yard and there were several interesting One-Design Council seminars which were of great personal and class interest. The first seminar was for class newsletter editors followed by another day of fleet building seminars. In between were several meetings which proved quite interesting because they taught me a lot about USYRU and its future directions. Before you say "so what" and turn the page, you must know that many of these decisions will affect every racing sailor.

Just a quick plug for the Union, they are now in their membership drive for 1989.

EDITOR'S SEMINAR

It was interesting to exchange ideas and publications with many other classes. Let me assure you that Scots n' Water is right up there at the top of all class publications. While only several classes had better publications from the standpoint of color and size of issue, these were heavily supported by large manufacturers. They were also only published on a quarterly or semi-annual basis.

All classes shared the problem of getting membership to strongly support their publication through stories. As part of this seminar, it was decided that we would attempt to create an inter-class clearing house so that more exchange of articles may occur between classes.

Of great interest was the publishing techniques used by various classes. With the advent of desktop publishing programs and computers there are great possibilities for an editor to turn out a very clean publication from his home. There are some limitations and disadvantages. To get good pictures you must still go through a printer. To print numerous or large issues it also pays to use a printer. One class using desktop publishing still reported paying high prices for a layout person who was fast and knowledgeable with the program. There actually turned out to be very little if any cost advantage with this method. The advantage comes on smaller publications such as a four page (one page of paper folded) newsletter which is all stories and no pictures.

The biggest savings found were with computer typesetting from a word processor program. That is how we do Scots n' Water and we have saved hundreds of dollars per issue. There is no fast and easy way to put out a magazine such as Scots n' Water which should not be confused with a newsletter. The main problem is still the timeliness of publication with a magazine. Everyone reported at least a month to do the whole lay up procedure on an issue.

Mailing is another problem. Local post offices vary on how well they handle second class mail which is the cheapest means of mailing. It can take days or even weeks to get an issue. Depending on volume and weight of an issue, the difference in mailing first class can be a dollar or more per copy.

One idea that was brought up was to exchange a mid-summer issue with a newsletter or two. This way we could get out immediate regatta results and update news events on a more timely basis. I would like to have everyone's opinion or other ideas on this type of change.

We would appreciate help and advice from anyone with any expertise that can help improve the efficiency of Scots n' Water in any way. The best way to improve costs per issue is to have more members. Once the presses are rolling a few more copies cost very little.

USYRU MEMBERSHIP

This brings us to another major point o' the USYRU meeting. Membership, while at an all time high in numbers, is not growing in percentage of the number of boats racing. As many of you know, USYRU contemplated a name change to the US Sailing Association. This was soundly defeated. Thoughts were that since

(Continued on page 12)
their activities include more that just racing it should have a more general name. The main concern that I heard was that people wanted to keep it a racing association (which is its primary function) in name regardless of the words “yacht” and “union” which have questionable connotations. As a racing organization and as the body that determines the rules, it is generally thought and hoped that everyone who races sailboats should be a member. This means that a small percentage of racing boats are paying the way for everyone else. As costs continue to rise, there must be an increase in revenue from raising dues, getting more members or generating additional income.

For 1989 there will be a dues increase and included in those dues will be a new rule book. (The new rules will probably not be out until April as the international meetings have just taken place and much debate is expected.) It is hoped that the membership will also increase because of the issuing of the new rules and USYRU can keep those members. There is hope that every racing sailor will consider membership.

The next plan is already on the table and will affect everyone who races, member of USYRU or not. Now consider the possibilities of how to make non-members pay for USYRU services. Members could file free protests while non-members would have to pay five dollars. Or how about non-members do 720s while members only do 360s for fouls. You get the idea, but here is what is literally on the table for the Spring Meeting. USYRU is considering requiring a “Sail Identification Device” (SID) on all racing sailboat. This would be much like the royalty labels on all Flying Scot sails and a method used by many one-design classes. You would have to pay a price ($5 was mentioned) for the SID on each sail.

This proposal was passed unanimously by everyone but the One-Design Council at this meeting. However, since we were unanimously opposed, the measure was tabled until the Spring Meeting. The word is there are six months to think about this and something will be enacted at the next meeting. If you have any thoughts or ideas please write to USYRU and let them know. Also let the FSSA know what you think as we have a representative on the One-Design Council.

In brief summary here are some of the thoughts and ideas behind the proposal and controversy.

1. Offshore boats don’t tend to have as good a percentage of membership in USYRU and since they use more sails they will be paying more of this fee. They also require more services from USYRU which does a lot to administer the off-shore classes.

(Continued on page 13)
2. Many one-design classes are administered internally and don’t put a load on USYRU for services. These classes already “tax” their members with sail royalty labels and should not be taxed again by another organization.

3. Make USYRU membership mandatory for certain levels of championships to boost membership. Also allow individual classes to reap some of the revenues from this program for their own classes.

4. Don’t pay a flat rate per sail but pay as a percentage of the cost or sail area. In some classes such as the Flying Scot, a person may purchase a new suit of sails every year. The total cost and sail area may be less than a big boat owner who purchases only one or two sails every year. What about the individual who races in several small boat classes?

This could go on for pages and still miss the point that USYRU needs more members to support the services it provides for all racers, including non-members. Make sure your club is a member and update your race committee’s rule book and appeals book.

PROFESSIONALISM AND THE OLYMPICS

Now if your not dizzy from that debate, let’s think about professionalism. The USYRU took the position that the Olympics should not be open to professionals. This is not expected to be the way the IYRU votes but the problem lies still in defining professionals. The sentiment I heard preferred to define a professional as someone who raced for prize money or was paid to crew on a boat. The IYRU definition seems to include anyone who’s business or income has anything to do with sailing. That puts Ed Eubanks, Harry Carpenter, Greg Fisher and myself as editor in the professional category. All regattas can be defined as open or closed to professionals to eliminate such tough competition as Ed and myself.

Until we start offering prize money at Scot regattas this issue is meaningless to the average racer. However, on the international scene this is an important subject which will be debated for years to come.

USYRU SAILS WITH THE RED CROSS

As many of you may have heard, USYRU has joined with the Red Cross to help in its sailing schools around the country. USYRU has helped to publish what appears to be a great sailing manual for those who take the Red Cross classes. Although the book was in rough layout form, it looked to be very comprehensive and a good purchase for even an experienced sailor. Hopefully this joint effort will help to improve the Red Cross sailing classes and expose these new sailors to USYRU, a variety of sailing classes and even racing sailboats.

FLEETBUILDING

Saturday I spent much time at a fleet building seminar attended by many classes. While we enjoyed a lot of discussion about actual fleet building activities, we strayed into the topic of getting new sailors into smaller boats. The number of small boats built each year continues to decline. Part of this may be due to the used boat market in small boats, but a lot is because of people starting in bigger boats.

One of the big problems is that there are few one-design centerboard classes that have strong dealer networks. Much of the sales are generated by reputation and word of mouth. Few marine stores carry small boats because the profit margin is just not profitable. Extensive advertising is prohibitively expensive for most classes. Many clubs have full membership or are prohibitively expensive for small boats, especially beginners who may just be trying to get into sailing.

Another problem we felt was that people who may be interested in sailing don’t know where to start looking. One suggestion which seemed to have great approval was to attempt to have USYRU create some public service ads which could run on any sailing shows. It was thought that this could be contracted into TV rights for events such as the America’s Cup coverage on ESPN.

It was also felt that USYRU should keep a better data base of local sailing activity of one design fleets. That way if someone called from a particular area USYRU would be able to send out a list of active fleets and designs which were popular.

We enjoyed presentations of how different fleets handled their sailing activities. The Carolina Sailing Club told its story of structure and growth. Through much analysis and hard work they were able to define just what the sailing market was like in their area and capture new members. Being a multi-year program with goals for growth and activities they presented one of the more formal proposals you could possibly imagine.

Now you may be thinking this heavily structured and researched program is not for your Scot fleet or yacht club and you could be right. The CSC is very unique because they don’t have a yacht club or even a home lake. Their membership draws from a large area and their activities include various racing programs at several lakes. The CSC just owns several race committee boats and renting picnic shelters and such on lakes for their various activities. Fleet members must trailer their boats to all events as there is no common mooring area. The program has worked for them and it or part of it may be what your fleet or club needs.

Bruce Goldsmith presented a total opposite view of how his Lightning Fleet has grown and developed. Bruce’s fleet is comprised of cottagers on a Devil’s Lake in Michigan. While they enjoy lots of formal racing, the fleet thrives on spontaneity. The sailing is done in the back yard of the cottage and if one guy sees a few others out for an afternoon sail he is more likely to set sail than sit before the TV. Bruce tells of a very informal regatta held in the spring in which they run continuous racing on a Saturday and Sunday. There are no awards or scoring, just lots of racing (14 one year). You may wish to sail a couple of races and then swap boats or help another guy for a while. They have attracted many boats to travel in for this informal series. It’s great practice followed by a good

(Continued on page 14)
Saturday evening social. This provides a fun time to hone skills, practice some new ideas learned over the winter, get started as a beginner (14 starts and races is a whole season for some people), and generally get the season off and sailing.

As a local fleet they also thrive on social activities generated around the yacht club which is looked upon as a very informal meeting place at which many of the local cottagers congregate any day of the week. This type of a soft structure works very well in this club’s situation.

Since there are some real “hot shots” in this fleet (Bruce is a past sailmaker and FSNAC Champion), they also include activities which use their talents to help the rest of the fleet. One of these is by taking several three boat teams to certain regattas. Whenever you participate as a team it is each member’s responsibility to help the rest of the team. Within your own club, you can have club teams for a Sunday team series. Or, get several boats to travel to certain regattas and have teams from your fleet participating within a regatta. Even within your own regatta, besides having individual awards, give a fleet award. This could include a perpetual gag trophy. The idea is to promote travelling both to your club and away from your club.

Doug Labor was another guest who presented a whole other view of building a fleet, class and club. Doug builds several one design boats including the Thistle and Highlander in Columbus, Ohio. From a builder’s point of view the Flying Scot has been an exception in the amount of new boat production in recent years. Doug told a story about a local fleet purchased a used boat and kept it ready to sail at a club dock so that anytime there was an interest from someone in the class, anyone could immediately put them on the boat and take it out. For this particular fleet it turned out to be a great idea and good promotion for the fleet.

Many classes have different situations with their builders. Of course a great mutual relationship between builder and class is essential for growth. In the Flying Scot, Gordon Douglass Boats owns the rights to the boat and the FSSA is actually a totally independent organization of owners. Sales are strong and so is the class as both work together promoting and enjoying the boat. Other classes have reached a peak and are now struggling just to have their boats built. In the case of the Highlander, the Highlander class owns the molds and rights to the boat. They in turn license the builder and together they attempt to market the boat for both the good of the class and builder. This is not an uncommon situation in many of the older classes.

One small boat class told of a nightmarish problem where their builder just decided to stop building the boat due to a decrease in sales. However, they have a reasonable demand for new boats that don’t support the builder’s goals of national distribution with the rest of its “bigger boat” line. They have approached the builder to buy the molds and try to make it as a class but the builder has refused saying they still have hope for the class. Meanwhile, no new boats are being built.

Various clubs also provide a challenge to the one-design fleet. Everyone wants to fight for every square foot of waterfront property. On Lake Erie the yacht clubs have become ridiculously expensive as an investment for small boat sailors to join. You can pay more to join the yacht club than to buy a good used Flying Scot. But don’t just blame big yacht clubs. There are small inland lake yacht clubs that limit their membership to certain classes and only racers. How is another class that may be interested in joining and racing going to get into that club and ever start growing in that area. We have also seen various battles with local leases and yacht clubs. Many clubs have a long history and on small inland lakes that often goes back to when the lake was being built. These leases, which are often through government organizations, are now being challenged because of the value of the property that may have at one time been wilderness wasteland but is now waterfront property with infinite potential. Some clubs have turned to buying their property or getting long-term lease terms. Enough of the various class dilemmas, how can you promote your fleet and continue to grow? Most successful fleets have a good mix of social, daysailing and racing activities.

Social activities may seem obvious as to their importance but a fleet should continuously look to find new events. Winter socials are just as important as summer events. With more and more sailing videos available, it may be a good fleet or club investment to start a library. Purchase one for a meeting and allow members to...

(Continued on page 15)
borrow them. This is great for new members also.

Does someone in your fleet own a video camera? Fleet 27 made a good "how to" video on rigging and sailing a Scot. They use this as a promotional and educational tool for new members. Plus videos can just be plain fun to make. They are also great educational tools to show how boats are handled. Run your own weekend sailing seminar and tape the various aspects to show and evaluate later. Tape races and look at the mid-line sag at the start. See how the experts gybe. The nice part is you can take them right back to the clubhouse and play them while things are fresh in your mind and it gives the fleet an excuse to hang around and socialize.

Create a more diversified racing program within your fleet. I think every racing sailor has times when enthusiasm wanes as boredom sets in. Try several types of racing within your fleet. Set one weekend a month aside for a special event. Split your fleet into two or three boat teams and have team races one weekend. Another weekend have a match race series. Have a crew series where regular skippers must crew or a wife-husband regatta where the ladies skipper.

Don't be afraid to put the spinakers away for a weekend and sail JAM (Jib and Main) for these series.

Diversify your program and everyone may enjoy it more and learn more at the same time. You may bring out some of the less regular fleet members for these special events.

Fleet daysailing is another topic which needs to be discussed. I could play "devil's advocate" and say that daysailors are a bunch of loners and don't care to be a part of a fleet. In fact, I have found many usually are newer sailors who have not found the joys of racing or have not found a fleet to be a part of for one reason or another. The fact is that they are a majority in the Fossa.

Let's look at just the fleet aspect of daysailing. How many members of your fleet are "just daysailors"? I know of several large fleets (with 50 members) which hope for 20 boats to race every Sunday. What can we do to get this other 50 percent to become an active part of the fleet or association? The problem is they have become a silent majority and willing to accept or accuse the fleet or Fossa of being a racing organization. Then when we lose their participation and interest, we lose their boat from the membership of our fleets or Fossa. If they don't get Scots n' Water they don't know what's happening in the Fossa and we can't help them because we don't know their needs.

One thought is to make sure your club has a library of Scots n' Water that they may pick up and read. To assure this, order a club subscription.

One thought is to make sure your club has a library of Scots n' Water that they may pick up and read. To assure this, order a club subscription. You could also have as a club officer a "Daysailing Chairman" or within the Fossa maybe we should have a "Daysailing Committee." No one has ever declared the Fossa a racing organization and every fleet and every Fossa officer is just as concerned about daysailors as racers. They quite frankly are just a harder group to organize.

In the last issue of Scots n' Water and again in this issue we are pleading to everyone to start an annual Fossa Cruise. Quite frankly, we are hoping to get together ten boats for a week of daysailing or cruising. Ten boats out of 2000 members in the Fossa and 4500 total boats would be a success! Hopefully it will grow from there.

We could go on and list a thousand potential fleet activities but that will be left to other Scots n' Water through your fleet reports. Anything any fleet does is worthy of a report to Scots n' Water and so hopefully you'll send in your ideas and reports for everyone else to enjoy.

Remember, there are many types of fleets with peculiar circumstances. Take time to sit down as a fleet and brainstorm your ideas. Come out with a game plan for fleet development and put it in writing. This should be a long term plan and should be broken down into various time increments. Does your fleet need growth? Do you need more younger members? Does your racing program need work? How is the social calendar? How many inactive members are there and what can you do to get them active? Maybe the best thing you can do is help them sell their boat to someone you know will be active. With planning and determination you can improve your fleet a little bit each year.
THOUGHTS ON RACING SINGLE HANDED

Hans J. Fabian, FS 2340

Our son has long grown up, left home and now crews on tall ships such as the "Spirit of Massachusetts" and the "Emestina." Our daughter is married to a lawyer who sails the Great Lakes a long ways from here and my wife is as terrified of small boats as ever, while the grandchildren are barely out of diapers. In short, my ready made crew has long evaporated and the view from the rudder end is more unobstructed than I like. True, I still manage to do a bit of racing with that congenial bunch of Fleet 104, on the 4th Lake in the Adirondacks. But my local crew, is "ten years into retirement" (gentlemen never tell). Otherwise, racing the Scot on a regular basis or in regattas and all that goes with that is out. It has proven simply too difficult and frustrating on all counts to try and round up a crew on a regular basis.

Rigging, launching and loading without assistance is not getting easier either. By the same token, joining a sailing club on a small lake and merely carving furrows in well plowed waters has lost its charms. In a few years, I expect to have more time on my hands for sailing than ever before. Unfortunately the Scot seems to have reached, if not the end of its usefulness, at least the eve of its excitement. When I first sailed the boat, I raced single handed with moderate success. I quit doing so when requested by other members as being a menace to the racing fleet.

I still sail single handed in my Laser, and now and then still hang from the trapeze of a 505. That is a young man’s game in competition, best relegated to the realm of a hobby by guys like me. I also still do a fair bit of single handed sailing in my Scot, including flying the spinnaker on days it is safe to do so. I love a lively five mile jaunt down the lake, even if shared with only our Golden Retriever. But I miss the sense of competition, and my guess is, there must be many of the likes of me, and getting more, who have lost their regular crew or just feel challenged by the thought of single handed racing, but have no chance to have their talents challenged.

I would be much more tempted to attend regattas, or sail in a club on a regular basis, and convince my wife to join me in this, if there were a chance to race in a single handed mode, either in a special event or on a handicap basis. No doubt, wind and waves place more severe limitations on sailing a Scot when single handed, but awareness of, along with care and comfort or providing for single handers at clubs and regattas would more than make up for any shortcomings along those lines. Now that more of us are reaching this stage of life, it might be well for the FSSA to give some thought to events along those lines.

I have found the Flying Scot to be very easy and enjoyable to single hand without major modifications. Except for an extra set of more rearward facing jib sheet cleats and some shock cord to hold the tiller while setting and dousing the spinnaker, my boat has very basic rigging. Putting jiffy reefing into an old mainsail for sailing on windy days completes the short list of extras to really enjoy single handing the Flying Scot.
OSWEGO, NY AND THE 1989 NAC

by Jeanne Rotunno

The 1989 NAC will be sailed on Lake Ontario off Oswego, NY July 17-21. Fleet 159 is looking forward to hosting the NAC and hope many FSSA members will plan to attend. If the great sailing by itself doesn't entice you to attend, then maybe a little background on the area will help sway your decision. The winds should be, well, let's just say guaranteed. The conditions can vary depending on the wind strength and direction because the sailing will be near shore on open water. The marine facilities are first rate and the accommodations should help everyone to enjoy a fantastic social week.

Oswego is a city of 20,000 located on the southeast shore of Lake Ontario. The name is said to be from the Iroquois Indian name for the area Osh-we-ga. It means "pouring out place" referring to the mouth of the Oswego River, the city was built around the natural harbor created by the river joining the lake. It was this that brought first the Jesuits and then the Dutch and English to establish a trading post. Fort Oswego was the first such post on the great lakes. With fortifications on both sides of the river, Oswego was the scene of fighting during the Revolutionary War and the War of 1812. The area was alternately held by the French, English and American forces.

Oswego remains an international port on the Barge canal system. It handles many products and serves as a transfer point for lake, canal and rail shipments. Pleasure craft and tour boats come up the canal system regularly. Tourism is a developing industry and a catalyst for improved waterfront facilities. Parks and walkways line the riverfront and lakefront properties where once factories and shipyards stood.

Oswego Yacht Club has enjoyed a very busy year in 1988. The CYC has enjoyed a great comeback in the last couple years and this year acquired space in the McCrobie building and adjacent deck area adding more room and a spectacular view of the harbor. This area served as regatta headquarters for our three major regattas of the '88 season. The Michelob Open in mid-June is an early day of racing followed by the Blessing of the Fleet which fills the harbor with a parade of boats. Vying for the largest regatta title for the last year was the Apple Lake Ontario Regatta, a multi-fleet event with the most sailors participating, and the Lightning Michelob Classic with the greatest number of boats.

Fishing: Large scale trout and salmon stocking programs have made the Oswego area one of the country's premier fishing grounds. Charter fishing excursions are available but not necessary for success.

History: Fort Ontario is the last remaining of Oswego's forts. It sits atop the east shore of the river overlooking the harbor. It remains intact as a State Historical Site open to the public. Scenes of daily life and military drills are recreated for summer visitors. The military history of Oswego is depicted from the early Jesuit explorations in the area to the post WWII refugee camp that was located on the grounds. This is a must see for history enthusiasts and children.

EXTRAS: Oswego has a nice downtown shopping area with many fine restaurants. Saturday night auto racing at the Oswego Speedway, a well known super-modified track, is also a popular event. Of course, there are many scenic areas and some excellent golf courses. This is just a sample of life in beautiful Oswego, New York. We hope you'll all mark your calendars and start planning now to attend. If you have any questions please feel free to contact us now so we can plan for an excellent NAC. A complete registration form will appear in the next issue of Scoots 'n' Water.

Contact: NAC Chairman Chris Rotunno, Rd. 7 Box 74-A, Oswego, NY 13126 (315) 342-4376.
Consistently Out Front

Schurr Sails are the highest quality sails fabricated with the highest quality materials and American know how.

The sailmakers at Schurr Sails have more than 50 years of accumulated experience in the Flying Scot Class.

Whether you race or cruise, we deliver the quality of service that you deserve and appreciate.

<table>
<thead>
<tr>
<th>SAIL #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number Color ( ) Red; ( ) Blue; ( ) Green; ( ) Black; ( ) White</td>
</tr>
<tr>
<td>( ) 4.4 oz. Racing Cloth</td>
</tr>
<tr>
<td>( ) Main $450</td>
</tr>
<tr>
<td>( ) Mainsail Reef $35</td>
</tr>
<tr>
<td>( ) Mainsail Foot Shelf $30</td>
</tr>
<tr>
<td>( ) Jib $190</td>
</tr>
<tr>
<td>( ) Telltale Window ea. $10</td>
</tr>
<tr>
<td>( ) Vision Window ea. $15</td>
</tr>
<tr>
<td>( ) Mainsheet Retainer $8.50</td>
</tr>
<tr>
<td>( ) Mainsail Cover $70.00</td>
</tr>
<tr>
<td>( ) 5 oz. Cruising Cloth</td>
</tr>
<tr>
<td>( ) Spin. Crosscut $280</td>
</tr>
<tr>
<td>( ) Spin. Tri radial $365</td>
</tr>
<tr>
<td>( ) Brummels on Spin. $10</td>
</tr>
<tr>
<td>( ) Centerboard Gaskets $12</td>
</tr>
<tr>
<td>( ) Deluxe Tapered Battens $22.50</td>
</tr>
<tr>
<td>( ) Kevlar Spin. Trims $65</td>
</tr>
<tr>
<td>( ) Spectra Spin. Trims $40</td>
</tr>
<tr>
<td>( ) Spinnaker Turtle $35</td>
</tr>
</tbody>
</table>

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

Mail ORDER form to: Schurr Sails, Inc. 490 South “L” Street • Pensacola, Fl. 32501 • (904) 438-9354
THE DISTRICT GOVERNOR

The focus of the District Governor's position is to represent his local fleets in national decision making. Additionally, the Governor can have great influence on the promotion and coordination of intra-district activities. There is a budget set aside for District Governor mailings and some districts have started newsletters to help communications.

Not long ago in the Ohio District, the District Governor did little more than organize the district championships, as he was usually selected from the host fleet. We found that we seldom had governors that really knew what was going on within the FSSA and we were not well represented. It was then decided that the Governor would serve for two years and would appoint a separate regatta chairman for the districts. This has worked out much better because we have since had Governors who had a pulse on what was happening both within the district and within the FSSA. This is also important because part of the Governor's duties include making sure the district events are reported in Scots n' Water.

As editor, I have to take this moment to thank John Pridmore for the excellent job he has done in just a short time as District Governor in the Greater New York District. You will not find many people who enjoy the Flying Scot with as much enthusiasm as John. This charming Britain has had a career opportunity taking him back to England and all of us who have had the pleasure of sailing with him wish him our best.

Following is the District Governor description as submitted by Pat Barry and accepted by the Board Of Governors at the 1988 NAC Meeting. It will be published as part of the FSSA Handbook in the future but is presented here for the whole class to read.

REQUIRED RESPONSIBILITIES

The following are district responsibilities which the governor either undertakes or oversees. The duties are organized into main categories with the FSSA Constitution and Bylaw information listed and cited.

ELECTION

1. The District Governor and Alternate shall be elected by vote of the Fleets in each District.
   A. Each Fleet shall have one vote.
   B. The election must be held in advance of the Annual Meeting of the Association.
   C. Each Fleet desiring to recommend nominees for Governor shall submit them to the current Governor prior to June 1.
   D. By June 15 the Governor shall send to each Fleet Secretary of record a ballot containing the names of those nominated and the date when the election shall close.
   1. Completed ballots shall be returned to the Governor in sealed, unmarked envelopes.
   2. The Governor shall appoint three tellers, each from a different fleet, if possible, to open and count the ballots and report the results to him.
   E. The retiring Governor shall forward the names of the new Governor and Alternate to the Association immediately after their election.
   F. If any District fails to hold an election, a Governor and Alternate for such district shall be appointed by the Executive Committee.

2. The Governor and Alternate shall serve during the ensuing year, from the Annual Meeting to the next Annual Meeting.
   A. The governor must be willing to attend one national meeting per year during his tenure. (FSSA Constitution, Article XII) Board of Governor meetings are held at both the Midwinter and NAC and if the Governor can not attend he should attempt to have an alternate attend for him.
   B. In practice, some Districts agree that the Governor will hold office for a two year period. They may or may not always conduct and election of that Governor.

DUTIES

The District Governor shall:

1. Be a member of the Governing Board.
2. Have general supervision over all Flying Scot activities in the District.
3. Represent the District on the Governing Board.
4. Arrange for the holding of the District Regatta.
5. Promote the establishment of new Fleets throughout the District and the maintenance of all District Fleets in good standing with the FSSA.

SUGGESTED RESPONSIBILITIES

Communicate with Fleets Regularly

The most successful of District Governors seem to communicate with their Fleets on a regular basis.

(Continued on page 20)
Means of communication usually include:

1. A district Newsletter which contains news of local fleets, social information, race results, upcoming regattas, and FSSA decisions that will affect fleets. The FSSA often allocates funds for the mailing of such newsletters. Further, the FSSA Office will provide, at no cost, mailing labels of all district members.

2. Direct contact by telephone to Fleet Captains two to three times a year.

3. Actual visitation of each fleet, either during the sailing season or during the off-season, at fleet parties and meetings.

The purpose of these communications is to build a stronger district by helping to draw the fleets together, either in person at social or sailing events or through a newsletter.

Promote and Coordinate Fleet Regattas

Local fleets often feel that they lack the necessary expertise to organize, promote, and host an invitational or District Championship regatta. The Governor can help alleviate that concern by helping the local fleet work through the planning stages of such an event. He may also be able to find knowledgeable and experienced assistants to help actually run the regatta or man the Judges Committee.

In cases of fleets planning to host regattas, the Governor can coordinate the dates, thus ensuring that there is a steady, well-spaced, stream of events that will be available to all fleet members in the District.

A good time to begin planning events is at the District Championship Regatta where many fleets will often have representation.

This concludes the list of District Governor duties. As you can see, a strong District Governor can lead to a strong, well-organized, properly represented district. This all leads to more fun between fleets and sailors within the district and good representation in Scots n’ Water.

Just like a strong fleet needs activities to build it, so does a district. Think of activities or awards that promote more participation in your district. Several districts present awards to the skipper who accumulates the most total boats beaten in all district events. Another idea is to have a Fleet Championship within the District Championship. In the Ohio District this is done by scoring the top three boats from each fleet.

This kind of award is important because it adds emphasis to every boat’s participation and finish in the regatta. A good finish that may be out of the main trophy hunt could lead to an award that can hang proudly in the clubhouse for a year and bring some fleet pride. It will also help generate fleet communication and education as the top skippers will help other fleet members improve to win such awards.

Just as important as the District Championship may be the first and last regatta of the season. The first regatta is important because it sets the mood for the season. The last regatta should be the climax and is a good time to present the special awards. Make it something special.

Don’t stop district activities during the off-season. Hosting a winter party as part of a big boat show could be an excellent way to get the district together. No one has the excuse of pulling their boat to one of these activities.

Get some boats together for the Midwinters. If you’re looking for another crew, think of some of your friends within your fleet and even in other fleets. The Midwinters is a great event and is well represented from all districts in the FSSA.

Finally, if you have good activities and ideas, share them through Scots n’ Water.

---

**The West Scot Corporation**

1006 West Beardsley Pl.
Salt Lake City, Utah 84119

Builders of The Flying Scot® in the **Western** United States

- Scots built to order
- Spare Parts Available
- Used Scots in Stock

Call: (801) 972-0350 or 973-6493

Mon-Fri: 7:30 a.m.-4:30 p.m.

John Wallace — Sales Manager

Licensed by The Gordon Douglass Boat Co.
REGATTA SPOTLIGHT

NEW YORK LAKES DISTRICT CHAMPIONSHIP
At Saratoga Lake
Sailing Club

by Peter Seidman, FS 4254

Fleet 161 hosted the New York Lakes District Championships at Saratoga Lake on July 8, 9, and 10. Eighteen (18) Scots sailed in the regatta, which makes this the largest NY Lakes Districts in years. Sailors came from the New England and Greater New York Districts, in addition to the Lakes District.

The weekend started Friday evening with wine and cheese to help in setting up the boats, and tents for those camping at the Sailing Club. On Saturday, the races were once around a triangle. The first race was sailed in 8 knots. The wind then stayed in the 5 to 7 knot range for the rest of the day. We sailed six races but only five were counted. Following a general recall in the third race, a mix-up in the restart led to the only protest of the regatta against the Race Committee! This appeared to be one of the highlights of the weekend, judging from the stories told at dinner.

The first two races seemed to foretell a parade, with the first four place finishers in the same order. The next two races scored saw two new boats finishing in the top four. After Saturday's races, Jim Cavanagh, with two firsts, was comfortably in first place. Jack Orr was in second place with consistent finishes. Griff Williams, with one first, was in third place (and comfortably first in the District). Dick Frazer, also with a first, was in fourth place, with Ralph Rieu just behind in fifth place.

Saturday after the races, Fleet 161 hosted a cocktail party at the Sailing Club. Then we loaded our plates at the Chinese buffet, and ate outside at picnic tables overlooking the lake.

On Sunday the winds continued to cooperate at 5 to 7 knots. The course was lengthened to four legs with the addition of a second beat, with the idea of allowing more chance to catch boats before the finish. No one was passed on the second beat during either race.

Jim Cavanagh took a first and a second and finished first overall. Griff Williams sailed consistently with a third and a second, and moved into second overall and captured the New York Lakes District Championship. Jack Orr managed to hold off the rapidly closing Ralph Rieu for third place, thanks to the throwout. In one of the closest battles of the regatta, for the famed Better Luck Next Time Mermaid, Jim Ball had to go to the tie breaker to beat the Seidmans.

1988 LAKE TOWNSEND MAYOR'S CUP
by Fields Gunsett, FS 801

Friday, prior to the regatta, was wet, inches of rain fell all day. The organizers of the 11th annual Mayor's Cup could only stand in the parking lot of the Lake Townsend Marina and wonder how badly the rain would dampen the spirits of the fair weather racers around the region. With more rain forecasted for Saturday and Sunday, all of our plans for a successful regatta seemed to be dissipating rapidly.

Saturday, NOAA was reporting that the chances of rain had been replaced with fair weather, but light winds were also forecasted. The sunny skies drew Scot sailors from around the state. Twenty-two Scots registered and ultimately twenty made it out on the first day. The light winds that were forecasted never made their presence known, drifting would be the best that could be expected. When the race committee chairman, Roy Bolt, finally started the first race the fleet began to creep around the course. Even though the race committee shortened the course in an attempt to finish the race within the

(Continued on page 22)
two hour time, only nine Scots were able to finish - the remaining boats were scored DNF.

Dick Schultz, who is always fast in all conditions, was the winner of the first race. With a number of the local favorites unable to finish, Dick found himself in a commanding position. The race committee decided that the conditions would not improve and the second race was postponed.

Sunday morning came with the same forecast that was given for Saturday. The conditions looked identical to those Saturday. The race committee planned short races with a short course in an attempt to make the best of a bad situation. A number of sailors had called it quits. The weather did not look as if it would provide a satisfying day of racing. Seventeen Scots made it out on Sunday and two races were held. Larry and Starr Lewis put on a clinic on tight weather sailing while dominating both races. Dick Schultz finished high enough to win the regatta and the Mayor’s Cup.

Fleet 126 invites everyone back next year, September 9 and 10, to sail in the 12th annual Mayor’s Cup. We have little control over the weather so we ask the participants of this year’s regatta to remember the excellent facilities, the superb job done by Roy Boyland and the race committee, the socializing around the North Carolina Bar-B-Que, the Michelob, and the fun of racing with other Flying Scots. It has also been suggested that there could never be as light as conditions were drifted in during this regatta - therefore, we should have excellent weather next year.

**FINAL RESULTS**

<table>
<thead>
<tr>
<th>Race</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Dick Schultz</td>
<td>1985</td>
<td>.75</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>2. Kent Taylor</td>
<td>1296</td>
<td>8</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>3. Sam Eich</td>
<td>2337</td>
<td>4</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>4. Will Robertson</td>
<td>1292</td>
<td>2</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>5. Larry Vitez</td>
<td>838</td>
<td>3</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>6. Larry Lewis</td>
<td>3933 DNF</td>
<td>.75</td>
<td>7.75</td>
<td>24.5</td>
</tr>
<tr>
<td>7. Fielda Gunsett</td>
<td>301</td>
<td>6</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>8. Jim Hornay</td>
<td>4125</td>
<td>9</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>9. Harold Ausley</td>
<td>2175</td>
<td>7</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>10. Starling Gunn</td>
<td>1104</td>
<td>5</td>
<td>15</td>
<td>14</td>
</tr>
</tbody>
</table>

**GULF DISTRICT CHAMPIONSHIPS**

*By Terry Dees-Kolenich, FS 4211*

The Gulf District Championships were hosted by Fairhope Yacht Club and Fleet 102 on September 10 and 11th. The district got off to a rough start with registration being cancelled on Friday due to the movement of Hurricane Florence toward the Gulf Coast. Friday proved to be a guessing game as to the landfall of Florence and whether to continue with the scheduled race.

Florence finally came ashore west of New Orleans in the early morning of September 10 which reduced the number of expected participants, especially from the west end of the district who prepared for the hurricane and didn’t want to gamble on travelling.

For those who ventured out for the regatta, they found nice weather and... (Continued on page 23)

---

**Flying Scot & Windsurfing Specialists**

8930 Dexter Pinckney Road
Pinckney, MI 48169

Office: (313) 426-4155

**In Stock:** NEW SCOTS with our custom outboard, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew", race equipped SCOT. TJ's rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat, 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 DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, TELO 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 Gosseck!** We have all the parts to repair the STAR MARINE/KENYON gosseck. Our collapsible universal replaces the inadequate universal which appeared beginning about 1971. $6.50.

**Accessories:** AIGLE boots, absolutely the best wet sailing dinghy boat; CHUCK ROAST jackets and jumpsuits; HIGH SEAS PVDs and foul weather gear; ACCUSPLIT racing timers, at $42 the slickest waterproof watch/stopwatch you can buy; LASER compasses, and much more. Call us for holiday or birthday shopping suggestions. Catalogue available.

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

We ship daily by UPS on open account to FSSA members! We repair hulls, centerboards, and sails.
REGATTA SPOTLIGHT
(Continued from page 22)
a variation in wind conditions from 5
to 18 knots. A four race series was
completed with one throwout. Aggres-
Sive starts were the name of the
game throughout the series. Ken
Kleinschrodt dominated on the race
course with three firsts while Tom
Dabney and Steve Bellows duelied for
second and third with Tom winning
the last race and the battle.

The Saturday night leg and dinner
social was appreciated by all par-
ticipants as was the excellent regatta
and race management by the Dees
family.

FINAL RESULTS
Race 1 2 3 4 Total
1. Ken Kleinschrodt 1 1 1 (4) 2.25
Amy Kleinschrodt, Michael Mark
2. Tom Dabney 2 2 4 (DNS) 6.75
Jesper Jensen, David Dabney
3. Steve Bellows 10 2 2 3 7
Blair Bellows, Kit Starke
4. Herb Sumnerall 3 (5) 4 2 9
Billy Ross
5. Zane Voder 3 3 5 (8) 13
Elizabeth Adams, Chris Dabney
Michael Kane 4 (DNS)
6. Pam Schurr, Scott Raines
7. Jimmy Hutten (7) 7 6 5 18

FLEET 161 2ND
INVITATIONAL REGATTA
by Peter Seidman

Flying Scot Fleet 161 hosted its
2nd Invitational Regatta at Saratoga
Lake Sailing Club on September 9, 10,
and 11. Seven Scots sailed in the six
race, one throwout regatta. Three
guests joined four Fleet 161 boats for
a windy weekend.

We started the weekend Friday
evening with wine and cheese at the
sailing club. The three out-of-town
Scots arrived and set up while con-
suming many liters of wine.

On Saturday, we sailed four races,
each a six leg Olympic course. The In-
vitational was part of the SLSC Fall
Regatta, and so the Scots started in
the second start with the larger hand-
icap boats, five minutes behind the
smaller boats. With winds between 10
and 15 knots, rolling waves and
whitewash, this created a lot of excite-
ment, since we were starting with
Hobie 16s, 17s, and 18s, which sail
quickly at strange angles and stop to
tack. The reaches were also exciting
as we dodged turtled Javelins and
pitchpoloed Hobies.

Dave Jacobsen and Bob Lee from
Fleet 24, Candlewood Lake, Connecti-
cut, ran away with most races and had
only a second to throw out. John Kim-
bail wrote his son Eric during the
first three Saturday races and skipped
the fourth race. Sailing well on Sun-
day with a new crew (everyone was
quite laid back and said “sure”), he
took a first and a second to finish sec-
ond overall. Phil Sanzone and Chris
Rotunno battled for third place with
Phil holding a 1.25 point lead after
four races. Chris came back strong on
Sunday to capture third by 0.75
points.

Saturday night Ann Seidman
catered an Italian buffet dinner at the
sailing club. We all had a delicious
and relaxing evening. Our group was
small enough for everyone to share a
conversation of sailing stories.

Fleet 161 invites all Flying Scot
sailors to our 3rd Invitational in 1989.

FINAL RESULTS
Race 1 2 3 4 5 6 Total
1 Dave Jacobsen 3720 7.5 7.5 7.5 7.5 5
Bob Lee 1529 7.5 7.5 7.5 7.5 5
2 John Kimball 3493 2 4 2 7.5 7.5 7.5 2 10.75
 Eric Kimball, Joyce Gunner
3 Chris Rotunno 3991 4 3 3 2 4 (4) 3.15
Jeanne Rotunno
4 Phil Sanzone 3093 3.75 4 3 5 5 (5) 15.75
Joe Vescio
5 Peter Seidman 4254 5 5 6 4 3 8.23
6 Ann Seidman
7 Jim Ball 2278 6 8 7 5 (7) 4.28
Laura Fantauzzi
7 Clark Cooper 4407 7 7 5 DNS 6 (7) 3 1
Mike Funk, Ellen Cooper, Bob Ballanger

CAROLINAS DISTRICT CHAMPIONSHIP
by Larry Lewis

The 1988 Carolinas District Champions-
ship was hosted by Fleet 134 and
the Yacht Club of Hilton Head Island,
SC on September 17-18. The races
were held on beautiful Calibogue
Sound, an easy sail from Harbour
Town Marina in Hilton Head. Jim
Vaughn did a great job of organizing
the event.

Since Hilton Head was a 5-7 hour
drive for the North Carolina sailors,
most of us drove in on Friday. As we
left, Hurricane Gilbert was about to
hit Texas and the weatherman was
calling for rain and storms in most of
North and South Carolina.

Despite the forecast, the sun was
still shining on Saturday and the wind
was a perfect 8 to 14 mph. The race
committee set good courses with
tight reaching legs. We ran one entire
reaching leg with the main luffing but
the spinmaker flying and the boat on
the verge of broaching.

While Dick Schultz was the first
boat to the windward mark during the
first two races, we managed to get
past him due to Kent Taylor’s great
work on the tight spinmaker reaches.
At the end of the first three races on
Saturday, we had 2.25 points, Dick
had 6 points, Don Smith had 10 and
Bill Reinke had 11.

After Saturday’s racing we docked
our Scots at the Harbour Town Yacht
Basin. Hilton Head is an affluent
private community. Other than our
Scots, there were only a few yachts in
the basin valued at less than $100,000.

The Saturday night social was held
at the yacht club and included a “low
country cookout” consisting of
boiled shrimp, sausage, corn on the
cob, hush puppies, beans and floor
swEEPINGS. There was lots of food
and fun.

As the social began to wind down,
it started to rain. The rain was so
heavy it was difficult to see well
enough to drive back to the motel. As
we turned in Saturday night, it ap-
pared that Sunday would be a wet
and windy day.

Sunday morning was cloudy but no
rain. As we bailed out the Scots at
Harbour Town the sun came out. Both
Sunday races were sailed in 5 to 10
knob winds, lighter than Saturday.

The lighter winds and strong cur-
cent, along with down current starts,
made for some interesting starting
situations. The current carried both
Bill Ross and Dick Schultz over the
line as they luffed for position during
the star: of the second race. Both
boats had a difficult time getting back
up current to restart. Don Smith
sailed a great last race to edge Dick
Schultz for second place.

As we sailed from the race course
to the ramps at South Beach, a group
of porpoises swam with us. They
seemed to be playing with our Scots
as we sailed out of Calibogue Sound.

(Continued on page 24)

23
This regatta was held at a beautiful location, with good winds, good food, good company, and good racing.

**FINAL RESULTS**

<table>
<thead>
<tr>
<th>Fleet</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Larry Lewis</td>
<td>126</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Don Smith</td>
<td>84</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>.75</td>
</tr>
<tr>
<td>3</td>
<td>Trisha Smith</td>
<td>78</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>Dick Schultz</td>
<td>78</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>Sterling Gunn</td>
<td>78</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>Bill Reineke</td>
<td>78</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>Debra Reineke, John Truener</td>
<td>78</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>Bill Ross</td>
<td>48</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>9</td>
<td>Diana Ross, Don Sweet</td>
<td>48</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>10</td>
<td>Len McLaughlin</td>
<td>48</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>11</td>
<td>Rachel McLaughlin</td>
<td>48</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>12</td>
<td>Russell Norburn</td>
<td>48</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>13</td>
<td>Jean Norburn</td>
<td>48</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
</tbody>
</table>

**WHISKEY SOUR REGATTA**

*by Greg Madzelonka, FS 2028*

Boats from Ohio, Wisconsin, Maryland, and West Virginia joined members of Fleet 80 at Moraine State Park (just north of Pittsburgh) for the Whiskey Sour Regatta. A record thirty boats sailed, with almost half travellers, in winds that ranged from 0 to ten mph. There were five races with one throwout.

The races on Saturday were sailed in constantly changing wind velocities with major shifts. The shifts were especially important when you reached the marks as racing was always close and a last minute lift or knock could mean many places.

There were also times during each race when the winds died completely so it was always important to be in position for when they filled in again and try to keep the boat moving.

Jack Leipper, sailing his new Scot, sailed a consistent Saturday series to lead the way to the Whiskey Sour and Steak Fry party. Jim Starr's famous Whiskey Sours, for which the regatta was named, helped liven the spirits while charcoal grilled steaks and local recipes made for a fine dinner.

Sunday started with heavy rain and little wind as the competitors readied boats. Just in time for launching, the rain stopped and a light breeze filled in. The races saw the same conditions as Saturday with light air, dying during the first race causing the course to be shortened. As the winds changed so did the places on the race course and the locals were among the most frustrated.

With four races in, the last race was meaningless to some but a last chance for others. Just after the start of a short course, the winds filled in and the corners made out big at the weather mark. Jack and Rosalie Leipper had all but clinched the regatta unless Jack and Martha Stewart could win the race. Bruce Spinnenweber and Paul Nickerson were battling for third and fourth while several boats had a chance for fifth where Tom Hohler beat Mike Cullen on a tie-breaker.

In very trying conditions it was a great weekend of racing by the race committee and Fleet 80.

**FINAL RESULTS**

<table>
<thead>
<tr>
<th>Race 1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jack Leipper</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(10)</td>
</tr>
<tr>
<td>2</td>
<td>Rosalie Leipper</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>3</td>
<td>Jack Stewart</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>4</td>
<td>Martha Lee Stewart</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>5</td>
<td>Bruce Spinnenweber</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>6</td>
<td>Frank Meehan</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>7</td>
<td>Paul Nickerson</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>8</td>
<td>Chris Nickerson</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>9</td>
<td>Tom Hohler</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>10</td>
<td>Torsten Zappofeld</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>11</td>
<td>Mike Cullen</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>12</td>
<td>Charles Cullen</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
<tr>
<td>13</td>
<td>William Schneider</td>
<td>2</td>
<td>2</td>
<td>.75</td>
<td>(12)</td>
</tr>
</tbody>
</table>

**GLIMMERGLASS INVITATIONAL REGATTA**

*by Peter Seidman, FS 4254*

The 21st Annual Glimmerglass Invitational Regatta was held September 17 and 18, 1988, at the Otsego Sailing Club, Cooperstown, New York, home of Flying Scot Fleet 109. Twenty-two Scots sailed in the three race series.

Saturday morning started off gray and drizzly; the downpour held off until the 10 AM skippers’ meeting. The rain continued all day, but varied in intensity to keep us interested. We sailed this last Saturday of summer in full foul weather gear, with temperatures in the low 60s.

The morning race was twice around a triangle. The winds were moderate from the south and relatively constant for Lake Otsego. Brad McCoy from Virginia in a borrowed Scot took an early lead and kept it for the race. He was followed at the finish by Harry Carpenter and then the Massachusetts contingent from Fleet 76 of Jim Cavanagh, Ralph Rieu, and Danny Waltuck. Lunch under the tent followed for everyone.

The afternoon race in lighter rain and good winds was three times around the triangle. Harry Carpenter and Jim Cavanagh battled almost the entire way, with Harry holding on to a slim lead. This put Harry in first and Jim in second places overall. Robin Collins of Fleet 148, Stoney Lake, Canada, sailed a solid race for third place and moved into fifth overall. Danny Waltuck took fourth and moved into fourth overall and Duffy Zornow from Fleet 104 moved into fifth overall with a fifth place finish. Brad McCoy finished sixth and third overall.

Saturday night was soggy under the tent, but everyone enjoyed the cocktail party and chicken barbecue. Ann and I knew we were sailing well since besides being tied for ninth, we had time to moor our Scot and get to the hor d’oeuvre table early enough to try all the great stuff prepared by our gracious host club.

Sunday morning threatened rain but stayed dry. The winds were lighter from the south. Dying wind shortened the race from three to two laps of the triangle. Harry Carpenter, perhaps to show off brand new Flying Scot 4513 to new owner Mace Reynolds, ran away from the rest of the field. Jim Cavanagh took second, also with lots of room, and second overall. Brad McCoy’s fifth was good enough to hold off Robin Collin’s third and Danny Waltuck’s fourth place finishes to round out the top five for the weekend.

**FINAL RESULTS**

<table>
<thead>
<tr>
<th>Race 1</th>
<th>2</th>
<th>3</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Harry Carpenter, Taylor Smith</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Jim Cavanagh, Jay McNelf</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Brad McCoy</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>Robin Collins</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>Danny Waltuck, Seamus Cavanagh</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>Duffy Zornow, Butch Hartsg</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>Ralph Rieu, Stacey Rieu</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>8</td>
<td>Dennis Dubuc</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>9</td>
<td>Peter Seidman, Ann Seidman</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>Phil Sanzone, Joe Sanzone</td>
<td>9</td>
<td>11</td>
</tr>
</tbody>
</table>

(Continued on page 25)

SCOTS N' WATER
The 1988 Open House Regatta hosted by Fleet 23 in Dallas, Texas was a huge success despite the threats of Hurricane Gilbert. The Saturday forecast was for 60% chance of rain with heavy winds and this attracted 25 crazy boats to sign up for the fun in two divisions. As the day wore on, the weather became more favorable. Two races were completed in excellent conditions before it was back to the dock for some socializing and more rain.

Fortunately that was all there was of Hurricane Gilbert in the Dallas area. Everyone enjoyed a Saturday night barbecue dinner Texas style (including the BS).

Sunday morning was another great day for sailing as the boats battled with Randy Robinson edging out Jack Selfrick for the title and beautiful "Ship in the bottle" trophies arranged by Alice Wright. The Butterfly Fleet did an excellent job as race committee and a special thanks goes to the many skippers who loaned their boats for the out of town sailors. This hospitality and generosity makes the Open House a great annual event.

GREAT SCOT SAILED IN FEAST OR FAMINE WINDS

by Berkeley Merrill, FS 3095
Dave Whitehart, FS 3864

"-1**1***, this is lake sailing at its "1**1 worst," shouted one Gulf coast skipper near the end of the first day’s racing in the Birmingham Sailing Club’s Great Scot Regatta held October 15-16 on Logan Martin Lake. Indeed, the unseasonably light, shifty winds caused visiting skippers, who made up 1/3 of the thirty boat fleet, considerable frustration. It also gave locals a short home-court advantage, as the Birmingham team of Berkeley Merrill and Peter Gambel rode elusive zephyrs past seasoned GYAers Larry Taggart and Duncan McLaine. Even North American Champion Harry Carpenter, crewing for the newest Fleet 118 member Jerry Harvey, had trouble finding the shifts and showing off Jerry’s new Scot.

In race one, the majority of the fleet went to the right (west side of the lake) and got caught in that old nemesis: “pine tree blanketing.” Of course, there were enough holes around for everyone to sail into.

Race two, believe it or not was worst than the first. A big shift after the start left the committee boat end in bad exhaust from the pin end. On the final leg one skipper reported 120 degree “breeze” shifts down to the finish line.

The highlight of the racing day was a huge jam-up of Scots at one mark (consisting of nearly everyone) with one lone skipper on the inside screaming for room. This brought a roar of laughter because no one had enough steerrageway or room to maneuver.

The fleet, many of which were towed in, enjoyed some spirits and a steak dinner. At Saturday night’s after dinner talk, recent Olympic sailor Luther Carpenter of North Sails, New Orleans grappled with the secrets and intricacies of light air trim and tactics. The audience had many good questions from the day’s races. Harry Carpenter reported on the 1988 NAC and encouraged everyone to trek up to Oswego for the 1989 NAC in July.

Sunday’s racing began with the race committee bitting all their back teeth, fearing more of the same fluky breezes. However, before the first race finished, the winds filled in steadily and moderately. Skill and cunning, seasoned with experience made for more predictable finishes, with Larry Taggart and his traditional crew of school-girls, taking a substantial win. Luther Carpenter got local Ernie McConnell’s boat cranked up for a sizable lead in the 4th race. Atlanta’s “Team Hassel,” after some interesting bouts with spinnaker decisions and a mid-course island found themselves freshening their position along with the the wind as did Dixie S.C.’s Jimbo Ryan and Joe McFadden.

Racing crews from Maryland, Florida, Georgia, Louisiana, as well as inland and coastal Alabama, including FSSA officers Charlie, Terry and Ginny Dees (who went away wounded), made this year’s the largest ever Great Scot. Enormous Local Fleet support and such a complement echoed builder Harry Carpenter’s comments that the class is indeed “...healthy and growing.”

CAJUN COUNTRY CHAMPIONSHIP

by Al Rees, FS 4001

The Pelican Yacht Club on Louisiana’s False River was the site for the FSSA Cajun Country Championship sailed on November 19. Thirteen Flying Scots from Florida, Mississippi and Louisiana competed on that low-bake lake for the sixth sailing of this annual contest.

The Saturday conditions were drier than the weatherman predicted, but he was right about the wind. It was 10-25 mph. and as common for an inland lake, very puffy. Excellent race management by Clyde Prejean, Dave Hasbargen and Bobby Eubanks satisfied the participants. The first race was a short triangle plus windward leg. After lunch the second race was sailed on a Gold Cup course and the third race was an Olympic course. The starting lines were perfectly set and very square with the wind as not a protest was filed.

The strong wind did cause some near panic and excitement. Shortly before the start the red boat from Bay St. Louis, MS, was temporarily disabled when the mainsail parted from its crew. Crew Bubby Eagan remedied that by punching a new clew in the main. He and his skipper Corky Hadden managed to pass three boats before the finish of the short first race.
1989 HUSBAND-WIFE CHAMPIONSHIP
June 24-25
Flying Scot Fleet 97 will host the 1989 Husband-Wife National Championship on June 24 and 25. It will be held at the West River Sailing Club in Galesville, Maryland and will be a three race series. This year the championship will be held as a completely separate regatta just for the Husband-Wife fleet. Sailing will be on the Chesapeake Bay.

Galesville is due east of Washington, D.C. and south of Annapolis. Make plans early to attend and spend some time in our nation’s capital and this beautiful area.

Contact: John Barnes, 7710 Chatham Road, Chevy Chase, MD 20815 (301) 652-0867 or Sue Hauser, 3935 Livingston St. NW, Washington, D.C. 20015, (202) 363-0974

1989 NORTH AMERICAN CHAMPIONSHIP and JR NAC
JR NAC, July 15 & 16
NAC, July 17 to 21
Fleet 159, Oswego, NY
The 1989 NAC and JR NAC will sail on Lake Ontario out of Oswego, NY. Convenient housing and meal arrangements will be made through the State University of New York College at Oswego. This has proven fun in the past with everyone housed in dormitories where you can spend more time with your fellow Scoters and make many friends.

Summer winds average around 9 mil’s per hour and Lake Ontario can generate a great variety of conditions. A week full of great social activities is also planned so make you plans now to attend.

Contact: Chris Rotunno, Rt. #7, Box 74A, Oswego, NY 13126, (315) 342-4376

FUN-4-SAIL
February 4 - 5
Melbourne YC, Melbourne, FL
A “Fun” multi-class regatta. Greg Fisher is scheduled as a guest speaker.

Contact: Cal Hudson, 868 Haas Ave. NE, Palm Bay, FL 32907, (407) 725-3008

1989 MIDWINTER WARMUP
March 24 - 25
Fleet 28,
Fort Walton Beach Yacht Club
Fort Walton Beach, Florida
A great event to tune up and prepare for the Midwinters. One race on Friday and two races on Saturday.

Contact: Mike Johnson (904) 243-1477 or George Goodall, 25 Poplar Ave., Shalimar, FL 32579, (904) 651-3541

ATLANTA YACHT CLUB
April 15 - 16
Atlanta YC
Lake Altona; Atlanta, GA
Beautiful camping at the club and just minutes from motels. Saturday night’s party is always great!

Contact: Kent Hassell, 7345 Brandon Hill Rd., Atlanta, GA 30326, (404) 395-7343

SANDY DOUGLASS REGATTA
April 22 - 23
Lake Norman Yacht Club
Charlotte, NC
Flying Scots, Thistles and Highlanders pay tribute to Sandy Douglass in this annual event. Camping at LNYC and plenty of nearby hotels.

Contact: Bill Ross, 1504 Laurel Ln., Gastonia, NC 28054, (704) 864-1040

EGYPTIAN CUP
June 3 - 4
Fleet 30, Crab Orchard Lake
Carbondale, IL
A single class regatta. Camping is available on the lake.

Contact: Clark Ashby, 907 Briarwood Dr., Carbondale, IL 62901, (618) 457-4043

REMINDER
This will be your last issue of Scots n’ Water if you have not paid your 1989 Dues.
CANDLEWOOD LAKE INVITATIONAL
June 10 - 11
Fleet 24, Candlewood Lake
Danbury, CT
Candlewood offers a great challenge to the inland sailors as well as the coastal sailors.
Contact: Sue Randers, 32 Tanglewood Dr., Danbury, CT 08810, (203) 790-5097

BERLIN INVITATIONAL
June 10 - 11
Fleet 19, Berlin Reservoir
Salem, OH
Excellent racing with camping at the club. Friday night hot dog social.
Contact: Michael Gold, 8757 Lynn Park, Alliance, OH 44601, (216) 935-2846

OHIO DISTRICT CHAMPIONSHIP
June 17 - 18
Fleet 6, Deep Creek Lake
Oakland, MD
Fleet 6 promises interesting triangular courses on the winding lake. Make reservations early as we will attempt to bill all participants.
Contact: Dick Gregory, R.D. #1 Box 82, Boswell, PA 15531, (814) 629-6297

MIDWEST DISTRICT CHAMPIONSHIP
June 24 - 25
Fleet 114, Delavan Lake YC
Delavan Lake, WS
Five races over two days with two divisions. Bratfest, kids carnival and swimming. Bring the whole family to this one.
Contact: Mike Cullen, 411 Brad Ct., Naperville, IL 60565, (312) 961-5130

ATTENTION ALL 1989 FLEET CAPTAINS
We would like your 1989 regatta dates as soon as possible to assure timely publication in Scots n' Water. Please include regatta name, fleet number, location, dates, regatta chairman, and a brief line or two to summarize your regatta.

THANK YOU • THANK YOU • THANK YOU
The FSSA expresses its sincere appreciation to the following members who have elected to pay their membership dues under the special membership classification.

Honorary Life Member
Gordon K. Iglass
Oakland, MD

Life Member
Theodore G. Glass
Mt. Vernon, IL
Jack F. Stewart
Alliance, OH

Patron
Albert Charles Rees
Lafayette, LA

Friend
Ken L. Korby
Red Bank NJ
Bill Gies
Richmond, VA

Supporter
J. Edgar Eubanks
Columbia, SC

Jay Huling
Westerville, OH
David L. Ivey
Fridelburg, VA

 Edwin L. Brashears, Jr.
 Wilmette, IL

Henry Donaldson
New Canaan, CT

Jake C. Barnhardt, Jr.
Mt. Airy, NC

FLYING SCOT NEW MEMBERS

<table>
<thead>
<tr>
<th>BOAT #</th>
<th>DISTRICT</th>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>STATE</th>
<th>ZIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>4377</td>
<td>Capital</td>
<td>Susan Hoffman</td>
<td>3147 Oakdale Rd.</td>
<td>Bethlehem</td>
<td>PA</td>
<td>18017</td>
</tr>
<tr>
<td>4378</td>
<td>Capital</td>
<td>Lawrence A. Panatella</td>
<td>1449 Bass Rd.</td>
<td>Venice</td>
<td>VA</td>
<td>22180</td>
</tr>
<tr>
<td>4379</td>
<td>Capital</td>
<td>Richard J. Roobacker</td>
<td>1005 Hillcrest Dr.</td>
<td>Fredericksburg</td>
<td>VA</td>
<td>22401</td>
</tr>
<tr>
<td>4380</td>
<td>Carolina</td>
<td>Dale Osborne</td>
<td>3473 Greensfield Rd.</td>
<td>Acworth</td>
<td>GA</td>
<td>30102</td>
</tr>
<tr>
<td>4381</td>
<td>Carolina</td>
<td>Udo P. Roodman</td>
<td>2479 sunny Club Rd.</td>
<td>Sparkleburg</td>
<td>SC</td>
<td>29380</td>
</tr>
<tr>
<td>4382</td>
<td>Carolina</td>
<td>John H. Schwab</td>
<td>1093 Island Woods</td>
<td>Chapel Hill</td>
<td>NC</td>
<td>27514</td>
</tr>
<tr>
<td>4383</td>
<td>Carolina</td>
<td>William H. von Bechtbauer</td>
<td>512 Dunwoody Dr.</td>
<td>Raleigh</td>
<td>NC</td>
<td>27616</td>
</tr>
<tr>
<td>4384</td>
<td>Greater NY</td>
<td>Joseph C. Berghart</td>
<td>22 Galloping Hill Cir.</td>
<td>Holmdel</td>
<td>NJ</td>
<td>07733</td>
</tr>
<tr>
<td>4385</td>
<td>Greater NY</td>
<td>Al Berndt</td>
<td>38 Birch St.</td>
<td>Lyndhurst</td>
<td>NJ</td>
<td>07071</td>
</tr>
<tr>
<td>4386</td>
<td>Greater NY</td>
<td>John Daker</td>
<td>1190 Madison Ave.</td>
<td>Willmington</td>
<td>DE</td>
<td>19890</td>
</tr>
<tr>
<td>4387</td>
<td>Greater NY</td>
<td>John P. Pee Jr.</td>
<td>116 Rivergate Dr.</td>
<td>Westfield</td>
<td>NJ</td>
<td>07090</td>
</tr>
<tr>
<td>4388</td>
<td>Greater NY</td>
<td>John E. Kimbrilin</td>
<td>716 Doras Ct.</td>
<td>Old Greenwich</td>
<td>CT</td>
<td>06870</td>
</tr>
<tr>
<td>4389</td>
<td>Greater NY</td>
<td>Jacques A. Lysdall</td>
<td>1455-405 L. Putnam</td>
<td>Bryn Mawr</td>
<td>PA</td>
<td>19010</td>
</tr>
<tr>
<td>4390</td>
<td>Greater NY</td>
<td>John P. Favia</td>
<td>605 Old Gof Dr.</td>
<td>Princeton</td>
<td>NJ</td>
<td>08540</td>
</tr>
<tr>
<td>4391</td>
<td>Greater NY</td>
<td>Philip B. Schelde, M.D.</td>
<td>361 Walnut Lane</td>
<td>Leonardo</td>
<td>NJ</td>
<td>07737</td>
</tr>
<tr>
<td>4392</td>
<td>Greater NY</td>
<td>Frank C. Schildmaker</td>
<td>11 Blueberry Lane</td>
<td>Roscoe</td>
<td>NY</td>
<td>10976</td>
</tr>
<tr>
<td>4393</td>
<td>Greater NY</td>
<td>Elia Yakobovitch</td>
<td>15 Wetherfield Dr.</td>
<td>Bingham</td>
<td>AL</td>
<td>35424</td>
</tr>
<tr>
<td>4394</td>
<td>Gulf</td>
<td>Jerry Scarpey</td>
<td>740 Witherdell Dr.</td>
<td>Tuscaloosa</td>
<td>AL</td>
<td>35405</td>
</tr>
<tr>
<td>4395</td>
<td>Gulf</td>
<td>Robert T. Wood</td>
<td>PO Box 5854</td>
<td>Monroe</td>
<td>MI</td>
<td>48161</td>
</tr>
<tr>
<td>4396</td>
<td>Gulf</td>
<td>William F. Browninger</td>
<td>54 Ault Dr.</td>
<td>W. Lake Orion</td>
<td>MI</td>
<td>48036</td>
</tr>
<tr>
<td>4397</td>
<td>Michigan-Ont.</td>
<td>Al M. Krier</td>
<td>697 Pinecrest Rd.</td>
<td>Bloomfield</td>
<td>MI</td>
<td>48013</td>
</tr>
<tr>
<td>4398</td>
<td>Michigan-Ont.</td>
<td>J. M. Reynolds</td>
<td>709 Arbor</td>
<td>Sturgeon Bay</td>
<td>WI</td>
<td>54235</td>
</tr>
<tr>
<td>4399</td>
<td>Michigan-Ont.</td>
<td>Ed Ireland</td>
<td>1859 Peterson Rd.</td>
<td>Milwaukee</td>
<td>WI</td>
<td>53207</td>
</tr>
<tr>
<td>4400</td>
<td>Midwest</td>
<td>Mitchell Katarin</td>
<td>P.O. Box 3445</td>
<td>Northfield</td>
<td>IL</td>
<td>60091</td>
</tr>
<tr>
<td>4401</td>
<td>Midwest</td>
<td>Stephen Markley</td>
<td>327-C Greenleaf Ave.</td>
<td>Waukau</td>
<td>IL</td>
<td>60091</td>
</tr>
<tr>
<td>4402</td>
<td>New England</td>
<td>Robert T. Boyler</td>
<td>10 Saybro Ct.</td>
<td>Bedford</td>
<td>NH</td>
<td>03102</td>
</tr>
<tr>
<td>4403</td>
<td>New England</td>
<td>Michel Jono</td>
<td>566 Glenwood Hill Rd.</td>
<td>Fairfield</td>
<td>CT</td>
<td>06430</td>
</tr>
<tr>
<td>4404</td>
<td>New England</td>
<td>Susan Crawford</td>
<td>306 N. Underwood St.</td>
<td>Falls Church</td>
<td>VA</td>
<td>22046</td>
</tr>
<tr>
<td>4405</td>
<td>New England</td>
<td>Darrell L. Hayden</td>
<td>112 Fairway Dr.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4406</td>
<td>Ohio</td>
<td>Dale A. Wolf</td>
<td>9625 S. Duck Creek Rd.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4407</td>
<td>Ohio</td>
<td>Thomas C. Ryan</td>
<td>307 Rushburn Rd.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4408</td>
<td>Ohio</td>
<td>Roger E. King</td>
<td>2617 11th St. N.W.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4409</td>
<td>Ohio</td>
<td>Ron Nelson</td>
<td>9230 S.W. 167th Pl.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4410</td>
<td>Pacific</td>
<td>Jeffrey A. Tustler</td>
<td>1105 Shady Creek Road</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4411</td>
<td>Pacific</td>
<td>James D. Garrett</td>
<td>4900 Waterford Bl.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
<tr>
<td>4412</td>
<td>Pacific</td>
<td>Jay B. Kurtz</td>
<td>8800 Lakeview Dr.</td>
<td>Charlotte</td>
<td>NC</td>
<td>28208</td>
</tr>
</tbody>
</table>

JANUARY/FEBRUARY 1989
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, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.


FS 2223 - “Solitude”... nice name for a Flying Scot. Winning sails. She’s in Poughkeepsie, NY; I’m in Seattle. Ouch. She wants to get out on the water again. Please fill her sails, tug tiller and sheet and start her planing again. Call my son, Chris, in NY at: (914) 462-7414.

FS 2896 - Douglass white deck and boot stripe, lt. blue above and dk. blue below, good trailer (new tires), 3 sails, stored indoors, Harken blocks, hoisting bridle, mooring cover, Danforth, other extras, excellent. B.O. over $3900. Will deliver within 100 miles. In PA near Newark, DE. Bill Stegeman 215-255-0413.

FS 2934 - Douglass, white Hull & Deck, dry sailed and covered, never towed from lake-side lot. Two sets of sails well-used, Spinnaker - little used. Harkin fittings. Very good overall condition. Tilt trailer. $3,800.00. Wayne James, 1941 Greystone Road, Atlanta, GA 30318, (404) 351-3434, (404) 656-9900.


FS 4122 - Douglass built, excellent condition, used very little in (87-88) white hull, blue stripe, factory bottom paint, race rigged, Fisher specs, 6-1 Vang, Shore sails, anchor, motor mount, 2 compasses, lifting bridle, galvanized trailer, with spare, cover and many extras, $6300 Jim Kovacik 2043 Judy Dr, Parma, OH 44134 (216) 232-3837 (work) (216) 843-6124 (home).

FS 4163 - Douglass 1986, like new, very little use. Ivory hull, blue trim. Schurr main & jib. Motor bracket, cover for main. TeeNee trailer. $6,195.00. Boat stored in Morehead City, NC. (919) 726-9654 (evenings), or Jim Spears, P.O. Box 447, Laurens, SC 29360 (803) 682-9793.

FS 4361 - 1987 Douglass, absolutely like new, dry sailed fresh water only, always garaged. Ivory hull & deck, red boot top, Schurr sails, TeeNee galvanized trailer with mounted spare tire, tie down rig, Jiffy reefing, anchor, mast hinge. Located in Western SD. $7,500.00 negotiable. May consider delivery. Gordon Budahl (605) 347-2332 (Days), 347-5323 (Eve.).

FSSA District Governors

CAPITOL DISTRICT
John D. Barnes
7710 Chatham Road
Chevy Chase, MD 20815

CAROLINAS DISTRICT
Michael A. Duncan
827 Asheamead Road
Charlotte, NC 28211
(704) 364-7842

GULF DISTRICT
Douglass white deck and boot stripe, lt. blue above and dk. blue below, good trailer (new tires), 3 sails, stored indoors, Harken blocks, hoisting bridle, mooring cover, Danforth, other extras, excellent. B.O. over $3900. Will deliver within 100 miles. In PA near Newark, DE. Bill Stegeman 215-255-0413.

FLORIDA DISTRICT
Michael A. Duncan
827 Asheamead Road
Charlotte, NC 28211
(704) 364-7842

GREATER N.Y. DISTRICT
David Jacobsen
(203) 268-0768

MICHIGAN-ONTARIO DISTRICT
Douglas Christensen
9215 McGregor Road
Pinekney, MI 48169
(313) 426-3510

N.E. DISTRICT
John Clark, Jr.
88 Supluss St.
Duxbury, MA 02332
(617) 934-5209

N.Y. LAKES DISTRICT
Chris Rotunno
7, Box 74-A
Oswego, NY 13126
(315) 342-4376

OHIO DISTRICT
Dan Goldberg
1100 Penn Center Blvd., Apt. 515
Pittsburgh, PA 15235
(412) 823-8579

PACIFIC DISTRICT
Tim C. McCarthy
5912 Trail View Place
Yorba Linda, CA 92686
(714) 579-1544

PRAIRIE DISTRICT
Keith W. Fager
8727 EBY
Overland Park, KS 66212
(913) 341-6358

TENNESSEE DISTRICT
Jim Kovacik
2043 Judy Dr, Parma, OH 44134
(216) 232-3837 (work) (216) 843-6124 (home).

Second Class Postage Paid at Columbia, SC 29201

MY ADDRESS LABEL IS NOT CORRECT

Name ______________________________________
Street ______________________________________
City ______________________________________
State, Zip ____________________________________

Change: □ Temporary  □ Permanent

Please send change of address to:
FSSA, 3008 Millwood Avenue, Columbia, SC 29205

MID-WESTERN DISTRICT
Jack McClurkin
1520 Chesapeake Drive
Hoffman Estates, IL 60195
(312) 991-8092

PACIFIC DISTRICT
Tim C. McCarthy
5912 Trail View Place
Yorba Linda, CA 92686
(714) 579-1544

PRAIRIE DISTRICT
Keith W. Fager
8727 EBY
Overland Park, KS 66212
(913) 341-6358

TEXAS DISTRICT
Rodd Foertst
1405 Wind Cave Cir.
Plano, Texas 75023
(214) 424-0490