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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 first and fifteenth of the month. Visit the site frequently!
Please save all articles submitted for publication in the ASCII Text Format.

Scots ‘n Water

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Cover: 50 inches of snow at Flying Scot Inc.
From the President
by Jim Harris, FS 4296

The 2003 Mid-Winter Regatta was another rousing success, thanks to Jim Robinson, Regatta Chairman. In spite of a personal tragedy this past year, he organized another great event. Jim is an innovator, full of good ideas. His initiative of offering free registration to first time attendees brought in 12 new boats. This bodes well for future St. Andrews Bay Yacht Club Mid-Winters and the Flying Scot class.

Your Officers and Board of Governors took care of a lot of business during the regatta. Here is a synopsis of what went on.

Susie Stombaugh, FSSA treasurer, reported that all is well financially. You may have noticed her analysis in a previous Scots 'n Water. This has not been done in some time and Susie did a fine job.

Commodore Dan Goldberg announced that Hank Sykes has agreed to be the Website editor for FSSA. Most of you know Hank has been doing a lot of the website work and, now that he is retired, he will take a leadership role. Hank was named interim Website Editor (a new position) subject to approval by the membership at the NAC's. Hank plans to have on-line registration ready for the next FSSA dues cycle and other improvements as well. He will publish helpful hints on using the website in Scots 'n Water for us non-geek heads.

I finally saw the light, after Charlie Fowler beat me for three years, to create a membership committee. However, I got even by offering Charlie the position. He has gladly accepted the challenge. The Board of Governors approved this interim appointment, subject to membership approval at the NAC's. There are significant gains to be made and Charlie has demonstrated how to do it in the Florida District.

"Watchdog" Bob Neff, class measurer has picked up on a need to tighten the specs about rudder thickness. He will fix this. Otherwise, he reports everything is ok.

A committee of Larry Taggart, handbook master; Bill Ross; Courtney Cantrell of J. E. Eubanks; and I presented proposed modifications to the FSSA Constitution and Handbook. The Board of Governors approved the Handbook changes with some comment and recommended the revised Constitution be approved by the membership at the NAC's. Larry, Bill and Courtney spent many hours and had several long conference calls with me to complete the work. No material changes were made, but the group did a lot of fine-tuning, reworking for consistency and just general clarification. Thanks a lot!

We changed the International Race Committee to the National Championships Committee and appointed Bill Ross chair. Bill is very qualified. He is a USSA certified judge and has won the St. Petersburg Trophy for race management. He faithfully attends the USSA meetings and frequently serves as PRO.

Sunshine Hartman is passing the Scots 'n Water editorship to a new editor after many years of service. This is a difficult and time-consuming job. Sunshine was excellent. Now Kay Summerfield of Toms River Yacht Club in New Jersey will take over the reins. Kay attended the Mid-Winters and spent many hours with Sunshine and Nancy Cooper of J. E. Eubanks, getting familiar with the position. Her nomination must be approved by the membership at the NAC's. Kay is enthusiastic about the job and has some great ideas. Please give her your support and assistance in continuing our tradition of a great class publication.

Terry Dees-Kolenich studied the trophy situation. We have a very long list of awards given at the end of the NAC's. She recommended that we break up the awarding of trophies: Women and Juniors, Sunday night; Qualifying Series after the qualifying races; editors' awards and Executive Secretary Cup at the annual meeting; and the remaining trophies at the end of the regatta. This will continue to recognize the many folks who have built the class, while shortening the end of regatta program.

Courtney Cantrell and Bill Ross looked at entrants for Flying Scot regattas and found that 27% do not belong to FSSA. The Board of Governors made a strong recommendation that FSSA membership be a prerequisite for regatta participation. This is what most other classes do. Presently, it is up to the District Governors and/or the regatta chairs to require membership.

Crescent Yacht Club was approved for the 2004 Wife-Husband Regatta. Carlyle Lake was approved for the 2004 NAC's. Lake Norman Yacht Club is looking forward to a successful 2003 NAC with perhaps 100 boats. Wouldn't that be something to see?

Congratulations to the winners and racers at the Mid-Winters. Hope to see you all at the NAC's!
It was indeed a strange sight, particularly for this southern boy - Flying Scots completely awash in snow. Now these Scots were on their trailers - with trailer tongues propped up! They were on top of the hill at Flying Scots Inc. in western Maryland.

I had gone to FS Inc. to finalize plans for a new Scot and could not believe what I saw (and experienced). I had never seen so much snowfall in a relatively short time; nearly 50 inches in some three days. The locals claimed that it had been over 80 years since they had had that much snow. So, I guess that they can now call it the "storm of the century".

The snow blower and plow had to be careful as they were clearing pathways to and around FS Inc. (the boat company could not open for a few days because access roads to their gate were impassable). There were trailers that were completely buried without any indication of exactly where they were. - and who knows what else buried in the snow. And, of course there was the concern about the weight of the snow on the roof.

The accompanying pictures were taken around Flying Scot Inc. near the end of the storm, with the exception of the "snowman and the snow blower" - that one is Harry Carpenter cleaning his own driveway of nearly 20 inches of snow - for the third time in three days!

---

A Lonely Scot

A View from Flying Scot Inc.

Flying Scot Inc.

Clearing a path to Flying Scot Inc.
Westhampton Yacht Squadron Hosts NY Districts

by Ed Surgan, FS 5096

Westhampton Yacht Squadron hosted its first Flying Scot regional regatta in almost a decade. Scots from the Tri-State area were invited to sail the South Shore waters of Moriches Bay, just due south of the fishsail that divides Long Island's eastern half. Bay sailing is always a challenge with its tides, sea breezes, and boat wakes.

WYS is a century old sailing club originally formed when local fishermen began friendly racing. Later, summer residents joined in and a formal clubhouse was erected in 1922. The hurricane of 1938 destroyed it and a new building was erected in 1939.

The NY Districts were begun on Friday July 5th under mostly sunny skies and very windy conditions. It was so windy some veteran sailors refused to go out. But most did rig their boats for heavy air and the Race Committee agreed to get the racing in. Windward-leeward courses were set with northwesterly winds blowing 20-25 knots. Most boats sailed three up but surprisingly there were some two man crews. The regatta's favorite, Sayville's Paul-Jon Patin was in command early with a bullet in the first race. He followed Moriches YC sailor Ken Mockridge in the second race. Patin won the third race, and finished fourth behind Dan Neff's brilliant race in the final contest of the day. Also in the mix were John Woodward of WYS and Josh Goldman from Connecticut. There were three reported knockdowns and a couple of equipment failures, but all boats managed to continue.

Those of us who did race and finished that first day felt that unique fellowship of the common hardship shared by all. None could feel anything but pride for having met the difficult conditions with skill and determination. Most racers retired early that night.

Saturday morning, as is often the case after a big blow, there was little wind to spare. Two races were run in the opposite conditions from the previous day. Again Patin led the way in the first race and locked up the regatta trophy as well. Frank Castellano was second in both races with the final race going to Neff. Winds became so light and shifty that some boats struggled with the time limits.

Paul-Jon Patin, Dan Neff, Ken Mockridge, Josh Goldman, Jon Woodward was the order of the top five finishers.

The Challenger division saw Joe Vandenbeng win it all, followed by Dave Oester, and Steve Smetana.

Westhampton YC put out a fabulous raw bar and plenty of adult beverages to celebrate a challenging sailing championship.

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Death of Fleet 177
Don’t Let This Happen to You!
by David Jacobsen, FS 4937

On a recent wintry night, the current and former members of Fleet 177 and some of their friends met to say a sad good-bye to their fleet. First organized in 1983 and located in North Haven, CT, the fleet began with 3 boats and gradually worked its way up to 6 or 7. Although New Haven Bay was a great place to sail, sheltered and wide, it was difficult to launch Scots from the club site as the tides were substantial and also the club had limited space for boat storage and dry sailing. A move to the Housatonic Boat Club in Stratford, CT in 1997 was a positive attempt to get better launch and storage facilities which it was hoped would attract new members. The new club even black topped an area of the grounds to create a special place for Scots and J-boats.

However, a number of fleet members proved to be non-active even when they had paid their dues. Two of the active members moved away to different parts of the country, another returned to their former club, one moved to another racing class and yet another moved from racing a Scot to cruising a larger sailboat. All this, plus two active members spent substantial parts of their summers on Cape Cod. This made it very difficult to sustain the fleet by organizing training, regattas or even social events. There were not enough people around. Fleet meetings were sometimes attended by as few as one boat owner. Although

Continued on page 8

Final two members of Fleet 177, David Jacobsen and Hank Sykes together with former member Bob Leo with wives and the coffin.

Fleet Captain David Jacobsen conducts the last rites over Fleet 177

Sailors from many fleets helped to drown the sorrows of Fleet 177

The demise of Fleet 177
However, Fleet 177 was not going quietly! On February 1st, the remaining two members of the fleet, together with a former member and a (surprising) number of friends, got together at the home of Fleet Captain, David Jacobsen and Treasurer / Secretary, Margaret, to wish a final farewell. All who attended were asked to wear black armbands as a sign of respect. But once in the party room they discovered that this was not to be too solemn an affair. In the middle of the floor was a pine coffin, duly draped in black, which turned out to be the repository for the beer! After a respectable amount of this and other liquids were imbibed, a model sailboat, proudly sporting a Fleet 177 pennant, was formally capsized by the Fleet Captain as all onlookers joined in a toast. Eight bells were rung and Fleet 177 was no more.

Take heed from this sad tale for it could happen to you. A fleet needs a continuing supply of new members to replace its natural losses, so train your juniors, encourage new sailors and promote your class. The Flying Scot is a great boat with a great organization behind it. While your fleet has numbers, make sure that you do all in your collective power to keep it that way, because once membership dips into the single digits, it is very difficult to stay viable. However willing the few members may be, it is almost impossible to provide the impetus and sheer manpower that is required to keep your fleet healthy. Stay strong and keep sailing!

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Lagniappe

by Larry Taggart, FS 5510

Down here in Cajun Country "lagniappe" means "a little something extra or free". These pictures of ideas and tips are offered as a "little something extra" to help all Flying Scot sailors make their Scot sailing and owning experience more enjoyable. Hopefully others will offer to share their own or observed "innovations" in Scots 'n Water! See the photos relating to each of the following tips.

CRANK HANDLE HOLDER

Can't always easily find that halyard box crank handle? Worried about it falling down the centerboard trunk if you store it in the tabernacle below the mast? Or in a worse case scenario (I speak from experience), locating any handle after a capsizing? This simple device is made from a piece of PVC tubing and a utility clip and requires four screws for mounting (two in each piece). The PVC is notched to help keep the handle from pivoting. Two small holes to accommodate the screws are drilled completely through the PVC. The outside holes are then drilled with a larger bit so as to permit a screwdriver blade (suggestion - use Phillips screws as a smaller outside hole is required).

BOOM END PROTECTOR

Don't like those nasty scratches and scuff marks the boom can leave on the aft deck when the boom is not lowered directly into the crutch or during a "crash" drop? Just glue - I use contact cement — a piece of carpeting to the boom end. I prefer the thin outdoor variety as shown.

TRANSOM TRAILER PROTECTOR

Always worried about walking too far back in your Scot when on a trailer and having it tip up and the transom corner hit the ground (or worse concrete or asphalt)? Just bolt a "sacrificial" piece of treated wood to the back of the trailer. Be sure to make it sufficiently long to prevent the boat from hitting "bottom", and thick enough to stand the impact. So, if the rig does accidentally tip up you will not wind up with a ding in the bottom.
Sailing Fast in the Right Direction!

The Flying Scot is a strict one-design class. The rules work very well controlling the important factors affecting the speed of the boat through the water. There are only a few things we can do to get around the course faster.

- Use rigging and control systems that allow more efficient boat handling by your crew.
- Use compasses that are easy to read and helpful when making tactical decisions.
- Provide convenience and safety items that improve comfort of the crew.

Keep the crew comfortable, give them systems to make their job easier and they can focus on making the boat go fast in the right direction. A winning strategy!

The boat shown is a composite of many ideas gleaned from Scot sailors over the years, including some ideas from last year’s NACs in Pensacola.

Sailing fast in the right direction is a lot easier with the Tacktick Micro digital compass - The best digital compass on the market and it's simple to use, easy to read, solar powered, waterproof and portable.

Holding power on the jib sheets seemed to be an issue at the NACs last year. The small amount of wrap on the ratchet on the track gives limited holding power when used with cleats on the sail. We saw a variety of methods used to increase holding power, some with pretty tortuous paths. The solution shown mounts Harken’s Carbo Ratchomatic® blocks on the sails along with the cleats. This increases the wrap to nearly 90°, increasing holding power significantly.

Ratchomatics® provide an added benefit. They are spring loaded and the ratchets only engage when loaded up and then free wheel when the sheet is released. They are great for all ratchet applications on the Scot including the spinnaker. We love the Ratchomatics® along with the new lightweight Maflioli spinnaker sheets weighing in at ~1.2 lbs./pair.

A special thanks to Dave Batchelor for his contribution to this ad.

Look for additional ideas in future ads, or call Layline if you need advice on other rigging questions. We can help with all your Flying Scot needs!
Eastern Regional Women's Flying Scot Championship
by Jane Mahan, FS 1866

The Eastern Regional Women's F/S Championship was sailed on Deep Creek Lake, Maryland on August 10 and 11, 2002. The winds were light and variable from the SE in the first race. This gave Race Commander, Dave Mahan, quite a challenge in setting up courses but he rose to the occasion.

There were five boats registered in the Championship Division (woman skipper and crew), and 10 boats registered in the Challenger Division (woman skipper and man or woman crew).

In the first race Joanie Palmer got off to the lead and held it for the entire race, finishing first. Jane Mahan, sailing with her granddaughter, Monica Chandler (13 years old), was second, and teenagers Meredith and Ashly Dodd were third.

In the second race with winds coming and going from the SW, Jane Mahan lead at the first and second marks. She was overtaken from way behind by Joni Palmer and the rest of the fleet when, in typical Deep Creek fashion, the wind came up from behind. Joni overtook Jane just before the third mark and led to the forth mark where there was a traffic jam. In attempting to round the mark but having no rights on anyone Jane and Monica fouled a Laser and had to do a 720. The winds were so light that Jane misjudged the amount of time it would take to do this and wound up interfering with Barbara Elster when she was rounding the mark. Jane decided to make sure she was out of everybody's way before doing another 720. By the time this was done she wound up finishing last. Joni went on to win it with the teenagers, Meredith and Ashly second and Stephanie Mahan and Vicki Willey third.

In the third race Joni and Jane again fought it out for first place with Joni first at the first and second marks and Jane overtaking at the third mark. But again Joni overtook and finished first making it a clean sweep. The consistent teenagers, with two thirds and a second, finished second and Jane and Monica finished third overall.

The Challenger Fleet had its own excitement going on. Barbara Griffin, sailing with her husband, Don, had a port/starboard collision with Sally Ericson and Tom Garvin. Barbara was sailing on starboard tack and didn’t see the port tack boat until it was too late to avoid the collision. The boats hit with a resounding boom. At first it seemed the port tack boat wasn’t going to do a 720 because they thought Barbara should have avoided the collision. But Barbara did a 720 just in case. There was a protest lodged but it turned out both sailors had done 720’s so the protest was dropped.

In the first race Barbara and Don got off to a good start but first timers Jennifer Meehan and her Dad, Frank, got ahead on the downwind leg. Positions shifted back and forth but in the end Barbara finished first. She too made a clean sweep of the series finishing first in all three races. Sally Ericson and Tom Garvin and Jennifer Meehan and her dad, Frank actually tied for second place with 9 points each. Sally won the tie breaker and placed second overall while Jennifer and Frank were third and Joan Cornoar and Stephanie Vilgol were forth.

Geri Meehan again did all the pre-regatta planning, advertising, T-shirts, and food. We all commend her for her efforts to encourage women’s sailing.

Joni Palmer was moved to tears by Jane Mahan’s presentation to her of the K.B. Farrell Memorial Trophy (perpetual trophy for the Women’s Regatta Champion Fleet donated by the Farrell family). This trophy was named for K.B. Farrell who taught his three daughters to sail way back in 1958 and essentially turned the sailboat (snipe) over to them and said "go for it". Jane Mahan and Geri Meehan are two of K.B. Farrell’s daughters and they are still sailing today as are their children and grand children.

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2002 Flying Scot Canadian Championship
by Robin Collins, FS 4999

Since 1986, the Flying Scot Canadian Championship has been sailed every two years at the Stony Lake Yacht Club (Fleet 148), Stony Lake, Ontario. The only truly international regatta for the class, it generally attracts many top Scot sailors, with the 2002 regatta, sailed July 13 and 14, being no different (26 boats registered - 18 American and eight Canadian). This regatta also counted for the 2002 Michigan - Ontario Championship for those boats registered with a fleet in that District. Regatta Chairman, Colin Kinneas, and his hard working committee ensured that this FSCC lived up to the standards set by previous ones.

It was great to have many long time supporters of this regatta, back at Stony Lake, including FSSA Past Presidents Dave Jacobsen and Dan Goldberg; District Governors, Josh Goldman (Greater New York); Forest Rogers (Michigan - Ontario); Barbara Griffin (Ohio) and husband, Don Griffin; Anne Seidman (New York Lakes) and Peter; well known Scot sailor, Graham Hall, as well as many other old (young) and new friends. It was especially nice to see Joe Gulick here, and back in a Flying Scot.

Weather and winds were fair on Saturday July 13, as the race committee set a five-leg windward - leeward course, with offset mark, for a 10:30 a.m. start for the first race, which got under way on time, but with a big back in the wind. Graham Hall, sailing the left side of the first upwind leg, rounded the windward mark first, and in a close race, finished ahead of Josh Goldman and Tim Matthews, with Chris Danelik and Pat Glazer rounding out the top five.

The race two start got off promptly in a freshening breeze, shortly after noon. Tim Matthews established an early lead, and proceeded to lengthen it as the race went on. At the finish line it was Matthews followed by Josh Goldman and Chris Danelik; Graham Hall; and Jim Starr.

After lunch on the water, the fleet got back to racing in air of about 12 knots. Graham Hall rounded the first windward mark a boat length ahead of Forest Rogers, and preserved his lead to the finish. Graham, Whitney and Moppie, in the Hall boat, were followed, at the finish line, by Goldman, Rogers, Matthews, and Glazer.

It has become something of a tradition at this regatta to carry the international flavour through to a “Paddle-a Scot-Race” held during the cocktail hour before the regatta dinner. For it, American and Canadian captains put together teams of eight paddlers with one other crew - member on the tiller. The goal is to paddle the Scot as fast as possible from a start line to the finish in front of the SLYC Clubhouse, a distance of some two hundred yards. Believe me, even with eight paddlers, it’s not easy to get a Scot moving well through the water - I retired from this race some years ago. The Canadian team maintained their perfect record, in this series, nosing out the Americans by a boat length. I’m not so sure about the victorious team in the water fight, which followed this race.

As the fourth, and final race, got under way on Sunday morning, Josh Goldman and Graham Hall were tied for top spot, with Tim Matthews a point back. Stony Lake sailor and former Canadian Olympic Team member, Matthews, found the light variable Stony Lake air to his liking and won both the race and the regatta. Tim’s win in this final race tied him on points with Josh Goldman, with Tim winning the regatta on the tie-breaker. The Hall boat was three points back in third, followed by Chris Danelik and Pat Glazer, both of whom had sailed a consistent series.

In the Michigan - Ontario District over-all results, Forest Rogers successfully defended his title with Robin Collins, Doug Smith and Douglas McTavish making up the rest of the top four.

Prize-giving for the regatta followed lunch at the SLYC clubhouse. An important award was a special presentation to Mackenzie Dickson (FS693). Kenzie was the prime mover behind the establishment of Fleet 148, and also was the key player in bringing the first FSCC to Stony Lake back in 1986.

Thus ended the ninth Flying Scot Canadian Championship.
Bill Draheim Wins Championship of Champions

28 October 2002 (Lake Norman, NC) - Bill Draheim of Rockwell, TX, along with crew Scott and Natalie Mauney took top honors at US SAILING'S U.S. Championship of Champions at Lake Norman Yacht Club (Charlotte, NC), beating out 16 other national sailing champions. The event was sponsored by Rolex USA; Rolex sponsors all US SAILING Adult Championships.

Draheim, the national champion in the Flying Scot class, finished with 29 points in the 13-race series that ended Saturday, October 26. Mike Ingham of Rochester, NY, representing the Thistle class, finished in second place with 44 points, and Dick Tillman of Syracuse, Ind., the national windsurfing champion, finished third with 51 points. The only female competitor, Allison Jolly of St. Petersburg, FL, finished in fourth place with 59 points. Jolly is the national champion in the Fireball class.

The races were sailed in Flying Scot sailboats provided by Lake Norman Yacht Club. Two races were completed in light air on Wednesday before the wind died completely. Thursday dawned cloudy, with light winds, and the sailors were able to complete five more races. An additional five races were sailed in Friday's rainy, blustery conditions, and the final race was completed Saturday morning, after which the winds went calm.

The annual event is held at different locations around the country. Lake Norman Yacht Club hosted the event once before, in 1985. In 1993 US SAILING named the Championship of Champions trophy in honor of Jack Brown, a former Lake Norman Yacht Club member who was active in national sailing circles as a judge, regatta organizer and member of US SAILING Committees until his death in 1993.

Ken Corni served as Championship of Champions Regatta Chairman and Bob Smither was Event Chairman. For more information about the Championship of Champions, visit http://www.ussailing.org/championships/ColC/.

Other sailors competing in the regatta were Tony Passafiume of Calvert City, KY, Y-Flyer class, 60 points; Benz Fager of Metairie, LA, Ensign class, 65 points; George Fisher of Hilliard, OH, Lightning class, 83 points; Scott Savage of Columbus, OH, Interlake class, 112 points; Ian Gill of Westport, CT., Blue Jay class, 121 points; and Newton Wattis of Surf City, NJ, Mariner class, 122 points.

Also, Keith Staub of Duluth, MI, San Juan 24 class, 123 points; Don Carsten of Erie, PA, Catalina 22 class, 130 points; Tim DeVries of Madison, WI, Buccaneer class, 147 points; and Daniel Thompson of North Oaks, MN, X-Boat class, 161 points.

The United States Sailing Association (US SAILING) is the national governing body for the sport of sailing. The mission of this volunteer organization is to encourage participation and promote excellence in sailing and racing in the United States. More information about US SAILING, which is headquartered in Portsmouth, RI, is available at www.ussailing.org.
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Clip to hold extension to tiller. $1.95

Ronstan Telescopic X-10 Tiller Extension...
29" to 48" telescopic, same as Fixed X-10 above w/wrist-lock adjustment, 'Hyperon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolt. $65.70
Clip to hold extension to tiller. $2.55

Spinnaker Pole...
1 1/4" diameter pole w/ heavy duty Forged end fittings designed to snap on without pulling the continuous wire top. $198.00

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. $126.00

Bow Flotation Bag Kit...
Reserve buoyancy to help keep bow of a capsized Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or rain not included. Price complete. $56.80
Replacement bag only. $41.70

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

Jiffy Reefing Kit...
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not remove roller from the boom. (Modification to mainsail for reef grommets not included.) $50.10

Coming Soon:
Carbon Fiber Spinnaker Pole...
Request For Details

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100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot logo. Sizes: S-XXL $45.00
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Visit our Web Site at www.flyingscot.com for a complete Parts List!!!

Trailex Aluminum Trailer...
Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7'5" and features 480 x 12" tires. Can be picked up at the factory or knocked down and shipped by freight (assembly required). $1675.00

Aquameron 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 off the mast and is held in place by shock cord for easy installation. Price complete. $77.00

Plastimo Contest Tactical Compass & Mount...
3 1/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree rubber line, tack through 90 degrees and you will read the same number on the opposite side's needle line. Merigong mount is held in place by shock cord for easy installation. Price complete. $220.00

Tacktick Micro Compass & Mount...
Enjoy the competitive advantage of having a digital racing display and essential start timer. $375.00

Stainless Steel Mast Sleeve...
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws. $114.80

Rudder Lift System...
Features custom stainless steel bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow water. Complete w/fasteners. $83.00

Swim Ladder...
Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless steel grab rail through bolts to deck. Low profile to reduce transom drag. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder - $71.00
Grab Rail - $21.00

Mainsail Fotation...
For added security against tearing or burning the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete. $150.00
Sailing in Arkansas: A Well-Kept Secret
Grandma Maumelle Sailing Club of Little Rock,
Site of the 2003 Wife-Husband Regatta, June 20 - 22

A bald eagle cautiously follows a fleet of keelboats from a safe altitude in the winter sky over Lake Maumelle. As the boats round the turning mark, a fantastic display of spinnakers unfurls and creates a line of color along the downwind leg. By early May the scene has changed. The big boats are back in their slips and the sailors have stowed their foul weather gear and boarded Thistles, Flying Scots, Y-Flyers, Hobies, and Lasers for the summer. During both seasons, the camaraderie and fellowship is as important as the intense competition at Grandma Maumelle Sailing Club (GMSC) near Little Rock, Arkansas.

Since its beginning in 1959, GMSC has grown to become one of the best kept inland sailing secrets in the country. Tucked away in the foothills of the Ozarks, Lake Maumelle is a water supply reservoir for Little Rock and is located about 15 minutes west of the city. Thanks to a lease and a carefully nurtured relationship with the Little Rock Water Board, GMSC has its home on a beautiful lake where the club and two public marinas are the only signs of civilization on the hilly, wooded lakeshore. With plenty of open, relatively deep water and no swimming or water skiing allowed, the lake is an inland sailor's paradise. Racing is the life blood of the club and has proven to be the key to its success. On any given race day during the club's 12 month racing schedule, an average of 100 sailors can be found in competition on the race course.

Parties and social events rate a close second to racing on GMSC's list of priorities. The annual "Spring Pkg", traditionally held the night before the first centerboard race, is held on the deck of the clubhouse overlooking the lake, as a celebration of the coming of centerboard season. In November, the club holds a more formal "Fall Ball" awards banquet in Little Rock. Many of our activities are impromptu, such as last minute moonlight sailing in the summertime.

The relaxed atmosphere is not for accident. From the very beginning, the emphasis has been to create a laid back, fun environment for sailors and their families. "We call ourselves a sailing club, not a yacht club", remarked former commodore Bud Thurman. "We're not fancy, we're fun!" Indeed, the club members have built the clubhouse, docks, launch ramps and cranes largely with

2003 Wife-Husband Regatta Schedule and Registration

**Highlights**
- Large parking lot with ample parking spaces
- Childcare available
- On site help for rigging and launching
- Trophies for Champion, Challenger, and Senior winners
- Host homes available
- Campground nearby
  - (no swimming or camping at lake)

**Contacts**
- Bill Brierley: (501) 663-0736, wrbrierley@carth.com
- Brenda Maullon: (501) 868-4514, arkmecdoe@com
- Susan Brighten: (501) 868-9942, cruzansusan@yahoo.com

**Hotels**
- Amerisuites Little Rock (501) 225-1075
- Baymont Inn West (501) 225-7007
- La Quinta Inn West (501) 224-0900
- Holiday Inn Select West (501) 223-3000

* More listed on website

**SCHEDULE**

**Friday, June 20**
- Noon - 6 pm
- 6:30 - 8:30 pm
- Early Registration
- Heavy hors d'oeuvres and drinks

**Saturday, June 21**
- 8:00 - 9:00 am
- Late registration and continental breakfast
- Race committee meeting
- First Race
- Lunch
- Second Race
- Third Race
- Dinner at Clubhouse

**Sunday, June 22**
- 8:00 am
- Breakfast
- First Race: Second Race to start no later than 11:00 am.

* Awards immediately following last race at clubhouse.
their own hands. Maintenance, including electrical work, is also
ruled from the membership ranks. This self sufficiency has
enabled the club to keep its dues low so that no interested sailor
is excluded for economic reasons. A wide range of racing class
boats is sanctioned by the club to ensure enough variety to fit
everyone's pocketbook and preference. Our members have one
thing in common—a passion for sailing and all the good things
that happen as a result of sailing.

Flying Scot Fleet #133 is pleased to host this year's Wife-
Husband Regatta June 20-22. Camping, while not allowed at the
lake, is available nearby. A list of hotels is available on the club
website: www.gmsc.org. Directions to Lake Maumelle and to
the hotels listed can also be found on the website. Childcare is
available. Please call one of the contact people on the registra-
tion form if you will be needing child care, so we can arrange to
have sufficient supervision. We have many club members who
would like to host a couple or family in their homes. Again,
please notify one of the contact people so we can accommodate
your request. The food promises to be superb, with nearly all
meals covered in the registration fee. Trophies will be awarded
to the winners of the champion, challenger, and senior divisions.
We hope to see you in Little Rock at the Wife-Husband Regatta
in June!

2003 WIFE-HUSBAND REGATTA
REGISTRATION FORM

Wife: ____________________________

Husband: ________________________

Club: ____________________________

Fleet # & Boat #: __________________

Address: _________________________

City, State, Zip: __________________

Phone: ___________________________

E-mail: __________________________

☐ Championship Division ☐ Challenger Division

Registration Fee:
☐ USSA Member $70 ☐ Non-USSA Member $75

Mail to Bill Brierley
1917 Canal Pointe, Little Rock, AR 72202

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FITS WITH MAST UP

SKIRTED FROM $495
BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM $276
BOOM TENT THAT COVERS FROM MAST
OF TRANSMON

BOTTOM COVER $354
SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

RUDDER COVER:
FLANNEL LINED $51
FOAM PADDLED $66

SCOTS 'N WATER
# 31st Flying Scot Midwinter Championship Results
## St. Andrews Bay Yacht Club, Panama City, FL
## March 25 - 28, 2003

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**Challenger Division**

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 spinnaker; 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; spinnaker 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 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.
Starting Line

Jax Mug Race
May 3 and 4, 2003
Rudder Club, Florida
For more information contact Jon Hamilton at 352-392-2999, hamilton@ufl.edu.

Great 48 Regatta
May 3 and 4, 2003
Lake Norman YC • Charlotte, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com.

Azalea Cup
May 10 and 11, 2003
West River Sailing Club • Gainesville, MD
For more information contact Frank Gibson (703) 271-3716, fgibson@peoplepc.com.

Buckeye Regatta & Ohio District Championship
May 17 and 18, 2003
Hoover Sailing Club • Columbus, OH
For more information and registration contact Brian Paco Aolani_96@yahoo.com or Jay Huiling huiling@widescopewest.com.

Southern Regional Championship
May 24 and 25, 2003
Southern Yacht Club • New Orleans, LA
Contact Larry Taggart at 504-482-7335 or taglins@usa.net.

Egyptian Cup Regatta
May 31 - June 1, 2003
Carlyle Sailing Association • Carlyle, IL
Check back for more information.

Greater New York District Championship
May 31 - June 1, 2003
Indian Harbor YC • Greenwich, CT
Contact Josh Goldman at 203-454-0768 or jgoldman@tiscali.com.

Texas District Championship Regatta
May 31 and June 1, 2003
Lake Canyon YC • Canyon Lake, TX
For more information contact Jeff Foerster, phone 210-332-8552 or email JFoerster@aol.com.

Adams and Mallory Cup
May 31 and June 1, 2003
Coconut Grove Sailing Club • Miami, FL
For more information contact Fay Regan (305) 854-5426, tilfay@tbgrove.com.

Mayors Cup Regatta
June 7 and 8, 2003
Lake Townsend YC • Greensboro, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Founders Cup Regatta
June 7, 2003
Old Greenwich Yacht Club
For more information contact Dave Olser at 203-975-9166, ddoorler1@ao.com

Top of the Lake Regatta Midwest Districts Tune-up
Neenah-Norway YC • Neenah, WI
More info at www.nyc.org

Full Moon Regatta
June 14, 2003
Monmouth Boot Club • Red Bank, NJ
Skipper’s meeting at 9:30 am, continental breakfast and lunch included. For further information contact Bill Ewing at (732) 530-6511 or fs5240@yahoo.com

Wife Husband Regatta
June 20 - 22, 2003
The Grand Maumelle Sailing Club Little Rock, AR
For more information see page 15 of this issue or go to www.gmsac.org

Douglass/Orr Invitational
June 21 & 22, 2003
Sprite Island YC • East Norwalk, CT
For further information contact Melanie Dunham at (845) 835-0619, FS2801@aol.com or Peter Feick at (203) 762-7150 pfeick@aol.com

Governor’s Cup Regatta
June 21 and 22, 2003
Kerr Lake Reservoir • Henderson, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com

2003 Pig Roast Regatta
June 21 and 22, 2003
Flying Scot fleet #1 • Cowan Lake Near Willington, OH
For more information contact Shaun Clements at (513) 779-6220 or ShaunClements@cinci.rr.com

2003 Midwest Districts
June 27 - 29, 2003
Delavan Lake Yacht Club • Delavan, WI
For more information contact Jack McCurkin at jmccurkin@aol.com or 847-891-8692, or go to www.dfyc.com

New England District Regatta
June 28 and 29, 2003
Massapoag Yacht Club • Sharon, MA
For more information, contact Diane Kamp at 508-234-8047 or dianekamp@charters.net
Visit our website for directions and registrations http://sailnyc.org

Oriental Sailing Social
July 12 and 13, 2003
North Carolina
Contact Larry Vitez for more information lvitez@carolina.rr.com

Michigan/Ohio Districts
July 12 and 13, 2003
Crescent Sale Yacht Club Lake St. Clair Grosse Pointe Farms, MI
For more information contact Chris Bahash, Fleet Captain, cbahash@yahoo.com, 313-885-8111 or Forest Rogers, fs5230@aol.com, 734-964-0451

Fleet 181 Invitational Regatta and NY Lakes District Regatta
July 12 and 13, 2003
Chasico YC • Auburn, NY
For more information contact Peter Whiting (315) 285-5201(x)days, pwwhiting@syr.edu.net

Midsummer Regatta
July 19, 2003
West River Sailing Club • Gainesville, MD
For more information contact Frank Gibson (703) 271-2716, fgibson@peoplepc.com

Long Island FS Championships Leg 1
July 19, 2003
Westhampton Yacht Squadron Remsenburg, NY
For more information contact Ed Sargen (201) 852-0829, eddijann@aol.com

North American Championship
July 19 - 26, 2003
Lake Norman YC • Near Charlotte, NC
For information visit the Lake Norman YC website at www.lakenormanycyachtclub.com

Continued on page 21
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

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<th>Name</th>
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Price includes bag, battens and royalty. We would like a 50% deposit with order and balance upon delivery.

Mark Colors On Diagrams

[Diagram of sail designs]

SPINNAKER COLORS

Black  Orange
Grey   Coast Gold
Natural Yellow
Purple  FL-Yellow
Lt. Blue FL-Green
Ocean Blue FL-Pink
Green   FL-Orange
Dk. Blue FL-Raspberry
Red
17th Annual Saratoga Lake Flying Scot Invitational Regatta
August 9 and 10, 2003
Saratoga Lake, NY
For more information contact Peter and Ana Seidman 518-877-8731, pseidman@nycap.rr.com, www.sailsaratoga.org

Eastern Women's Invitational Regatta
August 9 and 10, 2003
Fleet 6 • Deep Creek Lake, MD
Ladies Come On Come All!!! Have a great weekend of sailing and enjoy meeting other women sailors. Most years we have had great winds. Contact Geri Messhan for more information 703-293-9531 (Home) 301-387-7890

Crystal Ball Regatta
August 16 and 17, 2003
Crystal Sailing Club • Crystal, MI
For more information contact Mark Schuurmans (616) 261-4592, mschuurman@hotmail.com or www.sailsc.org.

Annapolis to Galesville Race
August 30, 2003
West River Sailing Club • Galesville, MD
For more information contact Frank Gibson (703) 270-2716, fhgibson@peoplepc.com.

WRSC Annual Regatta
August 30 & 31, 2003
West River Sailing Club • Gainesville, MD
For more information contact Frank Gibson (703) 270-2716, fhgibson@peoplepc.com.

Massapoag YC 54th Annual Regatta
September 6 and 7, 2003
Massapoag Yacht Club • Sharon, MA
For more information contact Diane Kumpf 508-234-8047 or diane@kumpf@charter.net. Visit our website for directions and registrations: http://sailmyc.org

Lake Murray Sailing Club
September 13 and 14, 2003
Columbia, SC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Flying Scot Fleet 24 Regatta
September 20, 2003
Candlewood Yacht Club • New Fairfield, CT
Contact Fleet Captain Andy Fox, AndyFax@alum.american.edu or (860) 354-6161. More Details to follow...

The Carbo Ratchomatic lets you trim and ease freely in both directions like a non ratcheting block, but automatically engages the ratchet when loads increase.

Lightly-loaded sheets release like greased lightning and asymmetrical spinnakers free instantly for fast jibes. With a twist of an Allen wrench, you can customize the Ratchomatic engagement to suite your own strength and sailing style.

Allen wrench
Lightweight muscle

RATCHOMATIC

Allen wrench
easily adjusts
ratchet load
engagement

Did you know, Carbo AirBlocks® significantly outperform stainless reinforced plastic blocks. A owing 30% lighter, with a 50% higher working load than classic blocks of the same size.

HARKEN®

1251 E. Wisconsin Avenue, Pewaukee, WI 53072, Tel: 262-691-3320, Email: harken@harken.com, Web: www.harken.com
## New Members

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<td>4660</td>
<td>Joseph Erwin</td>
<td>6317 Monticello Avenue</td>
<td>Dallas, TX 75214</td>
</tr>
</tbody>
</table>

### New Members this report 16

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**Brighten your sailing -- choose our Flying Colors triradial spinnaker. Improve your speed with your color customized chute.**

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Making Flying Scot sails since 1974
Flying Colors JCF/3
Mainsail model JC-2
Jib model NWF-1
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**Caveats**

Continued from page 23

**FS 4921** - Douglass built in 1994. Excellent condition, white deck and hull with red stripe, Schurr Jib, Main, Spinnaker, Gailvanzed factory trailer, 2 covers. Lot misc. equipment. $3600. Located in Bokhelia, FL. Contact Willard Frisell (239) 263-5215.

**FS 5021** - Like new, cream deck, white hull, medium blue trim and water line. Main & jib, jiffy roofing, galvanized trailer, Sailor's trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket, 2HP Evinecude, $9000. Located in Otis, MA. Contact Maurice Corson (413) 269-6542.


**WANTED:** During my nearly 25 years sailing Scots I have accumulated enough parts to assemble another Scot or two. Except the hull. Who has a decent hull for sale? Don't need spars, sails or trailer. Contact Steve Hartman F3 320 217-359-5835 fax 217-359-5839 stevet@jsmaps.com.
Caveat Emptor

CAVEAT EMPTOR = BUYER BEWARE

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

FS 2687 – Customflex built in 1975. All hardware including main and jib. Mooring cover. Panco trailer with spare. Dry sailed for last 20 years. No soft spots. $2200. Located in Decatur, IL. Contact Herb Dakin at (217) 428-8104.

FS 2713 – Customflex built 1975. White deck, orange hull, new blue antifouling paint on bottom. Main, two jibs, spinaker. First class hardware. Anchor, compass, Minn Kota trolling motor, battery, Tilt back trailer with spare. Mooring cover, cockpit cover and trailer cover. $3500. Located in Altoona, PA. Contact Steve Currier (814) 946-7907.


FS 3402 – 1972, new bottom paint and boot stripe, new mooring and sail cover, new mahogany centerboard cap, tiller and lockrings. Main, jib, Spinaker w/sail bag. 3.6HP Mercury motor & heavy duty trailer. $3000. Located in Ontario, Canada. Contact Thai Barber (613) 684-1891, thai_barber@sympatico.ca.


FS 4642 – Douglass built in 1999, excellent condition, cream deck and hull with blue stripes. Schurr Main and jib w/Jiffy Reefing, like new Spinaker, 1.5HP outboard w/ detachable motor mount, Tee-New galvanized trailer w/spare, Sailor’s Taylor T-M cover with extra winter cover, Lifejackets, anchor and paddle. Dry sailed. $6500 obo. Located in Chicago, IL. Contact Mark Bwing (847) 749-2751, meowing@concentric.net.


FS 4784 – Douglass built in 1991. Excellent condition, main, jib, spinaker, motor mount, swim ladder, mast, flotation, travel cover, galvanized trailer, custom dry deck mooring system and tiller storage tube, padded rudder bag, 12v navigation lights and outlets, under deck storage, w/optional 2001 5hp mercury outboard $7800. Located in Minneapolis, MN. Contact Tim Keitman, (612) 414-4353, tim@excelp.net.

Continued on page 22
### Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
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<td>FSSA Burgees</td>
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<td>FSSA Shirt (Dark Blue, Denim, Red, Navy, White)</td>
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<td>Sizes: M, L, XL, XXL</td>
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<td>FSSA Hat (Red, Denim, Khaki)</td>
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<td>FSSA Necktie (Red, Navy)</td>
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<td>Roster Pages</td>
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<td>FSSA Blazer Patches</td>
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<td>Scoot Print—&quot;Sailing&quot;</td>
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<td><em>Sixty Years Behind the Mast</em> by Sandy Douglass</td>
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<td>Highlights of Scots'n Water</td>
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<td>Members $16.00</td>
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<td>$8.00 on orders $25.01 - $50.00</td>
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<td>$20.00 on orders $100.01 or more</td>
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</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 1-800-445-6269 between 8:30 am and 4:30 pm EST. Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

---

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(479) 271-7535
cswensen111@verizon.net

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**OHIO DISTRICT**
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barden67@soil.com

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geblach@netscape.net

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James W. Gelert
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(620) 342-7104

**TEXAS DISTRICT**
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(214) 341-8283
smmauney@slatem.net

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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**
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Columbia, SC 29205

**Address Service Requested**

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