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From the President
by Dan Goldberg, FS 4891

The Ohio District
by Jack Rudy, FS 4321, Ohio District Governor

The Ohio District has seven Clubs that host annual regattas, and several other Fleets and many scattered members. Interestingly, perhaps for the geographically hyper, the District is not as far inland from Ohio to Pennsylvania as you might think. In fact, the District is very near Lake Erie. Our members are located throughout Ohio and surrounding states. As a result, the District has a wide variety of racing opportunities for our members.

The Ohio District Sponsorship program is designed to help local clubs promote their events. We are always looking for new ways to reach our members and promote our events. If you would like to learn more about sponsoring a District event, please contact our Sponsorship Chair, Dave LaBarbera, at dlabarbera@lacom.com.

The Ohio District also has a strong commitment to environmental stewardship. We are committed to reducing our carbon footprint through the use of eco-friendly materials and practices. Our members are encouraged to take part in clean-up events and other activities that help protect our environment.

All of our events are open to the public, and we encourage everyone to come out and join us. Whether you are a seasoned sailor or just starting out, we have something for everyone. So come on out and enjoy the fun!

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MILES 1915 - 2090: PIG ROAST REGATTA
Our second Ohio District Regatta was the Pig Roast at Cowan Lake. The regatta announcement invited sailors to "come to Challengers" and "join in the fun at Cowan Lake." By the end of Saturday's races, we discovered the "magic" was that the wind comes from different directions on the same time. The Pig Roast was the most appropriately named regatta we attended. Saturday evening dinner featured a roasted pig, and the perpetual trophies for the Hog (Championship) and Oinker (Challenger) Divisions are concrete pigs.

MILES 2090 - 2875: NORTH AMERICAN CHAMPIONSHIPS
The 1989 North Americans at Lake Carlyle was my second trip to the NACs, but my first in a skipper. Unfortunately Tim could not make the trip, so I found friends from Illinois who were willing to sail. We participated in Women's Championship and the NAC. At anticipation, we enjoyed a good week of sailing and meeting people from all over the country. My crew and I had raced together before, but after the Qualifier series, we were ready to compete in the Challenger fleet. We sailed really well, at times, and really had at others, but finished better than we expected. I learned a lot about sailing in a large fleet, especially the importance of clear air at the start. At the end of the week someone asked my crew if we had learned anything from sailing with her. He replied that he had learned the skipper was supposed to yell at the crew and not the other way around.

MILES 2875 - 3400: SANDY DOUGLASS MEMORIAL REGATTA
The weekend after I returned from Nationals, we packed up again and headed for Deep Creek, Maryland. We had visited the area earlier in the month for a family reunion, but this was our first time sailing at Deep Creek. As one would expect, the wind on this beautiful mountain lake was rather unpredictable. On several occasions the wind shifted at the start of a race so we had a downwind start. My poor starting skills paid off since being in the second row on a downwind start has its advantages.

MILES 3400 - 3695: HARVEST MOON REGATTA
The 1990 Ohio District Championships were held in conjunction with the Harvest Moon Regatta at Atwood Lake. Prior to our trip to Atwood, we were told to expect the normal winds on the S-shaped lake. The winds were true. Sometimes it was paid to stay along the shore, and other times we should have been in the middle. We "came on" enough to get lucky. This regatta featured some close competition in the SC fleet with only one point separating second through fifth place.

MILES 3695 - 4420: GLOW IN THE DARK REGATTA
Since we began sailing our Flying Scott at Clinton Lake, our season would not be complete without a trip to the Crew. The wind was really blowing on Saturday, and like many sailors, we chose to stay on shore. On Sunday the wind died down a bit, but we still could have used a third. The first race of the day was a lot of fun, especially the spirit of our crew. The second race proved to be fast and fun. After we rounded the final mark I glanced up at the main and noticed there was something very wrong. A second look showed that the main had come undone. Tim managed to get it tied to the end of the boom, but without the 2.1 purchase we normally used. The jam clear held while we were sailing downwind, but as soon as we rounded the leeward mark it was evident that 1.1 on theouthul was not enough. Upwind sailing was a nightmare as the foot of the mainail kept creeping toward the mast. We were forced to round the last windward mark and set the spinnaker for a downwind finish.

MILES 4420 - 4780: GRAND ANNUAL REGATTA
Our last round trip of the season took us to Gavve Lake, Kentucky. This was probably the most beautiful lake we have visited in 1989, and was the highlight of the season. The races were postponed in hope that the rain would quit. It did, but we went anyway. Despite the rain, there was a nice breeze and the sailing was great. During the second race we suffered our second breakdown in as many regattas. We were in the lead about halfway up the first leg when we heard a loud bang. I looked up to see the forestay swinging in the breeze. We might have been able to fix it, but decided to head to shore while the mast was still standing. We later discovered we had broken the forestay extension. It was a disappointing end to our regatta season, but we had an enjoyable weekend nonetheless. Saturday night we joined other sailors for popcorn and stories around a campfire.

So, there it is - 4,780 miles on the road and who knows how many miles on the water. The people we found in common among all the places we visited was the friendly people. Local sailors always seemed eager to assist us of from out-of-town. They helped us launch our boat, pointed our places on the lake to avoid, and even offered as a place to stay when rain made us uncomfortable. I am sure we are not the only SC sailors to travel so much in a season, but hopefully the highlights of our 1990 season will encourage those of you who have never traveled to a regatta to try a road trip or two this summer.

A Fun Regatta and Other Thoughts on Preventing Early Burn-Out of New Scouting Families

Over the years we have seen many new SC owners join our proud ranks. Some few of these new owners come from experience in other boats; sailors who are something in the SC that they didn’t have in their other boat — like more consistent, fewer bruises for the forward crew, excellent design control, improved marriages, etc. These experienced newcomers almost always make the transition and become active members of the mark chasing SC bunch, with little difficulty. They require but little special attention, beyond the social norms; they become newly planted perennials.

But others, those where some or all family members are new to sailing, present a special challenge to our “Sailor Builders.” Often we see those “sailing fragile” exhibit the eager bloom of excitement, and then we watch as they suffer a few mishaps, and a lot of disappointing race results, perhaps a sailing evacuation of the scary kind; they start to feel left out because no one is swapping sailing war stories or giving them air time to tell of their achievements. We Oldies tend to be insensitive to the truth that some of the “Newbies” might feel wronged after a day of sailing than if they’d “stood at home.” Too often these “Newbies” cycle through the stages of talking eager, bloom, but then too soon withering — the annuals, membership not renewed . . . like our friend Macho, “Boat For Sale.”

We offer here some thoughts on new member retention. It’s mostly about teaching, sharing experience, and having fun. One of the best that has been helpful in our annual Fossa Regatta, scheduled this year on August 21 and 22.

Some Events at the Cowan Lake Fossa Regatta:
Racing that involves: • sailing one leg of the course back- • karting during storms while the • participants are on shore — a LeMans Start; • starting while at anchor; • or with one leg of the course under • only, or under main only; • or requiring boats to hit each mark with their • forward bow • or without • or competing on a few • and maybe a few • on command.

There are more wrinkles that you will find that up, but these are usual exercises are a good start to helping new sailors gain a feel for their boat. For these challenges are tackled with an experienced sailor — an Oldie — on board each boat, to explain why the boat is doing what it’s doing. Practice and learning times other than the Fossa Regatta are needed with an Old Hand on the boat. One of the attractions of our sport is that sailing is never the same two days in a row. So situations have to be learned for a variety of conditions. Different wind strengths. Different boat traffic densities. Different un-docking and docking challenges. As a war bird in Chicago says, “Early and Often”; we are talking about voting; we are talking about instruction time in the boat.

A book by an old sailer called Calligraph (first name forgotten) warned me when I was a Newbie in Lake Michigan, that (paraphrasing) “one will suffer more boat damage during the first year, than in the next 10 or 20, and further, that most of that damage will be experienced leaving or returning to the dock.” A large part of mastering docking and undocking is in understanding the awkwardness of managing a boat that is not moving, or one that is moving backwards.

How do you sell a boat that is not moving? Or one that is moving backwards? Suffice to say, here, that boat handling at zero-speed, and while moving backwards, involves understanding that water must move past the rudder to be effective steering device. The backwards-running leg of the Fossa Regatta is a method to familiarize this learning. Also, the practice of entering and leaving the dock gained as part of the race with a “Leniors Start” builds useful skills.

One of our sailors, George Lee, has gotten “so competitive” in this non-competitive Fun Fossa that he has introduced the spinnaker after-tack tactic, described elsewhere in this issue. Learning to sail backwards is obviously more pertinent to docking and undocking when done without the spinnaker, but having fun is OK too. And the rudder control lessons are exaggerated, which has improved to enhance the learning experience.

Another topic of sailing instinct development, regarding boat handling, is to understand just how a sailboat turns. When a sailboat turns, it rotates around its centerboard. Since we’re an easily trained populace we are conditioned to expect that a vehicle just

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Continued on page 10
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Fun Regatta — Vignette
The Specialist — Running Backwards

by Jack Rudy, FS 4321, Ohio District Governor

Much has been made of the various line points of spinaker flying. In the Letter of Lake Erie Governor (3830) offers his special pointers that will turn heads, regarding proper flying of the spinaker — salvamakers' other exports, eat your heart out. You may note, in the photograph, that the spinaker seems oddly placed. This spinner configuration was not just another aberration of the continuing war of wills, words and actions, that goes on between skipper and crew; but George and crew Steve Yovan (3444) did this on purpose. It was a response to the exhorbitant desire to win the back wards leg of the Fun Regatta's strange course and rules, and more importantly to have fun, messing with people's minds.

How to perform the APT SET? George explains how it's done. Please study carefully the photo. (One readily see that competing boats are loath to approach such run-a-mark creativity.) The quick-set, not to be confused with the half-set, can be perfected in no more than a dozen sessions or so of dedicated practice, if you follow these instructions:

Start by rigging the spinaker halyard, along with the sheets, aboard the boat. In the way we all do it in our first spinaker set (of each season). The spinaker sheet and guy must also feed through the aft spinaker sheet fairleads — those rings mounted on your deck behind the cockpit — taking care to run the guy (one of those guys the long way around the bank of main sheets) on its way from its "bursting ring" to the spinaker. Don't use those bothersome hook-fairleads next the shrouds, surplus hardware! Take a courage

one would enjoy the obvious advantages of a mission (soe pictured). Somewhere about this time, while in turns, boost the spinaker. (Warning — brace for whiplash)

George hasn't concluded that there's anything useful to do with the main, other than drop it. A significant tactical advantage accrues therefrom. To wit, with mainsheet dropped, and using the main halyard as topping lift, it is quite easy to place the boom on whatever sail one wishes, that establishing oneself as being on either starboard, or port tack; or swinging to achieve a "new tack," as works to advantage (for purposes of the anticipated post-race meeting.

A few minor suggested adjustments in rules are proposed for the good of the order, in order that this ploy might be even more attractive and exciting. For example, 14 foot spinaker pole would be utilized, as it is in halyard boat, the 10-foot yields the spinaker clew in much closer. And then — with the crew tending to push up a bow wave in close imitation of a loaded Ohio River coal barge — it would be a powerful pins if one could lift the transom. This, of course, is another of skipper for the skipper up (back)! where he can straddle-tug the mast. This in turn requires a 12 foot 8 inch taller extension (I paced it off), with a zip lock hinge and quick knees-lock (if you're following), that the taller may clear the mast, on jibing. George considered dropping the mast for all-out runs, but ran into designer's block over the problem of achieving proper left for the spinaker halyard turning block. Perhaps a better solution could be suggested.

Next issue we'll cover the finer points of transitioning from sailboat to boat of the backwards-leg end, as one rounds the forward mark — no jibing marks allowed.

Significantly, George came up with this novel stratagem in the course of one of our "Fun Regattas"; with its round-the-triangle in which the downwind leg must be sailed backwards, that is, the stern must be clover of the bow for the entire downwind leg. George has noted that the helm is not exactly neutral, no matter where he sits. As they say in other dare-devil stout showings, "Please do not try this at home" (and certainly, not without your mouth there to keep you out of trouble).

But then, I wouldn't try it away, either.

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Bottom Covers: A Review of Better Techniques for Pulling On
by Jack Rudy, FS 4321, Ohio District Governor

At a winter Pot Luck social meeting we had a spirited discussion of “Bottom Covers,” installation thereof, with a sub-title, “is it worth the trouble?” Nancy and I have been struggling a cover under 4321-Blustoff for several years now. We seek privacy and anonymity, but we end up doing it in parking lots. It is a hassle. People watch. We become the post-race entertainers! People wonder: out loud! We hear murmurs, “anyone who works that hard, who wants that body, must win all the time.”

We do work that hard.) We don’t win.

In this full-belly, post-pot-luck discussion setting we allowed the Fliers to question our methods, and our sanity. We convinced them, I think, that if you’re planning to trail your boat, say, up the thousand-mile-plus, groomed gravel, Alaska Highway, especially if it’s just freshly oiled, you should follow the following simple procedures and pull on her drawers. If less mileage-graveled-oiled challenged, thank twice. It’s even more difficult than one imagines the struggling of some of the Lewis one notices on the young hastie set.

The trick, if you’re tackling this job in a parking lot, is probably simple and straight forward — for a nurse. A nurse just rolls the body onto an edge, slips the sheet and cover (covered) under the rolled-up portion. Smoothes the sheet wrinkles into a bunch as near as possible to the for contact side, rolls the body over the wrinkled-bunch to the other edge, and continues to tug and fuse as necessary.

We have tried lifting the bow to throw the boat weight onto the stem, then struggling the cover under and aftward as far as possible, from the bow; then changing the stringers jack to the stem and pulling the cover-stuffing roll all the way aft to the transom. In both of these steps one has to avoid the jack-point (your homework assignment for extra credit). It’s not easy, but it’s not dangerous or heavy lifting. It’s sort of messy if you’re in a pushy muddy parking lot. You do get to examine the bottom sides of your trailer frame, inside of tires, wiring, etc. It cuts your post-regatta social time Sunday lunch, you have to ask someone else to collect your trophies on the odd chance that that chore is on your chore list.

An easier and quicker way is to roll the boat sideways rather than fire and aft, in closer imitation of the nurse technique. (For the aeronautically inclined, roll instead of pitch.) Then stuff the cover half way (to the centerboard), roll the other way, and complete the cover spreading. The muscle parts of the roll can be done by using the long lower arm of the mast. Wrap the spinnaker halyard around your body, and pull outwards and sit your weight down to lift the far side of the boat. I weigh about 180 pounds, and can make this happen without tipping the boat off the trailer and onto me. But I cannot be on the rope and smoothing the cover, both. Nancy can’t handle the cover-stuffing and smoothing part alone. This procedure needs, if you’re following, three folks, including at least one 180-pounder, an addition to our usual two.

A third method is to let the water do the lifting. That is, let the cover lie on the trailer as the boat is floated off, on arrival to the water; and pre-lay the cover over the trailer, on pull-out. We have used this method without difficulty for finishing the boat off, but visions of soaking the cover with the lake’s muddy water during pull-out have dampened our enthusiasm. So, it’s back to the parking lot, and more show time.

As an afterthought, perhaps arranging several shock cords to hold the folds of the cover along some of the kinks in druey-bunch, high-and-dry order, outside the contact points between boat and trailer on take-out, would do the trick: maybe I’ll work on that? That’s probably how Harry does it.

New Uses for Old Sails – Especially Appropriate for an Aging Membership
by Jack Rudy, FS 4321, Ohio District Governor

Somehow, looking at the picture, and enjoying grandchildren as they sit with friends “flying” old, retired racing jibs, this romantic was reminded of Iver Johnson and his story. Mr. Johnson (now deceased) was our featured speaker at a Cowan Lake dress-up Winter Meeting years ago.

He was a wonderful man, and a famous, round-the-world, square rigger, off-shorer National Geographic sailor from somewhere in farm country. He told us the story of how he, as an eager youngster with sailing ambitions, dealt with the problem of being raised on a farm near a small town, far from the seas. He coped! He coped with his geographical disadvantages. He read all about sailing, and practiced in his mind — ran through the course, as the Olympic athletes say. He used his imagination to stir up a list of practical skills he would need for the day when he first shipped out. He practiced for his life’s ambition, right there at home. He made do. He climbed anything and everything — most spectacularly, his telephone pole, barns ... He even trained himself to climb, hand over hand, up the edge of a slimmed English square-rigged mizzen from an imaginary yard arm. He showed a photograph, during his presentation, of himself as a young lad, doing a boat stand atop one of his neighborhood telephone poles.

He may have started where my grandchildren and friends are in this picture, clinging to their gracefully luffed craft — ? — well, Ron Terrick had to start somewhere — tossing to the hook of the tenderboat, searching the endless horizon for some sign of a whaling shipbird. All of that.

Careful study of the photo will show a complexity of standing and running rigging fit for an ocean and a half. Note the bitts’ chair — doll-sized — rigged to a nearby rescue craft. The square mast lashed to the under-rigging. The tension on the foresails of the pictured foredeck crew. (It's hard to hire good actors these days.) It's all there, for the imagination uninfested.

How does this relate to us mere Scoters? Well, it's a stretch, but it does show a recycling use for blown-out sails. Such application may, someday, lead to our very own grandchildren steering their very own square-riggers around their very own world, in the year 2020 or so, enlivening our own rockin’ chair days with the then latest issue of National Geographic.

As to the jibs (wing-and-wing?) have performed even beyond design intent. They have weathered a full season of summer’s thunderstorms and winter’s snow loadings; never reeled, never failed, never struck. Even Cincinnati’s tornado scare of April 9 passed this craft, as nothing. One window is slightly blown out, but the rain-drips are hardly noticeable if you sit crammed to the mast. The only shortfall, design-wise, the jib window is insufficient for celestial navigation. Its lateral scope was too restricted for observation of the Big Dipper.

Design details available on request, a slight charge for drafting and shipping. camp.grewe@OHFocky.com

Post Scary
At Hower this spring we saw another recycled jib rigged on another treehouse-craft; it’s catching on. But at risk of exposing noobish behavior, it must be pointed that their tree house was — sure built! [4]
Family Sailing

A tale Wherein the Fates of Macho and Empatico Take Different Tacks
by Jack Rudy, FS 4321, Ohio District Governor

CHAPTER I, IN WHICH THE STAGE FOR OUR DRAMA IS SET
Macho and Empatico went out to buy their yots
They talked to Harry C. and bought a pair o' Scotts.
The wives were thinkin' furnishings would soothe their female psyches
The kids were thinkin' extra backs would go a pair o' Nikes.
But Macho and Empatico keened at real family gain
would come of shared experience, all tucked twist jib and main.

CHAPTER II, IN WHICH THE MACHOS GO SAILING
Starting out on sail day Macho stared a cold-eyed look
When Mrs. M announced, "I'll take my Romance Book"
"No time for readers, nor for you nor kiddies two"
WE SHALL have sailing fun. I'll tell you what to do.
"I know all about this boat stuff, and been down it for to try it,
We'll all have lots of fun. You just keep those d_____ kids quiet.
SIT WHERE I SAY. Keep those ropes neat.
Don't let those basts go fishin' with their feet.
(ET CETERA)

CHAPTER III, IN WHICH THE EMPATICOS GO FOR A SAIL
Now Empatico on first sail day gathered dnan to sense their feel
to ask of any interest in going down to see a keel.
"We'll take our boat. It's calm out. It won't be very up.
You can even drag your footstools if your toes like being dippin'.
And maybe take a turn on your dear old Daddy's lab-a-pushin' on that steamin' stick 'ats hangin' on the back.
'An we needn't stay out sailing the whole dang long day.
Its beach and sand fort buildin' time, when e'er you l'il' folks say.
(ET CETERA)

CHAPTER IV, IN WHICH THE STORY DRIVES TO ITS AGONIZING CLOSE
AND A MORAL IS DISCOVERED
So, the sailing life of Macho, the year it came — it went.
Its life span 'was as shortened — as was its mood — intense.
Grind we to tragic end of that critical first year
Macho's is For Sale, n the other's still right here.
So, one can spare the rod and beguile the wife n kids
Or play like Cap'n Ahab — and the boat goes out for kids.

Sportsmanship: Who Needs It?

by Katie Reese as seen in Xploits

You've probably heard your parents, role models
and instructors battle on about sportsmanship.
Who needs it? You're out there to win, and whoever
gets in your way gets what they deserve. Right? Plus it
says in the dictionary that a sportsman is someone who
takes part in sports. Sailing is a sport, so you are
already a sportsman. That was easy. But wait, isn't
there something else that qualifies you to be a sports-
man? Maybe it has something to do with playing fair.
You've all heard sportsmanship is necessary in sail-
ling and in other sports. But many people don't know
why being a "good sport" is important. To have a
competitive race or game it needs to be played on equal
ground. Everyone has the same chance of winning and
losing. Of course, others can practice more, have years
of experience, or just "be in the zone" that race, those
are unfair advantages. But on the starting line, everyone
is equal. No one gets a five minute head start.

Sportsmanship is like common courtesy. If someone
takes a major fall and can't stay afloat. In front of you,
most people would stop to ask if they needed help
scrapping themselves back up. If someone in front of you
(or in back) buries the bow so deep they get thrown
from the boat into the mast, most people would at least
ask if they're alive. A true sportsman would ask if they
needed help and make sure the human projectile isn't
hurt. Then, unsullied, if they needed it, the kind soul
would drop out of the race to aid them in whatever way
possible. If you needed help after being knocked uncon-
scious by the boom in an uncontrollable jibe, you'd hope
someone would think your well-being is more important
than their position in the race or revenge. Fortunately,
extreme, life-threatening episodes don't happen very
often in the sailing world. (But when they do, we'll all
be sure to be wearing our life jackets, right?)

The word sportsmanship holds meaning other than
pulling a1woosed sailor out of the drink. It's an attitude.
Someone with a good "sportsmanship" attitude wins the respect of
everyone involved: the judges, competitors, parents, instructors
and spectators. People don't mind losing to you because you
don't rub it in or flaunt your victory. No one ever says behind
your back, "Well, I wonder how's he in the top ten. Did you see him
rocking and pumping all the way down?" If there is an opin-
ion floating around that you cheat, no one will have a respect for
your accomplishments, talent and hard work. Always congratu-
late the winner and be sincere! Always thank the race commit-
tee and judges. Make sure your crew is not learning choice
phrases to repeat and impress their friends. Make sure competi-
tors cannot criticize your bad attitude or behavior that will
always get in the way of your full potential! Younger sailors look
to you for advice, as a role model, and as someone who won't
intimidate them on the race course. You realize that being a
sailor makes you your sailing and life easier. It's hard to be
the bad guy all the time!

So maybe all the babbling about sportsmanship should be
listened to again, without rolling your eyes this time. Wouldn't
the race course be a little more fun and inviting if everyone
believed in and practiced sportsmanship? Maybe the answer to
who needs sportsmanship is all of us. You can strive to be
the best without stepping on others. And if you can only win
unpopularlikebehavior or don't stay the course to be compet-
te, you're not really the winner, you're the loser.
Starting Line
Note: Please send all Regatta Notices to the Association Office.

1999 Mixed Doubles Regatta
July 24 & 25, 1999
Portage Yacht Club
Portage Lake, Pinckney, MI
This is a new regatta hosted by Fleet 20 that requires one female and one male in the boat.
For more information, contact Forest Rogers at (714) 954-0452, Forest@vibrodynamics.com or Jack White at (734) 426-6452, jwhite@erin.org.

1999 North American Championship
July 24 - July 30, 1999
Gulfport Yacht Club, Fleet 70
Gulfport, MS

Eastern Women’s Invitational Regatta
July 25 & 26, 1999
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD
Come one, come all LADIES! Have a great weekend of sailing and enjoy meeting other women sailors. We have had great winds the last five years at our Regatta. We hope to see you there!
For more information, contact Gert Mechten (703) 369-5005 (D) or at Deep Creek Yacht Club on the weekends at (301) 387-7800.

Douglass Memorial Invitational Regatta and the Ohio District 18 Championship
August 7 & 8, 1999
Deep Creek Lake, MD
Deep Creek Lake, MD
Come early and visit the Flying Scot factory in nearby Deer Park. For information, call Ted Rissell at (301) 387-6403 or email willriss@gnet.net.

Fleet 177 Invitational
August 7 & 8, 1999
Housatonic Boat Club
Stratford, CT
For more information, contact Dave Jacobson at (203) 263-0796, david.p.jacobson@worldnet.att.net or Melanie Dunkham at (508)2100011.com or Brian Hayven at brian@modnorthsails.com

Crystal Ball and 1999 Michigan - Ontario District 19 Championship
August 14 & 15, 1999
Crystal Sailing Club (Fleet 41)
Carron City, MI
Crystal Sailing Club is on Crystal Lake, located about 35 miles NW of Lansing in Central Michigan.
For more information, contact Kent Davis at (517) 629-3635, kdavis@yaphon.com. After August fourth, contact Keith Hutton at khdton@comcast1121mi.us, phone: (410) 754-9050, or visit the Crystal Sailing Webpage at www.sailing.org.

NERD Championships
August 14 & 15, 1999
Saranac Lake, NY
We will attempt to run five races in two divisions. In addition to good racing, we will feature our famous Saranac hospitality all weekend. There is room to camp at the Sailing Club and we arrange housing with Club members. Come early or stay later and catch a show and some horse racing.
For more information, contact Peter or Ann Slovinsky at (518) 567-8731, or email to president@egcap.com

New England District Championship
August 20 - 22, 1999
Sandy Bay Yacht Club, Fleet 11
Rockport, MA
SBYC has a great Website with links to the Rockport Board of Trade, local hotels and restaurants and camping information. Please visit it at www.sandybay.net
For more information, please contact Marjot Hiltsman, (781) 334-2901 or email: Marjot.Hiltsman@usps.gov.

Harvest Moon Regatta
September 10 - 12, 1999
Atwood Yacht Club, Fleet 65
Delray, OH
Come and join us for good sailing and good fellowship. Races are scheduled on Saturday and Sunday. Skippers meeting early Sunday morning.
For more information, contact Ed Forrest at (330) 477-6222 or George Kosting at (330) 874-4541.

Palmer Trophy
September 11 & 12, 1999
Soyouze Yacht Club
Soyouze, NY
For more information, contact Bob Kaiser at (516) 589-2167.

Massapoag Annual Regatta
September 16 & 19, 1999
Massapoag Yacht Club
Sharon, MA
For more information, contact Jay McNeil at (508) 543-2620, Diane Kempf at (508) 234-8047, or Jim Cavanaugh at (781) 786-5098.

Annual Whale of a Sail Regatta
September 18 & 19, 1999
Carlyle Sailing Association
Carlyle Lake, IL
This is Carlyle Sailing Association’s annual multi-class regatta featuring an array of mono-hulls, cabin boats and catamarans. Expect 100+ boats with 15-20 sports, great race management and great food. Excellent camping facilities exist in the State Park next to the CSA harbor. For more information, contact Bill Clark at (314) 878-3969, cclark@t-online.com

(Continued on page 20)

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NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from Midwest Sailing: cataracts, Cunningham, boom vang, spinnaker pole, main sheeting, main sheeting, mainsheet slider, crew halyard line, under boom main halyard loop, centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping filler extensions; spinnaker pole; taffrail, shroud and cockpit covers; the best mast-head wind indicators. Check your gooseneck, halyard wires and standing rigging we stock replacements. Same-day shipping for most Flying Scot parts, accessories and rigging kits.

A NEW MIDWEST SAILING FLYING SCOT is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1963 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be the fastest but Midwest Sailing has for over 30 years provided our customers with the best rigged Scots available.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with Midwest Sailing’s one year warranty. Call us today for our current listings.

BOAT MORTS. Lake oxlows, you can end bottom-washing and dry-sailing hassle with our aluminum “A” shaped boat hotel with custom-designed Scot bunk packages. Lifts four feet, 1330 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

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Glow in the Dark
September 24, 25 & 26, 1999
Clinton Lake, IL

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email: GW7jynm@aol.com.

Capitol District
Championships
September 25 & 26, 1999
Selby Bay Sailing Center
Edgewater, MD

For more information, contact Roger Schererhors at (410) 798-5100 or Bruce Pumphrey at 888pu Humphrey@aol.com.

1999 Candowd Invitational
September 25 & 26, 1999
Candowd Yacht Club
Seeking new members, please contact Mike Tranter at 410-798-5100 or Bruce Pumphrey at 888pu Humphrey@aol.com.

Flying Scot New Members

Fleet # Boat # Name Address City, State & Zip
Capitol District 5099 Steven Nogay 2089 E Wellington Road Newport, WA 99404
2522 Ryan Malmgren 311 Byrd Avenue Takoma Park, MD 20912
3641 Dave Childress 1906 Covington Rd. Cranuke, VA 23039

Carolinas District
4706 F. Allen Clum PQ Box 325 L一栋, NC 28456

Great NY District 4575 Art Falk 165 Lyndale Court Flemington, NJ 08822
2713 Jim Greenfield 3 Orchard Lane Tarrytown, NY 10591
7 2295 Jason Alderman 581 Boston Post Road Madison, CT 06443
7 0609 James R. Hearn 120 Culler Road Greenwich, CT 06831
142 5253 David & Kathleen Flewellyn 14 Brookhill Blvd Norwalk, CT 06851

Midwest District
1655 Everta L. Mills 3711 Highbank Place West Lafayette, IN 47906
2554 Thomas R. Scott 2877 Highwood Road Beloit, WI 53511
1337 James C. Heek 952 Grove Street Neenah, WI 54956
3945 Bridget Jodell 1299 South Shore Drive Plymouth, MN 55441
4905 Frank Guerra 37 Briarlace Circle Aurora, IL 60506

New England District 5231 Michael & Kathleen Cannon 40 Essex Drive Needham, MA 02492
57 0559 George Spall 71 Hoyt Road Norwalk, CT 06850

Ohio District 3779 Jason Cornell 12009 Welles Road Marysville, OH 43040
5236 Michael F. Devlin 2336 Wembland Park Blvd. Toledo, OH 43617
80 2299 William M. Huene 5150 Scenic Road Muncie, IN 47368

Prairie District 4977 Clyde Eastman 2235 Ave De Mesilla Las Cruces, NM 88006
50 3742 Daryl D. Hougton 2708 E. Cobblermorr Lane Sandy, UT 84093

Texas District 2542 Psalm Morning 3852 Aubury Dallas, TX 75205
23 4901 Jennifer Morroth 7139 Paseo Avenue Dallas, TX 75214
67 4906 Jim McCain 13613 Liberty Oak San Antonio, TX 78232

Florida District 5209 Stephen F. Hawkins 11495 SW 106th Road, Unit D Miami, FL 33176
90 4156 Stephen Franklin 14279 SW 75 Court Miami, FL 33156

New Members this report 28

The Consequences of Mushy Compliance

as seen in The Wayfarer Skimmer

We don’t know who sowed the idea of a group or event, but the idea eventually grew into a full-blown organization. The only thing that mattered was the number of people who showed up. If there were 20 people, then the idea was a success. If there were only 5, it was a failure. The key was not the quality of the event, but the quantity of people who attended.

A skipper who makes another's inches cc more the rest of the fleet just as the skipper does. When the imperfection of skipper prevails, the event is failed. But when the skipper allows others to make their own decisions, the event is successful. The key is to allow others to make their own decisions.

The skipper is like a leader, leading the way. The skipper's task is to set the pace, not to control the pace. The skipper should allow others to make their own decisions, allowing the event to flow naturally. This is especially true in the case of sailing, where the environment can change rapidly.
Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today. Our record speaks for itself with numerous wins in present and past local, regional, and national events.

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Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

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Over the years Schurr Sails has been a proud sponsor of many Fying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

For more information call Steve Bellows, your Flying Scot sailmaker

Name Phone Sail #
☐ 4.4 oz. Racing Cloth ☐ 5.3 oz. Cruising Cloth Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White
☐ Mainsail $629 ☐ Jib Radials $30 ☐ Brummers on Spinnaker $15
☐ Mainsail Radials $50 ☐ Jib Window $20 ☐ Spinnaker Turtle $15
☐ Mainsail Reef $55 ☐ Telltale Window $15 ☐ Mainsail Cover $120
☐ Mainsail Foot Shelf $38 ☐ Spinnaker-Crosscut $350 ☐ Toppered Battens $30
☐ Mainsail Window $29 ☐ Spinnaker-Versadial $450 ☐ Centerboard Gaskets $20
☐ Jib $227 ☐ Spinnaker-Versadial $450 ☐ Mainsheet Retainer $10

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

Mark Colors On Diagrams

Schurr Sails

Caveat Emptor = Buyer Beware

FS 2077—Douglas light blue hull and deck with white waterline stripe. Red anti-fouling bottom paint—jib — spinnaker. Cnx 6"-trailers with rollers over the boom cover (new). Jib reefing stem liner and grab bars (new). Maintain each year. Located in Evanston, IL. $2500. Frederman (312) 932-4948 or frederman@webl.net.

FS 2481—Douglas, light blue deck (eay on the eyes), white hull with red waterline stripe. Race ready equipped with many new parts: main halyard, gooseneck, pulleys, cum cleats, cleats, centerboard, rudder (call for the rent). New trailer is fully equipped and road ready. North sails in good condition, bottom and centerboard faired over the winter, all wood finished last season. Excellent, fast, light and clean boat with no water damage. Call me for delivery. $3100. Contact Mark Smith at (615) 805-7376 or email mark @ttesyinc.com.

FS 333—Customflex, all white with brown trim, good condition. Schurr sails plus old set, spinnaker, tent cover, tiller trailer. Located at Kentucky Lake, east of Paducah, KY. $3500. Call Steve Strom at (513) 534-2917.

FS 4408—Douglas 1987 in great condition, white hull and deck with blue pin stripes. Techinc trailer with new wheels and tires. Main, jib and spinnaker. Dry sailed. Motor mount plus miscellaneous parts and supplies. $3000. Contact John Gardner at (610) 967-5980 or email: john.gardner@ minerals.com

FS 4471—Douglas hull 1988, white with green pin stripes. Jib, spinnaker, Techinc trailer with canvas boat cover. Located in Texas River, NV. $3000 (BOC). Contact Randy Menich at (719) 805-4123


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FSSA is not responsible for items purchased through the Caveat page.
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<tr>
<td>$1.50 orders up to $5.00</td>
<td>$16.00</td>
<td>$16.00</td>
<td>$16.00</td>
</tr>
<tr>
<td>$4.00 orders up to $10.00</td>
<td>$20.00</td>
<td>$20.00</td>
<td>$20.00</td>
</tr>
<tr>
<td>$8.00 orders $10.00 &amp; above</td>
<td>$25.00</td>
<td>$25.00</td>
<td>$25.00</td>
</tr>
</tbody>
</table>

**SHIP TO:** (Please Print)

**NAME**

**ADDRESS**

**CITY**

**STATE**

**ZIP**

**Telephone Number (Daytime)**

**Method of Payment**

- [ ] Mastercard
- [ ] Visa
- [ ] AMEX
- [ ] Check (Payable to FSSA)

**Credit Card Number**

**Expiration Date**

**Signature**

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

Credit card orders may be placed by calling 1-800-445-8520 between 8:30 am and 4:30 pm EST. Flying Scot® and the F5 logo are registered trademarks of Flying Scot, Inc.

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**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

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**Flying Scot® Sailing Association**
3008 Millwood Avenue
Columbia, SC 29205

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**District Governors**

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2347 S. Queen Street
Arlington, VA 22202
(703) 271-2716
fgibson@compserv.com

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