Florida Highlight Issue

• NAC Results

Charlie Fowler,
Florida District Governor
North Customers Celebrate The New Millenium With A Sweep!

North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (left). Harry and Jimmy Carpenter (right) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making us look good!

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The FSSA Flying Scot Website is online. Visit it at http://www.fssa.com with your favorite browser. The Email address for regatta notices and regatta results to be published in Scots ’n Water is info@fssa.com. Updates on the web pages will occur between the third and fifteenth of the month. Visit the site frequently.

Please save all articles submitted for publication in the ASCII Text Format.

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On the Cover: Florida Highlight Issue, NAC Results
From the President
by Jim Harris, FS 4296

Dan Goldberg cannot be replaced as FSSA President – only followed. His leadership, his ability to keep a finger on all facets of FSSA operations, and his progressive management made for an exceptional 2-year tenure.

The members of the Executive Committee and the Board of Governors know about his decision-making ability and desire to improve the organization – and at a fast pace! When Dan would announce “We need an action item,” the group knew an arrow was about to be launched in someone’s direction. No one escaped, and things got done.

Here are a few of Dan’s accomplishments:

• Brought FSSA into the electronic age. He put the FSSA Handbook in an electronic format and on our web site.
• Improved communication by using email and by enhancing our web site with list-serves, FAQs and a bulletin board. This has helped facilitate communication among the association’s officers, between the FSSA office and the membership, and among members themselves.
• Wrote many informative articles for Scots ‘n Water.

• Challenged some old ways, like the Junior and Women’s regatta formats, and the NAC fleet split.
• Created a new trophy recognizing first-time participants in the NACs.
• Helped design the new “weathered look” Flying Scot merchandise.
• Participated in the training of new office personnel at the FSSA office.

Dan will continue to serve FSSA as a member of the Executive Committee, Commodore and Chairman of the Electronic Media committee. Moreover, we will see him frequently at regattas sailing FS 4991.

Thanks for a job well done!

Become a Life Member

The Flying Scot Sailing Association Board of Governors approved a LIFE classification of membership to be offered as a tax-deductible alternative to the regular membership dues. The membership of the FSSA receives first due notices each August, then second notices in December. This year consider becoming a LIFE member!

LIFE members have the same privileges and qualifying criteria as an ACTIVE member. Requirement for dues, in lieu of annual payment, is a one-time donation of $1,000. This voluntary donation will enable the association to continue to grow and operate with the financial independence necessary to chart a successful future.

As a token of appreciation for your LIFE member status donation you will receive an impressive red on gold LIFE member boat sticker. In addition, your name will be acknowledged in Scots ‘n Water unless you request otherwise.

Thank you for considering to become a life member!

FSSA LIFE MEMBERS:
Armand Angulo
Mrs. Gordon Douglass
Theodore Glass
Albert C. Rees
E. Paul Moore, Jr.

Letter to the Editor

DEAR EDITOR:

After my letter in the May/June issue asked how to reef the mainsail, a veteran racer told me this little known fact.

The aluminum boom of a Flying Scot contains a spring release. Just pull back on the boom and it becomes reliable. You can reef the sail by rolling up the bottom, rather like a window blind. Then let the boom return forward in lock in place again. To perform this reefing you must first detach the vang and the center mainsheet pulley.

Best regards,
Jim Haught, FS 134

The Flying Scot Sailing Association was saddened to hear of the passing of Dick Russell. Dick helped start the Florida District.
Our thoughts and prayers are with his family and friends.
Florida District
by Charlie Fowler, FS 5126

The Florida District looks healthy at this time. Miami Fleet 90 has grown from three boats on the strip at Coconut Grove Sailing Club three and a half years ago to fourteen boats today. A third of these boats are in the 5000's. There are another twenty-five boats in the area.

The Jacksonville, Clearwater, and Lake Eustis (Orlando area) fleets are all growing with like results. Key Largo and Melbourne seem to be holding their own, and with a little nudge, we should have new fleets in Sarasota and Stuart soon.

The point of this is that when you come down for the winter, you should bring your boat. It really isn't a problem to tow - the boat will follow behind you as fast as you go. Wherever you come to visit in the state, there is a fleet near you with some fun racing. There are generally one or two race dates a month, which is not too much, and you are cordially invited and welcome to participate. Besides, you are probably wearing out your golf clubs. Give them a break.

This year's District winners are First - Charlie Fowler, Second - Mike Roberts, and Third - David Naylor.

Race dates presently scheduled for the Florida District Series:
Jacksonville - Rudder Club - Labor Day ...............Sept. 2 & 3
Miami - GSC Annual Regatta ..................................Oct. 14 & 15
Jacksonville - Rudder Club - Gator Challenge ........Dec. 2 & 3
Lake Eustis Sailing Club - Washington's Birthday Feb. 25 & 26
Mount Dora Yacht Club ........................................April 14 & 15

Other Regattas:
Coral Reef Yacht Club (Miami) - Annual Regatta ....Nov. 4, 2000
Key Biscayne Yacht Club Annual Regatta ..............June 4, 2001

Gator Challenge
by Barry Felps, FS 3471

CONDITIONS
The second annual Gator Challenge was sailed May 29 and 30, 2000 with wonderful winds from the ENE blowing 8 to 12 knots, slightly stronger on Sunday. The winds did not change directions after the first race on Saturday, therefore, the Race Committee only had to move marks for course adjustment once. That is always nice since directly after finishing one race, the next one began and thus we were able to get in four races the first day and three the next with one race as a throw out.

The St. Johns River is probably the best kept secret in the state of Florida. Few in the state realize its size, length and the advantages it bestows. The spring winds usually supply the best sailing during the year, and the Gator Challenge was surely the beneficiary, as the conditions were ideal. After racing Saturday, Barry and Janet Felps invited all to their home for dinner and feasting.

On Sunday, racing concluded by noon with a presentation of the Gator Trophies. Charlie Fowler made the trophy for the race. It consisted of a mounted alligator's head. There was also team racing during the two days, the "out-of-towners" vs. the "home team". The "out-of-towners" did very well. Their prize were key rings made from alligator claws.

RESULTS
Charlie and Nancy Fowler took the top honors, taking five firsts and only one second place. Next was Gus Chennells sailing with his twin daughters, Jennifer and Lindsey. Third was the team of Joe Oliver and Joe Byles. The heartiest congratulations go to all the skippers and crew who participated.

Thanks to Robert and Rile Lyman for Saturday's race committee and Gene Keegan for Sunday.

Note: The Gator Challenge is moving back to December 2 & 3, 2000. This is a fun regatta to participate in, and it seems that the first of December is the preferred racing date.
New Flying Scot Fleet in Sarasota
by Dick and Carol Frankland, FS 4135

The One Design Mid-winters at Sarasota Sailing Squadron on March 18, 2000 found Flying Scots competing here for the first time. Entries from Illinois, Connecticut, and all of Florida enjoyed the hospitality of the Sarasota Sailing Squadron on beautiful Sarasota Bay.

Two Saturday races were held in light and variable winds, 4-8 knots, with eleven Flying Scots registered. Local sailor Al Hersey won both races, with sail-maker and District Governor, Charlie Fowler coming in second in both races. Bill Vogler from Illinois finished third with a third and a fourth. After the races, everyone enjoyed shrimp cocktails, free beer and soft drinks, and a delicious barbecue supper.

On Sunday morning, a front moved in and races were cancelled because of winds gusting to 28 knots. Sarasota Sailing Squadron is forming a Flying Scot fleet with eight boats comprised of locals and sailors wintering in Florida. We are already racing and are in the process of obtaining a Flying Scot Charter. The Squadron schedules at least one regatta and two Sunday races a month all year round. This is a perfect area for Scots on Sarasota Bay, close to many vacation and retirement communities.

We wish to invite any Flying Scot sailors who wish to continue their sailing and racing in Florida, to contact Al Hersey in Sarasota, (941) 935-1345.

How We Spend Our Summer Vacation
by Tom Kidd, FS 600

Now, our family of five, wife Kim and children Emily 8, Jonathan 8, and Christopher 9, enjoy racing and sailing our Flying Scot on Lake Eustis with the rest of Fleet 150. But after an hour or so in the comfy seats, the kids get bored and head under the deck to boot and holler and sing and listen to their echo while the waves slap the hull as we boat across the lake. And we do this all winter long. But summers bring fluky and unreliable winds to the inland areas of north central Florida. So, when summer comes, we strip off the mast, boom and sails, pop on the quick disconnect outboard motor mount, drop a quiet 2 hp Honda outboard on the bracket and off we go to cruise the crystal clear rivers and springs of central Florida.

The Flying Scot makes a wonderful platform to spot water birds, shore animals, fish, turtles, and the occasional alligator sunning himself along the banks of the many waterways that we explore. The boat also makes a good swim platform for a cool dip or to stop and swing from the many ropes overhanging the river. Lots of room for the picnic basket in a Scot, and you’ll need it after working up an appetite from swimming and tree climbing. But the comments you get from fellow boaters cruising the river is worth it all. “What kind of boat is that?” “I’ve never seen a boat like that before.” “She looks so comfortable and stable.” “She’s a beauty.”

I’m letting you in on the secrets of a Florida cracker, but that’s OK, you’re family, you sail a Scot. So here are a few of our favorites:

Rainbow River, Duncleod, FL: Four miles up the river to the head spring. Take your snorkeling or scuba gear and inner tubes (you can rent them) to float back down the crystal waters.

Silver River, Ocala, FL: Nine miles up river to Silver Springs. Lots of swimming spots and rope swings along the way. Many movies filmed here, Tarzan, Creature from the Black Lagoon, Sea Hunt and early James Bond. Take a camera for all the animals you’ll see, including monkeys that were released after Tarzan filming.

Crystal River, FL: A short cruise across the bay. November - February, the manatees come into the head spring. Excellent snorkeling and scuba in the 50’ grotto and surrounding spring area with 10’ - 20’ clear water.

Silver Glen Springs, FL: A short two-mile jaunt up river from Lake George to the head waters. Excellent swimming along the way, picnic in the County Park.

There are probably dozens more to list and we’ll explore them all in our Flying Scot - every one.

(Note: We have asked Tom to organize a cruise for the Florida District this summer. It sounds like fun.)
Solo Scotting
by Karen Young, FS 5092

Even before I was the owner of a Flying Scot, I dreamed of sailing it solo - single-handed. I had owned a pram and an AMC Puffer, and had enjoyed communing with Nature - not very far from shore. I had some anxiety about taking a "big boat" out to sea alone, but after reading Sally Russell's article about camping on her Scot with just her dog, I built up my courage and took "Wings" out alone.

It was important to have moderate to light air (10 knots is perfect!) and stable weather. I have become quite a weather watcher, and really pick my days to sail so I have a good time and don't get scared to death.

I find it's important to have the boat completely rigged so that it can be adjusted -outhaul, cunningham, jib, even spinnaker rigged just in case I need it. I bring a hand held radio, and have a horn, anchor, and tools on board to make repairs; I bring pliers, a screwdriver, and a sailing knife. I also bring a snack, drinks, and a foul weather jacket. Most important - before I leave the dock, I don my life vest.

The first time I soloed, my hands shook as I untied the dock line. People were watching me - could I do it? Would I lose control of the boat and hit something or capsize? I remembered to push the main and tiller the direction I wanted to go as I left the dock, and the boat fell off to the right. I leaned forward and trimmed the jib, then the main, and off she went. What a thrill as I tacked out the channel into Biscayne Bay - free of land, independent, in charge of my fate! It was great. I started playing with sail trim, noting the effect of various sail shapes on speed and pointing. I wasn't distracted by small talk or giving commands to the crew. I could sail the boat whatever way I liked. I sang some sea shanties and could feel the boat gallop through the waves. I was one with "Wings" and Nature. What a spiritual feeling!

Returning to the dock after the sun set was somewhat intimidating. How would I be able to leave the tiller to tie up at the dock? It was challenging, but I found that I could turn the boat into the wind, glide to the dock, and carefully walk forward and step onto the dock with the dock line. Success!

Since then I've had many pleasurable single-handed sails and learned something every trip. Patience. When the wind died after sailing out with the spinnaker on a light land breeze, I had my coffee, the Sunday paper, and a radio with me - I was so cool! What a shock when I sat becalmed out in the Bay with one paddle driving me in circles. I was able to catch a tow from a passing boat with motor, and not long into the tow, the sea breeze came up and I put the spinnaker up and ghosted in. Prudence. The wind was blowing 15 knots and I was determined to go out alone anyway. I raised my main and jib and took off from the dock out of control, overpowered, and scared out of my wits. I returned shortly to the dock. How I didn't slam into it, I don't know. Then I thought, "Why don't I just use the mastsail?" So I tried going out with the main. I couldn't point as well, but I was under control, and though I didn't venture too far from shore, I had a wonderful sail.

My goal is to camp on the boat, but I haven't reached it yet. I need to have reef points put in the sail before I can go out when it's stormy - but why would I do that anyway?

It's fun to sail with friends and family, but it's nice to know that when the sailboat goes, you can scratch it even if you can't find crew. I hope other Flying Scot owners will share their single-handed experience with the class members.

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JULY/AUGUST 2000
Winter Sailing in Florida and Disney Too!
by Tom Kidd, FS 600

Vacation Planning Websites
Lake Eustis Sailing Club: http://hometown.aol.com/tomkidd/LESCindex.html
Orlando Area: http://goorlando.miningco.com
Disney: http://www.disney.com
Daytona Intl. Speedway: http://www.daytonausa.com

Flying Scot Fleet 150 is home based at the Lake Eustis Sailing Club (LESC), located 40 miles north of Disney World in central Florida. The fleet sails every first and third weekend from September (Labor Day) through May (Memorial Day), with two races on Saturday and two on Sunday; a total of 72 races divided into 4 trophy series of 18 races each.

Starting time is 11:00 am. Racing is done on Lake Eustis, an oval shaped freshwater lake measuring three miles by five miles with an average depth of 20 feet. The lake is connected to the Harris Chain of Lakes draining northward to the Ocklawaha River and, finally, the St. Johns River before spilling into the Atlantic some 75 miles north at Jacksonville, Florida. The club facility consists of 3.5 acres on Lake Eustis with over 1,000 feet of shoreline, double launching ramps, a 244 foot “T”dock and storage for 100 boats. Campers and RV’s are welcome, as is storing your boat for few days while you enjoy other vacation activities.

LESC welcomes any and all Flying Scots to join the fleet for some warm weather sailing in winter. Racing is a winter sport in this locale because summer brings light winds in morning, followed by thunderstorms in the afternoon with heat and humidity, unbearable conditions if you are drifting in the doldrums. Plus quite a number of our members spend summers up north. Winter sailing is usually a short sleeve affair, sunny with temperatures in the 70’s. Wind is predominantly from the NW, but warm Caribbean winds from the SE are just as common, and 6-12 knots is the typical wind range.

In addition to active weekend winter racing, the club hosts four major regattas annually, aimed at supporting other one-designs at the club: a catamaran regional event in November, the Wayfarer Midinters in early February, the MC Scow Midwinter National Championship in March, and the George Washington’s Birthday One-Design Regatta, which is also a stop on the Flying Scot Florida Points Series in late February. This Flying Scot regatta is always the last weekend in February and this year (February 26 & 27, 2000) drew fifteen Flying Scots, by far the largest fleet in the regatta. Mark your calendars for next year, February 24 & 25, 2001.

And for couples and families of any age, the Orlando area is unsurpassed for entertainment choices. Disney World, Epcot Center, Pleasure Island, Universal Studios, MCM Studios, Splendid China, Disney’s Wild Kingdom, Orlando Science Center, Daytona International Speedway, and the Kennedy Space Center, just to mention a few.

So, if you are planning to be in the area, or need a sailing fix to get you through the winter months, plan a stop and sail with Fleet 150 and dip your keel again into some liquid H2O.

Trailer Tips
by Charlie Fowler, FS 5126

My idea for this article came to me as all of the Flying Scot owners were breaking their boats down (masts, etc.) and moving because of Hurricane Georges. For a couple of others, and for me, it was simple:
1. You need a mast raising hinge pin. It makes putting the mast up and down easy.
2. You need a front and rear mast fork to put the mast on when you get it down. I have traveled many miles with the mast in this rig. It is a safe and quick way to stow the rig, and you can tie the mast down with bungee straps. Bob Neff, the FSSA Measurer, put me onto backing up the bungee with a tie down line as bungees sometimes fail.
3. Tie downs - Straps just hook on and snug up. Also, the bow trailer winch line needs to be backed up with some sort of extra line. The new factory trailers come with a chain, but I used to use my bow line as a safety backup because the sun has a way of rotting the top part of the line or webbing on the winch.

Remember to allow extra room at turns. It can be hard to remember that you have your Scot behind you, and the gas pumps always have starboard privileges.
Why a Flying Scot?

by Charlie Fowler, FS 5126

Why a Flying Scot? Because it's fun! Of course there are other reasons also, but mainly, it's fun to sail the Flying Scot. It is also fun to travel and meet the great people in the Flying Scot Class, in addition to the Scot folks at home.

We have six fleets in the Florida District, and each hosts a District points race each year for the District Championship. Six regattas with two throw outs - that's not too hard. This arrangement means one must do four regattas and one of them can be your home fleet. If you have one or two bad regattas, you are still in the hunt for the Florida District Championship.

There are several reasons to travel with a Flying Scot. First, the camaraderie of the Flying Scot Group is great. Staying with an out of town host (or being one), building good friendships across the district, and eating new foods (there are some good cooks in the Scot class) are all a worthwhile part of any trip. Secondly, traveling allows you to see parts of the country you might not otherwise expect to see. Some of the regatta locations Nancy and I have gone to include: Oswego, NY, Lake Norman, NC, Lake Carlsile, IL, White Rock (Dallas), TX, and Pensacola, FL. We normally take a couple of days to do sight seeing on the way home, or to stop and visit family we wouldn't normally get to see.

Our Miami race this year will be the Coconut Grove Sailing Club Annual Regatta on October 14 & 15, 2000. However, we sail in Jacksonville once or twice a year, and that trip is not as long and arduous as you might think. It is only a five and a half hour drive (Daytona is only four hours - same as Orlando). We leave at 4 am and arrive at the Rudder Club a little after 9 am.

Biscayne Bay Yacht Racing Association Winners for 1999
1 to r: Bud Price, #2062, Vladimir Strojeny, #4395, Jean Anne Davis for Ross Young, #3360.

Of course, going through Miami, Ft. Lauderdale and West Palm Beach before people are up helps, too.

We don't speed, but we do cruise at 70 mph, and guess what! Pulling the Flying Scot only drops the mileage on our van by one mile per gallon.

Have you noticed that the good sailors in your local fleets (all classes, not just Scots) are the ones who travel? They get good because they sail against all kinds of competition. The fact is that they get good because they travel, not that they travel because they're good. You can't win an out of town regatta if you don't go.

Why the Flying Scot? Because the boat retains its value. The boat does not change. The rules prohibit gold plating a Scot. If for some reason you could not sail for five years, you could park your boat in a garage, bring it out five years later, and you would find it would not be obsolete. Also, assuming you personally were not rusty, the boat would be just as fast as it was before.

In addition, the value of your boat would not have diminished significantly.

The family friendly Scot is easy to rig and de-rig. It takes Nancy and me twenty minutes from the time we arrive at a regatta site to have the boat ready to go into the water. The mast swings right up, one pin goes into the head stay, boom on, rudder on, tie downs off, lift rings in place, and we're ready. The launching ramp is a snap, too, and many prefer to launch this way rather than use the hoist.

The Flying Scot contingent at the BBYRA Annual Awards Party

Continued on page 10
The boats are tough. Two years ago, we were rear-ended by a Toyota Tercel on I-95 forty blocks from home after a 3200 mile trip. I got out of our van fearing the worst, but no worries. The boat was knocked askew on the trailer and some trailer bolts were broken, and best of all, the boat had only two minor gouges in the gel coat under the rudder pin and that was it. The Toyota was totaled. Two Bears’ Boat: 1 - Toyota-0! Parts are interchangeable and easy to obtain. Harry and Karen Carpenter at Flying Scot, Inc. are great to work with and do a super job of getting parts, even large ones like booms and masts delivered to you rapidly and with minimal expense. I keep a number of new parts on hand locally, too.

The Scot has a big payload. At the last CGSC sand bar party, we had aboard seven adults and two children, and our dog Muffy (aka: Killer) and two big coolers and other paraphernalia. For racing, we carry a normal crew of two, but the boat can be raced with three or, on occasion four.

The Flying Scot is family friendly. Half of the racers in the Class are Wife-Husband or Boy-Girl combinations. We have a National Wife-Husband Championship somewhere in the country every year. Any married couple is eligible to enter, and if the regatta is reasonably close, Nancy is ready to go, but she lets me steer the boat. A good portion of the rest of the fleet in any given regatta will consist of father/son, mother/daughter, father/daughter combinations, etc.

It’s hard to turn over a Scot. It really has to be blowing hard (20+ knots) to turn the sucker over, and then you have to let your spinnaker get out of control to do it. It can be done, have no doubt. We have planted a couple of mast heads in the bottom of the Indian River. I wonder how they are growing? There is a picture in the Sailing Club bar taken by Cherie Branning in Melbourne when we were drying the sails right after we had capsized. Incidentally, the Flying Scot Class permits the purchase of only one new suit of sails per year.

The boat is simple, but deceptive. There are not a whole lot of strings to pull - no traveler - no back stay - no jib cloth adjustment - no hiking straps (hiking rope, yes - one per crew). But there are many subtle nuances with the controls that you do have to do to make it interesting.

Take a cruise in a Flying Scot. Sally Russell has been doing it for years with her cocker spaniel, and every two years there is an organized cruise after the North Americans, which sounds like fun.

Watch us grow! 1998 began with three Flying Scots on the strip at CGSC. Two years ago we weren’t in the Biscayne Bay Yacht Racing Association, now we are. Come join the Flying Scot family. We’re having fun!!

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So, when you’re ready for a new boat cover, choose the quality standard of the industry... a cover by The Sailors' Tailor.
Cruising and Other Adventures on a Flying Scot
by Jeff Penfield

Every April since 1992 my wife Katharine and I have sailed from Longboat Key near Sarasota up and down the Gulf Coast and Intracoastal Waterway on a one week cruise. Our furthest distance travelled was to Naples and back in 1999.

Our choice to sail north or south, off-shore or on the ICW, is dictated by weather forecasts and wind direction on Day One.

April is the ideal month in Florida for cruising because it is mostly sunny, not too hot, doesn’t get dark until 8 pm and the snow-birds have thinned out.

My first article on this subject appeared in a previous issue of Scots’n Water. I described my home-made floor boards which double at night as sleeping platforms resting on cockpit seat and centerboard cap. I also wrote about our surprise encounter with a squall as we crossed Charlotte Harbor. We were forced to drop the main and boom and stow them forward on the cockpit floor, while we continued reaching under jib alone into the waterway and channel to Uncle Henry’s Marina south of the Boca Grande Bridge. Even with the wind continuing at 25+ knots, Katharine had no difficulty controlling the boat as we sped through spray and two foot waves while I scooped water out of the leeward “bilge”. Had I been alone with an approaching storm, I would probably have dropped both sails along with the boom, lashed the jib under the foredeck shock cord and thrown out the anchor over the stern to ride out the squall. (From previous experience in a Lightning and a J-24, we have found that it is far easier to steer and prevent rocking and yawing if the boat is pointed dead downwind.) Recommendations concerning dropping main and boom were originally made by Sandy Douglass and have been published in Highlights, page 94. Obviously the main can only slide down easily after the boat is brought head to wind. If sailing alone, one has only a few seconds to apply Harry Carpenter’s tiller-tender (an elastic shock cord fastened behind the transom coaming) and dart forward to release and pull down the main.

Before cruising solo, I tie the end of my extra-long topping lift to a shackle on the aft end of the boom, so that when the main is dropped in any wind condition, the end of the boom will remain suspended and not slam down onto the transom deck. The boom crutch can be inserted later when time permits.

Three times during the past several years I have cruised alone in January or February, either to attend a medical meeting at the Don Cesar Hotel in St. Petersburg Beach, or to visit marinas in the Tampa Bay area. When solo-cruising, I always wear a life-jacket, and I never raise the board more than halfway up. It is reassuring to know that in case of imminent capsize I can drop everything, climb over the windward rail onto the board, grab the sail and lean out until the boat gradually rights itself or help arrives. “Turtling” should never occur unless there is little or no board to stand on. Twice in ten years, I have righted my boat in this manner, climbed back in and found that little or no water had come in over the side.

Neither of the above capsize occurred while cruising. On the first occasion, I was alone. I had raised the main and left the dock for my very first outing. She was “dead in the water” while I was adjusting the lines. A sudden puff hit her broadside and over she went as I climbed onto the board. She righted immedi-

Continued on page 12
ately without taking on a drop of water. On the second occasion, I was training a crew who was attempting to fill the spinnaker. A tight hourglass developed in the sail. I should have immediately lowered the chute, freed up the twist and raised it a second time. Instead, I unwisely turned over the tiller to my relatively inexperienced crew, and ran forward to get rid of the hourglass. A puff of wind approached and I shouted to my crew to “bear off”, but in the confusion of the moment he headed up, the boat started to capsize and I climbed out onto the centerboard. Righting the boat took a little longer because of the spinnaker drag, but no one was hurt and no gear was lost.

For the most part, our cruising during the past eight years has been a happy experience. We normally sail into a marina late in the afternoon, find a slip and set up our sleeping platform under the boom cover. We then shower, change into clean clothes and join other sailors or fishermen in the marina bar or restaurant for dinner.

Our boom tent gives us privacy and will protect us from rain, but not, we have discovered, from a cloudburst combined with high winds which drive in rainwater from all sides. In the future, if the forecast calls for overnight thunderstorms, we will secure the boat in a slip or alongside a dock, and check into a motel, even if the nearest one is a couple of miles away.

If you are interested in cruising, I offer a few tips:
1. Build your own sleeping platform, and bring along egg-crate or air mattresses as well as sleeping bags and travel pillows.
2. Pack the minimum of clothing and equipment. Storage space under the foredeck is limited. If possible, use waterproof bags or heavy duty garbage bags.
3. Plan your course carefully and be prepared to sail in the opposite direction. It is not fun tacking into a 15 knot wind for eight hours, particularly offshore or in open water.
4. Install reef grommets in your main, and take in a reef at the dock before leaving if the forecast is for winds 15 knots and higher. A jiffy-reef system is essential if you wish to shorten sail under way. For an additional safeguard to prevent “turtling”, Harry Carpenter can supply a flotation “jacket” for the peak of the main.
5. Always carry a portable VHF radio to request bridge openings or to call for help; and include spare batteries.

6. Do not forget foul-weather gear, flashlights and insect repellants.
7. For an onboard head, a plastic bucket or pitcher will serve well.
8. A small cooler for water or soft drinks can be replenished daily.
9. For lunch and snacks, bread will stay fresh for several days, and peanut butter and jam will keep without refrigeration. Add to this, crackers, cookies, cheese (in small amount) and fruit. Note that Ingrid Schildroth, in her excellent article about cruising on Lake Norman (see Highlights of Scots ’n Water, p. 53) suggests various menus and the use of a Coleman stove. These would be essential in the absence of marinas and land-based facilities.
10. If your boat is equipped with a transom port, make sure that it opens and closes easily. The gasket should be lubricated so that the port will never be “frozen” shut in case your boat should be swamped and you need a tow.
11. If you are sailing for several hours in choppy waters or heavy seas, it is important to periodically tighten the outboard motor wing-clamps onto the motor mount. We almost lost an outboard once by failing to do so.
12. Finally, at the risk of offending the racing purists among us, extensive cruising and maneuvering in and out of harbors on the Gulf or Intracoastal Waterway is, in my opinion, unthinkable without a “kicker” on the transom. After disappointing experiences with Johnson and Mercury outboards, we have been most satisfied with our 3 hp Yamaha which appears to be unusually resistant to salt water corrosion.

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Harry Carpenter Wins North Americans
Charlie Fowler Tops Challenger Division
By Josh Goldman, FS 4991

Sixty-one boats from as far away as Miami, Florida sailed in the 41st Annual Flying Scot Championship Regatta which was hosted by Indian Harbor Yacht Club from July 14 – 21, 2000. Sailors got a taste of a variety of wind conditions and some now have a new found respect for the force of an outgoing tide.

The fleet sailed three qualifying races on Monday and Tuesday morning. John Dane won two out of three races and looked like he was going to be tough to beat in the final series. Dane won the first race of the series on Tuesday afternoon in a shifty northwester (15 - 18 knots). Unfortunately, Dane was taken ill on the way to the race course on Wednesday morning and was forced to retire from the series.

The fleet waited on the water for several hours on Wednesday hoping for the wind to fill. Finally around 3:00 pm, the Race Committee started a sequence in a light south westerly. Tide was a major factor and the racers had to concentrate in staying in the breeze. Harry Carpenter pulled out the win with Larry Taggart second and Patrick Glazier third. So after the second day, Harry had a small lead over Gary Powell who was in second.

Thursday proved to be the most diverse day of sailing in the event. The strong easterly that had persisted all morning still had some punch as the 1300 start went off without a hitch. Local sailor Josh Goldman played the left hand side of the course and wound up first at the top mark. The rest of the fleet could not match Goldman's speed as he and crew, Mattia D'Errico pulled away from the pack. Ira Cohen (who had stumbled in race 2) finished second with Gary Powell, third.

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<td>31</td>
<td>5000</td>
<td>Paul Moore</td>
<td>Tom Pinkal</td>
<td>32/DNC</td>
<td>32/DNC</td>
<td>32/DNC</td>
<td>32/DNC</td>
<td>128T</td>
</tr>
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</table>

The afternoon race was the most trying of the series. The easterly was now weakening as the high built in. The wind started to clock to the south and as the race went on, the boats that went further right made the biggest gains. The lead changed hands several times but in the end, Larry Tugger pulled off the victory. Jim Cavanagh was second with Tru Cohen a close third.

At the end of Thursday’s racing, Harry Carpenter had 14 points, followed by Mark Beaton with 20 points, and Josh Goldman with 21. The sailors were met by a glassy morning on Friday. Everyone waited for the wind to fill, but the southerly just didn’t fill in time to have a race. Harry won the event for his second time. The first time he won it in 1988, he sailed with his wife, Karen. This time he sailed with his son, Jimmy.

Many thanks to the members of the Yacht Club, John McConnell (PRO) and the four judges, Burt and Judy Howell, Penny Hare and Jim Tichenor.

Other notes:
Local sailor Kitty Lovelace topped all the competitors in the Women’s Championship with four bullets. Kitty won the regatta but conceded the championships to Florence Forman on an organizational technicality.

---

Women’s Division

<table>
<thead>
<tr>
<th>Place</th>
<th>Sail #</th>
<th>Skippers</th>
<th>Crew</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
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<tbody>
<tr>
<td>1</td>
<td>5171</td>
<td>Kitty Lovelace</td>
<td>Caroline Keogh &amp; Jessica Baker</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>7</td>
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<tr>
<td>2</td>
<td>4909</td>
<td>Florence Forman, Judy Bernstein &amp; Carol Meyers</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>11</td>
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<td>3</td>
<td>4767</td>
<td>Vicky Stump</td>
<td>Nancy Haley &amp; Dorothy Billings</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>12</td>
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<tr>
<td>4</td>
<td>4254</td>
<td>Ann Seidman</td>
<td>Jackie Cattanach</td>
<td>6/DNS</td>
<td>6/DNS</td>
<td>2</td>
<td>3</td>
<td>17</td>
</tr>
<tr>
<td>5</td>
<td>5217</td>
<td>Kat Garla</td>
<td>Ann Riley &amp; Rosemary Louden</td>
<td>4</td>
<td>6/DNS</td>
<td>5/DNC</td>
<td>6/DNC</td>
<td>22</td>
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</table>
How To Stay Dry on a Flying Scot
by Dan Goldberg and Joni Reis, FS 4991

You've sailed out to the starting line for the first race of the North American Championships, but the races are delayed and it's started to rain. Most sailors stay dry by putting on foul weather gear. But you forgot to bring yours, so how do you stay dry?

The photos below show how some of the expert sailors at the 2000 North Americans attempted to solve the problem.

Photo 1 shows the traditional approach: huddle under the mainsheet. But this is kind of crowded.

Photo 2 shows a clever way to create more room - used the paddle to form a mainsheet "tent".

But for the ultimate in creativity and ingenuity, we like the techniques shown in Photo 3 - make a roof held up by the mainsheet and spinnaker pole.

We cannot divulge the names of the people in these photos. They suffered enough on that cold and rainy day!

The Victor
by C.W. Longenecker in Scow Slants
Reprinted from SNAX

If you think you are beaten, you are.
If you think you dare not, you don't.

If you like to win but think you can't
It's almost a cinch you won't.

If you think you'll lose, you're lost.

For out in the world we find
Success begins with a fellow's will.

It's all a state of mind.

If you think you're outclassed, you are.
You've got to think high to rise.

You have to be sure of yourself before
You can ever win a prize.

Life's battles don't always go
To the stronger or faster man...

But sooner or later, the man who wins
Is the man who thinks he can.
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>
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<td>Flat 6&quot; Skirt</td>
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<td>$308</td>
<td>$323</td>
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<tr>
<td>Flat Full Sided</td>
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<td>$410</td>
<td>$432</td>
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<tr>
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<tr>
<td>Tent Full Sided</td>
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<td>$452</td>
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<tr>
<td>Sail # Installed----------$25.00</td>
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<td></td>
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</tbody>
</table>

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rooke@rookesails.com • http://www.rookesails.com

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e-mail: sail@ms-pyc.com

NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from Midwest Sailing: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinaker poles; tiller, shroud and cockpit covers; the best mast-head wind indicators. Check your gooseneck, halyard winches 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 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster 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 HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our aluminum "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 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.

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

SAILING SPECIALISTS. Midwest Sailing has many satisfied long-time customers throughout North America. We also sell and service Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter. Please call, fax or e-mail us for details and prices today.

WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.
Fleets In

9TH FULL MOON REGATTA
MONMOUTH BOAT CLUB
JUNE 10, 2000
by Bruce Cattanach, #3817

Twenty-three Flying Scots and crews arrived June 10th for the 9th running of Monmouth Boat Club's Full Moon Regatta. The weather channel forecast temperatures in the 80's and wind from the west at 10 – 20 mph. This time the weather channel was accurate.

With five races to be attempted the race committee gave instructions at 9:30 AM and the races were started within minutes of the scheduled 10:00 start. Those expecting to be given reprieve for leaving the dock late were greeted by a large fleet sailing upwind to the mark after the 6 minute sequence. Senior Race Officer Sandy Huntsman and committee will start on time if it's possible.

After three windward leeward twice around courses the fleet came in for lunch and rehydration. Some of the crews looked a bit tired and in need of shade, water and food. After lunch and plenty of liquids the fleet returned to do battle on the Navisink river.

Two more races were completed. Each of the 5 races took approximately 30 minutes for the first boat to finish.

Using the club's three hoists the Scots were quickly out and demasted for trailering. The competitors gathered in the club house for door prizes and beer. This year 26 door prizes were given out. The following groups participated: North Sails, Quantum San Diego, Shurr Sails, Sobstad, and Omega Sails.

Awards were given to the top Five places in A fleet and the top two places in B fleet.

Points are after one throwout

FIRST ANNUAL
FOUNDERS' MEMORIAL REGATTA
MANSFIELD SAILING CLUB
CLEARFORK RESERVOIR, MANSFIELD, OHIO
AUGUST 5 & 6, 2000
by Ben Oswald

For our first regatta in 41 years I think we did OK. We had eight boats - four of ours, four visitors - on the line for all four races. Air (lack of) was a factor on Saturday, but we got three races in by mid afternoon. The Sunday AM race was shortened by a severe thunderstorm which drenched us but failed to dampen our spirits. Our visitors were very complimentary of our accommodations and the way the regatta was run. Two of our founders, Bob Moese and Bill McGraw, were with us Saturday for the races and lunch. It was a real pleasure to host them. The four top places are as follows:

<table>
<thead>
<tr>
<th>Skipper</th>
<th>Sailing Number</th>
<th>Place</th>
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<tr>
<td>Larry Nocito</td>
<td>FS 3868</td>
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<tr>
<td>Eric Borenbush</td>
<td>4479</td>
<td>2</td>
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<td>Mark Beaton</td>
<td>4216</td>
<td>3</td>
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<tr>
<td>Peter Saya</td>
<td>4000</td>
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<td>Dan Neff</td>
<td>2029</td>
<td>5</td>
</tr>
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<td>Glenn Shaffer</td>
<td>5213</td>
<td>6</td>
</tr>
<tr>
<td>Bill Ewing</td>
<td>5246</td>
<td>7</td>
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</tbody>
</table>

Complete results are available at:

These standings will be used in conjunction with scores from 2 other New Jersey Regattas (Island Heights, Toms River) in determining the New Jersey Flying Scot Championship.

Results

<table>
<thead>
<tr>
<th>Skipper</th>
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<th>Fleet</th>
<th>Place</th>
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</thead>
<tbody>
<tr>
<td>Susie Stambaugh</td>
<td>FS 2152</td>
<td>165</td>
<td>First Place</td>
</tr>
<tr>
<td>Jack F. Stewart</td>
<td>FS 1342</td>
<td>65</td>
<td>Second Place</td>
</tr>
<tr>
<td>Debbie Stipovich</td>
<td>FS 4301</td>
<td>65</td>
<td>Third Place</td>
</tr>
<tr>
<td>Donald Beddard</td>
<td>FS 2979</td>
<td>4</td>
<td>Fourth Place</td>
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</tbody>
</table>

Thanks again for your encouragement and support. We plan to run the Second Annual Founders' Memorial next year.
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.

Fabrication

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.

Service

Over the years Schurr Sails has been a proud sponsor of many Flying 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

<table>
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<tr>
<th>Name</th>
<th>4.4 oz. Racing Cloth</th>
<th>5.3 oz. Cruising Cloth</th>
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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.
Starting Line

Annual Regatta
September 1 - 3, 2000
West River Sailing Club
Gatesville, MD
Contact: Gabor Karafaith, Fleet Captain at (301) 681-6640 or email: skarafia@ereos.com. For directions, see WRSC homepage at http://paw.com/sail/wrsc.

50th Harvest Moon Regatta
September 8 - 10, 2000
Atwood Yacht Club
Sherrodsville, OH
Contact: Joe Cline, AYC Fleet Captain at (330) 874-3687 or e-mail: jckcoar@cs.com.

GLimmerglass Regatta
September 11 & 12, 2000
Cooperstown, NY
Contact Dick Staley at (607) 432-6815.

Horricks-Palmer Invitational
September 11 & 12, 2000
Bluepoint, NY
Contact Rob Kaiser at (516) 589-2167.

Hot to Trot Regatta
September 16 & 17, 2000
Portage Lake, Pinckney, MI
Contact Ed Worth at (734) 426-2313 or email: eworth@engin.umich.edu. Visit the PYC Website at www.ms-pyc.com.

51st Annual Regatta
September 9 & 10, 2000
Massapoag Yacht Club
Sharon, MA
Contact: Jim Cavanagh at (781) 784-5038 or Diane Kampf at (508) 234-8047, or visit our webpage at http://members.aol.com/MWaltett/mys.html.

Whale of a Sail Regatta
September 16 & 17, 2000
Carlyle Sailing Association
Carlyle Lake, IL
Excellent camping facilities exist in the State Park next to the CSA harbor. Check the CSA website (www.csa-sailing.org) or contact Bill Clark (314-878-3969 or E-mail: cclark@stinet.com).

Fleet 24 Invitational
September 23, 2000
Candlewood Lake
New Fairfield, CT
Contact: Mark Riefenhuaser at 82516@snet.net.

Desert Olympic Regatta Charbonneau (DORC)
September 23 & 24, 2000
Charbonneau Park
Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, greblach@comcast.com.

Ohio Districts
September 23 & 24, 2000
Moraine Sailing Club
Lake Arthor, PA
On-the-lake housing available!
Contact Wolf Goethart at (412) 721-1640 or whg@seit.cm.edu.

Continued on page 21

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Competitive Low Prices... on many items from Harken, Ronstan, and others that sailors like most. Support your builder by ordering what you need for your Scot from the people who know it best, and feel good about the price you are paying.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Flying Scot for everyone—from dayailer to national champ. Order your new Flying Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment—trade it for a new one!

Ronstan Fixed X-10 Tiller Extension... 40° fixed length black anodized aluminum fluted tube w/black 'Hyperion' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on snap-off mount system. Complete w/bolts. $34.00 Clip to hold extension to tiller. $1.85

Ronstan Telescopic X-10 Tiller Extension... 29° to 48° telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperion' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts. $58.35 Clip to hold extension to tiller. $2.40

Spinnaker Pole... 1.5" diameter pole w/ heavy duty foresail end fittings designed to snap on without pulling the continuous wire trip. $189.00

Transom Port 4"... Allows in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. $68.00

Motor Bracket... Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template. $122.00

Bow Flotation Bag Kit... Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included. Price complete. $54.10 Replacement bag only. $39.70

Web Lifting Bridle... Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle. $68.00

Jiffy Reefing Kit... Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not included.) $47.70

Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt... Long-sleeve w/button down collar & Flying Scot Sailboat. Sizes: S-XL $45.00

Classic Polo Shirt... 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL $28.00

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All $9.00

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All $11.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All $31.00

Flying Scot® Embroidered Shirts & Caps... Long-sleeve w/button down collar & Flying Scot Sailboat. Sizes: S-XL $45.00

Classic Polo Shirt... 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL $28.00

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Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All $11.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All $31.00

Trailex Aluminum Trailer... Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7' 6" and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped to truck (assembly required). $1675.00

Aquameter Sailor II Compass & Mount... Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. $70.00

Plasti Ico Contest Tactical Compass & Mount... 3 1/4" card—read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete. $230.00

Tacktick Class Compass & Mount... Enjoy the competitive advantage of having a digital heading display and essential start timer. $380.00

Stainless Steel Mast Sleeve... Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws. $137.90

Rudder Lift System... Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or sandy areas. Complete w/fasteners. $81.00

Swim Ladder... Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder: $110.00 Grab Rail: $21.00

Mainsail Flotation... For added security against turning or buying the mast in the bottom. No modification to the boot or sails required for installation. Weight approximately 2 lbs. Price complete. $145.00

Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax.

Visit Our New Web Site at www.flyingscot.com

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Indian Summer Regatta
October 14 & 15, 2000
Lake Waccamaw Sailing Club
Near Wilmington, NC
Contact Bill Dupere at (910) 881-8420 or wmdupere@aol.com.

Pumpkin Patch Regatta
October 14 & 15, 2000
West River Sailing Club
Galesville, MD
Contact Gabor Karafiath, Fleet Captain at (301) 681-6340 or email: skarafia@erols.com. For directions, see WRSC homepage at http://paw.com/sail/wrsc.

Open House Regatta
October 21 & 22, 2000
Corinthian Sailing Club
White Rock Lake, Dallas, TX
Contact Kai Kunnapan at (214) 324-4503, kknk@flash.net, or Chris Dukeminier at (214) 553-0323, chris@dukeminier@aol.com

Fall 48
November 4 & 5, 2000
Lake Norman Yacht Club
NC

Jubilee Regatta
November 11 & 12, 2000
Pensacola Yacht Club
Pensacola, FL
You may leave your Flying Scot at the PYC in a secure yard over the winter and pick it up again in the Spring of 2001 on your way to the MidWinters for $20.
Contact Bernie Knight at (850) 834-7776, bknight@msn.com or Jerry & Sunshine Hartman at (734) 604-0770, gw7lyne@aol.com.

George Washington's Birthday Regatta
February 17 & 18, 2001
Lake Eustis Sailing Club
Eustis, FL
Contact Jim McIntyre at jmcmintyre@prodigy.net or visit the LESC Website at http://hometown.aol.com/tomkidd/LESC/index.html.

The name has changed, but the sails are just as fast and durable and at the same low price!

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<thead>
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<th>$606</th>
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<td>Spinn.</td>
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Quantum
Sail Design Group
Where sailmaking is a performance art

Quantum San Diego
(formerly Sails San Diego)
619-226-2422

mreynolds@quantumsails.com - www.quantumsails.com/fs
## Flying Scot New Members

<table>
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<tr>
<th>Fleet #</th>
<th>Boat #</th>
<th>Name</th>
<th>Address</th>
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<tr>
<td>2303</td>
<td>3710</td>
<td>Richard A Bauer Jr</td>
<td>6050 Dorrell Rd</td>
<td>Aylett, VA 23009</td>
</tr>
<tr>
<td>4188</td>
<td>4082</td>
<td>Stuard Detmer</td>
<td>10856 Weisiger Lane</td>
<td>Oakton, VA 22124</td>
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<tr>
<td>5334</td>
<td>5287</td>
<td>Jeffrey H Frank</td>
<td>3 Oak Rd.</td>
<td>Elkton, MD 21921</td>
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<tr>
<td>1742</td>
<td></td>
<td>Christopher P Gorton</td>
<td>810 Zennatt Dr</td>
<td>Hummestown, PA 17036-8706</td>
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<tr>
<td>1450</td>
<td></td>
<td>Hobart Harvey</td>
<td>4510 Lippingham Rd</td>
<td>Richmond, VA 23235</td>
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<tr>
<td>3500</td>
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<td>Howard Lins</td>
<td>1750 Mountainview Dr.</td>
<td>Oakland, MD 21650</td>
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<tr>
<td>5287</td>
<td></td>
<td>Jim Overturf</td>
<td>7009 Springfield Lane.</td>
<td>Middletown, MD 21769</td>
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<td><strong>Carolina District</strong></td>
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<td>78</td>
<td>4354</td>
<td>George McNiff</td>
<td>246 Ids Bell Lane</td>
<td>Beaufort, NC 28516</td>
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<tr>
<td>5906</td>
<td></td>
<td>W.H. Canteos</td>
<td>10450 Council</td>
<td>Chapel Hill, NC 27514</td>
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<tr>
<td>3814</td>
<td></td>
<td>Robert C Field</td>
<td>PO Box 400</td>
<td>Columbus, NC 28222</td>
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<tr>
<td>4862</td>
<td></td>
<td>James Hartmeyer</td>
<td>350 Headwaters Drive</td>
<td>Oriental, NC 28571</td>
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<tr>
<td>A802</td>
<td></td>
<td>Rob Yeager</td>
<td>145 Harrison Avenue</td>
<td>Westfield, NJ 08009</td>
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<td><strong>Florida District</strong></td>
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<td>5316</td>
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<td>Neil Jones</td>
<td>8251 SW 162nd Street</td>
<td>Miami, FL 33157</td>
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<tr>
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<td>James Nunneley</td>
<td>2417 Oak Landing Dr.</td>
<td>Brandon, FL 33511</td>
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<td>7 Blue Mountain Rd</td>
<td>Norwalk, CT 06851</td>
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<td>47</td>
<td>C213</td>
<td>Joe Donovan</td>
<td>1 Hillside Ave</td>
<td>Ridgefield, CT 06877</td>
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<tr>
<td>7</td>
<td>C5171</td>
<td>Kitty Lovelace</td>
<td>85 Zacherus Mead Lane</td>
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<tr>
<td>3922</td>
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<td>Kat Giara</td>
<td>91 Valley Rd</td>
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<tr>
<td>3034</td>
<td></td>
<td>Joy Hudecz</td>
<td>372 Central Park West</td>
<td>New York, NY 10025</td>
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<tr>
<td>4045</td>
<td></td>
<td>Alfred Manso</td>
<td>219 Fourth Avenue</td>
<td>Ortley Beach, NJ 08751</td>
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<td>158</td>
<td>1204</td>
<td>Daniel and Thea Johnson</td>
<td>3232 Bluff Blvd</td>
<td>Holiday, FL 34691</td>
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<tr>
<td>494</td>
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<td>John E Bryant Jr.</td>
<td>13500 Chenal Pkwy. #1311</td>
<td>Little Rock, AR 72218</td>
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<tr>
<td>37353</td>
<td>37352</td>
<td>Matthew &amp; Esther Marie Lawrence</td>
<td>2405 Fieldcrest Dr</td>
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<tr>
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<td>Jan Rieke</td>
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<td>Paul L. Cheney</td>
<td>7609 Streamwood #2A</td>
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<td>Gary Bigwood</td>
<td>254 Ridgemon rd</td>
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<td>Scott Sinkwitt</td>
<td>976 W. Drayton</td>
<td>Farmdale, MI 48220</td>
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<tr>
<td>4351</td>
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<td>Dan Stuart</td>
<td>515 Eagle Way</td>
<td>South Lyon, MI 48178</td>
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<td>Palmer Cameron</td>
<td>3283 S Shore Drive</td>
<td>Delavan, WI 53115</td>
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<tr>
<td>796</td>
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<td>Ronald D Hart</td>
<td>6990 N Barnett Lane</td>
<td>Milwaukee, WI 53217</td>
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<tr>
<td></td>
<td></td>
<td>Kirk Jabara</td>
<td>03220 Boyne City Rd.</td>
<td>Boyne City, MI 49712</td>
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<tr>
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<td>Peter M Durant</td>
<td>PO Box 222</td>
<td>North Fairmont, MA 02556-0222</td>
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<td>4921 Palmer Rd</td>
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<td>John Fort</td>
<td>198 East Avenue</td>
<td>Saratoga Springs, NY 12866</td>
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<td>John P Hassett</td>
<td>5892 Mercedes Lane</td>
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<td>Robert Pawsworth</td>
<td>229 Hampton Rd</td>
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<td>2373</td>
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<td>Greg Behan</td>
<td>1419 NW Blvd</td>
<td>Columbus, OH 43212</td>
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<tr>
<td>0013</td>
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<td>Timothy Brandes</td>
<td>4445 State Rd</td>
<td>Cleveland, OH 44109</td>
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<tr>
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<td>Bill McGoughlin</td>
<td>811 Warthing Ct</td>
<td>Reynoldsburg, OH 43068</td>
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<tr>
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<td>Don Mills</td>
<td>322 Harvard Ave.</td>
<td>Terrace Park, OH 45174</td>
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<tr>
<td>0539</td>
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<td>Rusty Harper</td>
<td>3707 Woodlawn Ave., North</td>
<td>Seattle, WA 98103</td>
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<td>Dan Cleggett</td>
<td>16 Hillard Road</td>
<td>Glendale, MO 63122</td>
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<td>Michael M Miller</td>
<td>1736 Bryant Circle</td>
<td>Norman, OK 73065</td>
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<td>1389</td>
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<td>Winston Kenworthy</td>
<td>4350 Springbrook Drive</td>
<td>Odessa, TX 79762</td>
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<tr>
<td>3331</td>
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<td>Keith Thompson</td>
<td>8335 San Fernando Way</td>
<td>Dallas, TX 75218</td>
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<tr>
<td>5331</td>
<td></td>
<td>John Tiholiz</td>
<td>8019 Lakehurst Ave.</td>
<td>Dallas, TX 75230</td>
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<tr>
<td>2688</td>
<td></td>
<td>William D Wallace</td>
<td>8714 Saddlehorn Drive</td>
<td>Irving, TX 75063</td>
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</tbody>
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New Members this report 46
Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less. A $15.00 fee is charged for placement in Scots’n Water. Send or fax submissions to Association Headquarters or E-mail to info@FSSA.com. Placement will be made upon receipt of payment.

Send payment to:
FSSA Headquarters
3008 Millwood Ave.
Columbia, SC, 29205.


FS 942 - Douglass, aqua-green hull, light green deck, Pamco trailer with winch. Main, jib, orange spinnaker, storm sails, two extra sallsets. Original blocks and Harken blocks for spinnaker. New stern pad. Cover. Garaged winter storage. Located in Glencoe, IL. $2500. Contact Clark Dean at (847) 835-1443 or hclarkidean@ameritech.net.

FS 3551 - Douglass built, yellow hull with green stripe, white deck, two sets sails, one spinnaker. Mast hinge, blue mooring cover, Sterling galvanized trailer, motor mount. Fresh water only. Located Hoover Yacht Club, Columbus, OH. $3300. Contact Kim or Marianne at (614) 365-2804, (h) (614) 933-0426, or e-mail: krieckhek@aol.com.

FS 3747 - Douglass, white hull and deck. Completely race equipped. One set North sails, one set Fisher sails, two spinnakers. Seven year old 4 hp Evinrude engine with mount and bracket, TeeNee trailer. $4350 obo. Contact Howard at (day) (516) 872-3434 or (eve) (516) 431-2139.

FS 4351 - Like new! White hull, blue stripe, main, jib, spinnaker, sails by Fisher. Spinnaker rig has not been used. Galvanized trailer. Very bottom paint, cover, motor mount, spare tire. This boat is immaculate! Located in Ohio. $7500. Contact George Rooting at (330) 674-4541.

FS 4478 - Gray/white hull, equipped for racing, three sets of sails, boat cover, spinnaker, trailer and many extras. Located on Saranac Lake in Adirondacks and New York State. $5300. Contact Bill Foley at (weekends) (318) 532-7952, (weekdays) (908) 654-6291 or email: bnfoley@home.com.

FS 4489 - Douglass built, excellent condition, always dry sailed, MBG and TKYC, never had bottom paint. Trailer, new spare tire, nosewheel/jack, full mast up cover, spinnaker rigged, hoist from helm, spinnaker pole, lifting bridle, and anchor. Located in Westfield, NJ. $6500. Contact Rob Yeager at (908) 654-3138, cyeager@ibm.net.

FS 4575 - 1989 Lolland. Well maintained! White hull, blue stripe, main, jib and spinnaker with spinnaker pole. Trailer with new tires, swim ladder and hand rail, motor mount, anchor, two covers (blue full mooring and small cockpit), new lines 1999 and multiseason bottom paint in 2000. Located in Maine. $6000. Contact Art Falk at (908) 782-6124 or falka@injersey.inf.net.

FS 4588 - Complete with Schurr main and jib sails, galvanized trailer, tie-down rig and class registration. Mint condition, garaged and unused last four years. Best offer. Call Sheila Korn at (440) 526-0668 or email: bkorn@stratos.net.

FS 4931 - Douglass, white deck and hull with red stripe. Schurr sails, factory galvanized TrailMaster custom trailer, trailer jack, spinnaker pole, blue Sailor Tailo: full cover plus one extra set of sails. Very good condition. Located in Panama City, FL. $7500. Contact Larry Kalata at (850) 785-8346 (weekdays).

WANTED - Used sails - main and jib. Contact Joy Hudecz at (212) 866-5778 or e-mail: jhudecz@aol.com

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.
Flying Scot® Sailing Association Order Form

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<td>FSSA Necktie (Red, Navy)</td>
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<td>FSSA Blazer Patches</td>
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Merchandise Total

S & H CHARGES:

$1.50 orders up to $5.00
$4.00 orders up to $10.00
$9.00 orders $10.00 & above

*Add Shipping & Handling (S&H)

Total Amount of Sale

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 1-800-445-8629 between 8:30 am and 4:30 pm EST.

Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

MY ADDRESS LABEL IS NOT CORRECT

Name

Street

City

State/Zip

Change: □ Temporary □ Permanent

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

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

Periodical Postage PAID
Columbia, SC 29201

District Governors

CAPITOL DISTRICT
Chris Swenson
1811 Harewood Lane
Creston, MD 21144
(401) 721-0505
chriswensn@aol.com

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(919) 467-3512
sailordave@ mindspring.com

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fowlers18 @ gateway.net

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brian@ct.northsails.com

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fore@vibrodynamics.com

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haasch@interacces.com

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(508) 359-6708
gary4619@email.msn.com

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pselahm1@verizon.net

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(513) 221-6144
jrudy2@juno.com

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3082 W. 15th Ave.
Kennebunk, WA 98033
(808) 585-4252
greblach@crls.com

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Tyler Hall
8342 Bridge Dale
Lexington, KS 66042
(913) 422-8869
9tyler@gmail.net

TEXAS DISTRICT
Joni R. Mccomb
9099 Flicker Lane
Dallas, TX 75238
(214) 553-0005
jatn@psisd.edu