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Clockwise from top left: Greg Fisher, 2001 National Champion (photo by Bob Harrington); Harry & Karen Carpenter, 2001 Wife/Husband National Champions; Kelly Gough, 2002 MidWinter Champion (photo by Bob Harrington)

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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.

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Sunshine Hartman was an excellent Scots 'n Water Editor, and I'm sure all of us will miss her. Some memories of others follow this article.

She was equally famous for the creative Glow in the Dark regatta put on by the Hartman clan (Jerry, Steve, Mike, et al). I could never remember the strict rules about Kamikaze toasting, prompting more rounds of drinks. The costume party was memorable and the parties were especially good when too little wind or a big blow kept us from sailing. Sunshine always made sure everyone participated in the fun and had a great time.

Sunshine and Jerry have traveled to most major regattas and seem to know everyone. Attending regattas all over the country, her understanding of the Flying Scot one-design philosophy and her careful editing resulted in Scots 'n Water being the best one-design magazine published. Her idea of rotating the focus of each issue among the districts was a great innovation and led to more involvement by FSSA members. What's more, I feel we all learned from each other.

Sunshine always tried to provide a balance of articles in each issue, including racing, parties, recreational sailing, helpful hints and other topics. The following are some thoughts from some of her friends: three ex-presidents, Bernie Knight (poet laureate), Paul Moore and Dan Goldberg; and cousin Steve (the chef) Hartman.

Thanks, Sunshine, for so many years as our Editor and reporter. You found stories that interested all of us. Your friendship with Flying Scot people all around the country created a supply of real stories straight from the sailors. Your travels with ferry in your “Hilton” placed you in the center of every regatta’s action.

You and Jerry are my good friends and I’m looking forward to many years of sailing with you. I’ll miss your activities and contacts as our Editor, digging out stories and reports from us to share with the FSSA members.

Thank you again, Sunshine!

– Paul Moore

I was always amazed at Sunshine’s ability to get out Scots ‘n Water, issue after issue, with interesting articles, regardless of time of year or where she actually was! I also really liked her approach to regattas – her top 3 priorities were (1) have fun, (2) have fun, (3) race if it was fun to do so. Makes a lot of sense!

– Dan Goldberg

From the perspective of one who has in his many years at the tiller read and compared the editorial quality of such class periodicals as J-24, Sunfish, Finn, Laser, Banshee, Mutineer and Prindle 16, I can say, without qualification, that Scots ‘n Water is the best.

Over the last 10-odd years, editor Sunshine Hartman has carefully but aggressively crafted our beloved news magazine into a truly excellent publication.

Sunshine challenged her readers to not only continue the tradition of news, bulletins and race results, but to also add the human side – the fabric of the people who make up the Flying Scot family.

To say that we shall miss Sunshine, while a fitting tribute to her efforts and devotion to her task, would possibly send the wrong message to her successor. On the contrary, I’m certain the tradition of excellence will continue under our new editor. She’s certainly been shown the way. I look forward to my next issue. Thanks again, Sunshine!

– Steve “Farkle” Hartman

Scots ‘n Water is the magazine
That we read through and through
Then came a need to edit all the stuff
Sunshine did the job before we knew.

How tough it was to get the words
And pictures from the members too.

With trophies and awards she tried
And words she got were not too few.

Ten years have come and gone.
Sunshine’s called for other things to do
Bidding us to say “Farewell and thanks
For all you chose to do.”

Bernie Knight
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Regatta Adventures
by Albert Collum, Stepson of Fast Eddy (Ed Summerfield, FS 4736)

Every regatta is an adventure for Ed Summerfield, #4736, of Toms River Yacht Club in Toms River, NJ.

Four Midwinters in Panama City found Ed with two broken vehicles, a contraband gun, and a missing crew.

One year, Ed borrowed his father-in-law's truck to pull his boat down to the Midwinters. He made it down with no problems, but upon his arrival in Panama City, the engine blew. Not wanting to return a dead truck to his wife's father, Ed called around for estimates. One week and $2300 later, the truck was fixed – just in time for the drive home.

Learning from that incident, Ed decided to drive his own car the next year. Again, the trip down was a breeze. Maybe it's the Panama City roads, but this time the radiator hose broke. It took four days to repair – again, just in time for the drive home.

Knowing that Ed was planning to leave the next day, and that she would see him again in 18 hours, Kay took off on her flight with the clothes on her back and $80. Ed kept trying to contact Herb, who was in New York on a ski trip and had fallen ill; the next day, the captain and his crew finally met up and began their journey.

Meanwhile, Kay was stuck in Florida for two days with no clothes or money. If they hadn't made contact, Ed was going to leave without the boat so he could deliver Kay her clothes and some money.

"Everyone was so nice to me," remarked Kay. "They offered me money and clothes, and they took me out to eat. I would have felt bad if Ed had driven all the way down to the Midwinters without his boat or crew!"

Of course, a tire blew on the trailer on the way down! Oh, and no, Herb did not get sick again on the drive down!

Fate was no more kind to Ed when he attended the Saratoga Lake Invitational in New York.

While traveling up I-85, Ed was wondering why all the cars were honking at him and motioning frantically at his boat trailer. When a tractor-trailer driver pulled next to him, and started screaming at him, Ed knew there really was a problem. When he pulled over, he checked the boat, only to see that the cover had ripped as they cruised along at 75 mph; as they drove, the spinnaker had been flying out behind the boat!

What hand will fate deal Ed next year at the Midwinters, or the Saratoga Lake Invitational? Stay tuned to the pages of Scots n' Water to find out!
Many of you reading this magazine have been to numerous regattas over the course of your sailing careers. But how many have actually been charged with the daunting task of running a regatta? There are many factors that go into running a great event. Here are a few ideas and tips.

**Organization**

There are many facets to an event. There is the Notice of Race, Sailing Instructions, Publicity, Housing, Food and Entertainment, Regatta Committee, Judges, Patrol Boats, and in larger events, Measuring. It is important to plan early and get as many people involved as possible. Delegate responsibilities much as you would do in a boat. Set goals and deadlines and get the yacht club on board early.

I think when people arrive there should be someone present to greet them. And there should be food. Everyone is always hungry after a long drive, so have the grill going and the bar open.

**Communication**

The Notice of Race will detail the event including the location, number of races, starting times, etc. But once sailors arrive at your club there should be clear communication regarding boat storage and launching, local points of interest, services available (or not available) at the club and how the weekend is going to work. Imagine that your club is your home – you want people to feel comfortable and you want them to come back again. The Sailing Instructions should be posted and any pertinent tide information should be on the bulletin board as well.

**Race Day**

I think it is a good idea to start racing on the first day a bit later than the following days. This allows for sailors to drive up that morning and it gives people a bit more time to set up. In addition, there are several locations where the wind doesn’t come up until the afternoon – so why rush to drift around? A brief skippers meeting is helpful – but keep it short. Most race courses these days are windward – leeward so your sailing instructions should be clear on where the start/finish lines are located and how many laps (or legs) will be raced.

Long before race day you will have selected a PRO (Principle Race Officer) who besides the weather is the key to success on the race course. Have you ever seen Bill Ross run a regatta? He knows exactly what to do (even when it is raining) and anticipates all the variables that might occur during the day. Much of his success is due to the strong team he puts together to help run the event. Plan early, pray for breeze and your event will work.

**APRES Racing**

After a long day of racing, sailors appreciate the little things. I always enjoy having the preliminary results printed and accessible when I hit the dock. After all, you have been out all day and you’re curious to see your finishes, this can be accomplished by radioing in the result before the RC leaves the Finish Line.

And of course I think it is important to have cold drinks (or hot in the fall) ready. This should include beer as well as water and sodas. Most regattas have a dinner and it is important to encourage everyone to stay. There are some events that do more than just dinner, however. Take the Canadian Championships for instance. The regatta organizers hire a full catering staff that cooks breakfast, dinner and prepares an “on the water” lunch. After the last race there is still more food and a “to go” bag for the road. The racing is competitive – but the food is unbeatable.

After the regatta is over the host club should tabulate the scores and give out the awards QUICKLY. Everyone is eager to hit the road and there is nothing worse than waiting for a protest to be heard or a slow score keeper. Have volunteers help visitors with their covers and search the parking lot for stray sails and life jackets.

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Looking For The Perfect Start?
Here’s Something Else You Need To Know

by John Slater, FS 4865

Every racing sailor knows how important it is to get a good start. But I was recently reminded that it isn’t enough to know how to get to the line at the favored end, at full speed, in clear air, and with room to maneuver. It’s also necessary to have a clean understanding of RRS 26—rule 26 of the Racing Rules of Sailing.

My reminder came during this year’s Great 48 regatta, sponsored by my home fleet, Fleet 48 at Lake Norman Yacht Club. The competitors had been divided into championship and challenger classes, and my crew, Gracia, and I were sailing in the challenger class, the second class to start. In the second race on Saturday several boats in our class—visitors from out of town—were a minute late for the start because they thought the sound signal for the prep flag was the sound signal for the warning.

It’s an easy mistake to make; I nearly made it myself. When the starting cannon sounded for the championship class, Gracia and I were busy watching to see which way the leaders were headed. It wasn’t until a minute after their start, when another cannon sounded, that I remember to look at the signal boat. I was momentarily puzzled. There were two flags flying—our class flag, and the P flag. Surely the committee had made a mistake. They should have put up only the class flag at the warning.

That’s when it hit me. The Principal Race Officer (PRO) was using a rolling display of a class flag and one sound. (Incidentally, if that sound signal associated with the warning signal fails, all the PROs that I know would postpone immediately and start the sequence again. Even though the rules say to disregard the absence of a sound signal, there’s too much riding on that particular sound signal. PROs want people to know when the sequence begins.)

The class flag is specified in the sailing instructions, and it’s essential to know what yours looks like. For one thing, in a multiclass regatta, there’s no guarantee that the classes will always start in the same order. Besides, there are other signals that govern the conduct of a race—shorten course, for example, or abandonment—that can apply to only one class if they are displayed with a class flag. You need to be able to recognize yours.

The class flag goes up at the warning and comes down at the start. It remains flying throughout the sequence. So if you look at the signal boat and your class flag isn’t flying, either the sequence hasn’t begun yet, or else your class has already started.

Unless the sailing instructions tell you otherwise, the warning signal will occur five minutes before the start. That’s the default condition. But the sailing instruction can change that, which is a good reason for reading them carefully before you leave the dock.

Continued On Page 11
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Drawstring/shockcord in hem
Sail # installation
Custom multi-color panels/trim

Prices

<table>
<thead>
<tr>
<th></th>
<th>Cover</th>
<th>white</th>
<th>blue</th>
<th>other</th>
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<td>6&quot; skirt</td>
<td>$376</td>
<td>$382</td>
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<tr>
<td>Full-sided</td>
<td>$483</td>
<td>$498</td>
<td>$522</td>
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The signal that follows the warning is the preparatory signal. Regardless of how many minutes before the starting signal the warning occurs, the preparatory signal is always made four minutes before the start. It consists of the display of one or two flags and one sound. The flag that is displayed is normally the "P" flag, but if the PRO wants to invoke any of the starting penalties from RRD 30, he or she can display the "T" flag (for the around-the-ends rule), the "Z" flag (for the 20 percent starting penalty), the "I" and the "Z" flags together, or the black flag (for the black flag rule).

This gives you another reason for keeping an eye on the signal boat – it’s the only way you’ll know whether starting penalties are in place, and, if so, which ones. Be aware, though, that the "I", "Z", and black flags can be displayed before, with, or as a boat’s preparatory signal. That means that they’re not fool-proof signals for determining the time remaining until the start.

The preparatory signal occurs four minutes before the start, and the flag or flags associated with it remain flying for three minutes. At one minute before the start, the preparatory flag(s) is removed with one sound (RRS 26 specifies one “long” sound), leaving the class flag flying alone until the start.

At the start, the class flag is removed with one sound.

The use of RRS 26 is not mandatory. The sailing instructions can replace it with any starting signals the governing authority chooses. But it’s a good system, and most regattas that I’ve attended over the past three years have used it.

Is there anything else you need to know about RRS 26? Just one thing, the rule’s final sentence says, “The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.”

This statement gives PROs great flexibility. It gives them the option of using rolling starts, in which the starting signal of one class occurs simultaneously with the warning signal for the next. Why might PROs use rolling starts? They might want to hasten the finish of a race because they’re concerned about bad weather moving in, or about the wind dying later in the day. Or they might use rolling starts to keep the classes closer together, or to minimize the length of time a class has to spend sailing around before its start. Many PROs prefer to allow some breathing space between the end of one sequence and the beginning of the next, but they aren’t required to do so.

For that reason, RRS 26 puts the burden on all skippers to monitor the visual signals on the signal boat, lest they be left behind at the start.

---

**A VISUAL GUIDE TO WATCHING THE SIGNAL BOAT**

<table>
<thead>
<tr>
<th>WHAT YOU SEE</th>
<th>WHAT IT MEANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>No flags</td>
<td>1. Your sequence hasn’t started yet, or 2. The race has already begun</td>
</tr>
<tr>
<td>Only your class flag</td>
<td>1. There’s more than 4 minutes until the start, or 2. There’s less than 1 minute until the start</td>
</tr>
<tr>
<td>Class flag + &quot;P&quot; flag</td>
<td>There’s between 4 minutes and 1 minute until the start</td>
</tr>
<tr>
<td>Class flag + &quot;I&quot; flag</td>
<td>The &quot;Round-an-End&quot; rule is in effect. The &quot;I&quot; flag may be raised 4 minutes before the start, or perhaps earlier.</td>
</tr>
<tr>
<td>Class flag + &quot;Z&quot; flag</td>
<td>The 20% Penalty Rule is in effect. The &quot;Z&quot; flag may be raised 4 minutes before the start, or perhaps earlier.</td>
</tr>
<tr>
<td>Class flag + &quot;I&quot; flag and &quot;Z&quot; flag</td>
<td>Both the &quot;Round-an-End&quot; rule and the 20% Penalty Rules are in effect. The flags may be raised 4 minutes before the start, or perhaps earlier.</td>
</tr>
<tr>
<td>Class flag + black flag</td>
<td>The Black Flag Rule is in effect. The black flag may be raised 4 minutes before the start, or perhaps earlier.</td>
</tr>
</tbody>
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WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.
Bill Draheim, with crew Natalie and Scott Mauney won the 2002 Championship of Champions, representing the Flying Scot class. Second place was Mike Ingham from the Thistle class. Third was Dick Tillman, representing the Windsurfing class.

Lake Norman Yacht Club hosted the 2002 Championship of Champions this past October. 17 national champions competed in 18 borrowed Flying Scots for the Jack Brown Trophy. Jack Brown was a member of Lake Norman Yacht Club and a member of Fleet 48 before he passed away in 1994. Each competitor was required to sail with a skipper and two crew. The competitors rotated boats after each race. The event was sponsored by US Sailing and Rolex, with additional support from Flying Scot, Inc. and North Sails.

Wind conditions over the four days of racing were light to moderate, and shifty. Temperatures were in the 50’s, unseasonably cold for late October. Conditions ranged from sunny to light rain to fog.

On Wednesday, Dick Tillman and Bill Draheim found the light air to their liking. They were tied with 4 points each after two races. They were followed by George Fisher (8 points, Lightning), Mike Ingham, (10 points), Benz Faget (10 points, Ensign), and Dave Johnson (10 points, International 210).

The breezes picked up on Thursday and Friday, with 5 races on both days. With the overall caliber of sailors, it became evident that boat speed and tactics were necessary for success. On Thursday, Bill Draheim and Mike

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Champions
Continued From Page 13

Ingham established themselves as the teams to beat, with consistent high finishes. They were tied with 21 points at the end of the day. Dick Tillman fell to 3rd with 32 points, followed closely by Dave Johnson and Tony Passafiume (Y-Flyer). Allison Jolly (Fireball) moved into 6th on solid top finishes, including a win in Race #6. George Fisher started the day strong with a win, but was hurt in the standings by an OCS in Race #5.

Overall positions were pretty much established on Friday, with Bill Draheim building a 9 point lead over Mike Ingham and 18 points over Dick Tillman. Allison Jolly and Tony Passafiume were tied in 4th, 10 points behind Dick Tillman. Benz Faget was another 7 points back in 6th.

Saturday brought sunshine and light winds. Only one race was completed before the wind completely faded away. There were no changes in the top 9 positions.

The event was a success because of the support of the members of Fleet 48 and Lake Norman Yacht Club. More than 30 individually owned boats were offered by Fleet 48. That’s over half the fleet. Over 80 volunteers assisted in various capacities of which over one third are members of Fleet 48. Here are some of the more notables.

- Harry Carpenter performed all on the water boat repairs between races. The most challenging was a main halyard replacement in 10 knots of breeze. It took him 3 minutes. The only recurring problem seemed to be broken winch handles!
- Bill Ross and his award winning crew served as race committee. Several OCS’s during the week, but only one general recall, and a multitude of course changes.
- Fleet 48 members launched and retrieved all the boats every morning and every evening. It was a flurry of activity for 30 minutes at the launch ramp in the evening as each boat ended up on its assigned trailer in its assigned parking spot.

With the involvement and camaraderie of everyone, including competitors, race committee, judges, on the water support, shore side support, meal preparation, etc., it was a special week of fun and competition. Hats off to everyone involved. 🎖
Flying Scot 1885 joined the Schultz family in March of 1971. She had been ordered in December of 1970 after we returned “Monster” F/S 171 to Dr. Hal Walker of Davidson NC. We had leased “Monster” for a year while Hal and Cathy were in Europe.

Nancy liked the stability, seats, and boom that could swing over our heads. Our two boys liked the space under the deck, being able to dive from the boat and go swimming. I liked the three-stay rig, the simple running rigging and best of all if any maintenance of hull, mast and boom. We found out the Scot was a good trailering boat on family trips to Wisconsin, Florida, Louisiana, Georgia, Virginia, Tennessee and Mississippi. She handled easily in winds of more than twenty knots on Lake Norman to no wind on Lake Ponchartrain.

Over the past thirty years plus, Nancy and the children Rick, Skip and Nan have raced cruised and picnicked with the Scot. Nancy and I moved to the coast from inland NC sixteen years ago and found “Ghost” likes to sail on Bogue Sound. We cruise to Shackleford Banks for swimming and picnics. We also sail Taylor’s Creek along the Beaufort water front and watch the Banker Ponies” on Carrot Island. We enjoy great seafood at the sanitary fish market on the Morehead City waterfront following a two-hour sail from our home in Pine Knoll Shores. Morehead City Boating Club sponsors four regattas during the summer, one of which starts in front of the sanitary fish market and sails around Sugar Loaf Island.

As an added attraction several years ago Nan and her cousin Katherine were sailing with me on Bogue Sound when we saw a pod of dolphins coming up behind the boat. We put the spinnaker sheets overboard and each girl slipped into the water. During the next five minutes the pod of about twelve dolphins came up behind and then passed along both sides of the boat. The girls were swimming with the dolphins.

The “Ghost: is still racing but a new era is about to begin. Grandchildren Joseph and Zoie moved to Carter County last June and they will be sailing with Grandmother and Grandfather this coming summer. The Scot has been a family member and fund boat for over thirty years and we are still counting.
You can race them, cruise them, and you can tow with them. Lake Norman sailors Ralph Mello and Larry Vitez thrice rescued on different occasions and subsequently towed into shore the same capsized MC-16 sailor. The sailor will go unnamed because he is also a card-carrying member of FSSA. The rescues have taken place on weekdays in the spring and fall when the lake is almost free from boat traffic, and the winds have been a delightful 10-14. We have actually become quite accomplished at the maneuver.

The MC-16 is low on flotation, or at least this one is, and after a few minutes on its side it swamps and becomes nearly impossible for the skipper to right. We first circle the distressed sailor’s craft a few times verbally harassing him to make sure he is sufficiently embarrassed. Then we approach from down wind and come to a stop with the masthead within reach on our windward beam. Ralph then lifts the mast and walks it up. Then we circle some more while the MC-16 skipper tries to lower his sail, no easy task, and sometimes capsizes again. Once the sail is lowered we approach again from down wind and throw him our trusty 100’ anchor line that he secures around the mast and we make fast through the transom rings. We then sail home.

The Scot is a terrific workboat. We have towed the MC-16 more than a mile under spinnaker when the winds were southerly and up wind much more than a mile when they were northerly. Tacking with a 1,000 lbs undertow is an acquired skill, and is difficult in light winds. As soon as you tack the tow rope goes slack not unlike a water skier making a sharp cut, and the Scot gains speed, but that comes to an abrupt end after about 100’. The boat seems to stop and then develops God-awful helm. Tacking angles while towing are very wide and require some getting used to. The Scot is so strong and sturdy that we never worried about stress or damage to her hull or rigging. In fact we felt so confident that we telephoned a friend to quickly come in his motorboat and photograph us with boat in tow. Look closely and you can see the towrope in the photograph.
The Flying Scot Fleet 48 hosted its 27th annual Great 48 Regatta on Saturday and Sunday, May 3rd and 4th, 2003. Thirty-nine boats registered for the event with 21 from LNYC and eighteen boats from other locations. Thirteen boats arrived from out of state from as far away as Stamford CT., Dublin Ohio, and Patchoque, NY.

Winds ranged from moderate for the first race on Saturday to moderate to light and variable for the second race. Late Friday and Saturday afternoon storms treated us to a spectacular show from the clubhouse. Fierce wind accompanied the storm on Friday, and Saturday witnessed wind, rain, hail, and brilliant lightning. The clubhouse was the place to be. Sunday’s race was in overcast, higher wind, which made for great motorboat free racing.

Race organizers provided for a delicious Saturday night feast from nearby Italian Oven and a cornucopia for breakfast and lunch. Race management was handled expertly by the LNYC multihull fleet headed by PRO Claude Summers.

Scot builder, Harry Carpenter took the Championship division honors with two 1sts and a 3rd. LNYC’s Dave Neff and Tom Lawton took 2nd and 3rd respectively. Startling Gunn of Reidsville, NC took 4th, and LNYC’s Larry Lewis rounded out the trophy winners with 5th.

In the Challenger division, Jay Harrell of Atlanta took two 1sts and a 2nd for the division winner. Joe Van Denburg of Patchoque, NY was 2nd, David Osler of Stamford CT. was 3rd, LNYC’s John Slater was 4th, and Wilson Jenkins of Florence Al. Was 5th.

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**Great 48 Results**

<table>
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<th>Challenger Division</th>
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NAVIGATING The FSSA Web Site

by Hank Sykes, FSSA Website Editor

The next time you direct your computer’s internet browser to the FSSA web site (http://www.fssa.com) you will see a web page that looks something like figure 1.

The FSSA home page has three parts: information categories listed in the menu on the left side of your browser window, featured information such as national events, and a randomly selected photo (This photo shows Bill Draheim, and Natalie and Scott Mauney competing at the 2002 championship of Champions, which they won.)

Navigating the FSSA web site is quite easy using the left-side menu. In the above figure, a computer’s mouse pointer is positioned so the arrow touches "FSSA" on the menu. When you move your mouse pointer to "FSSA" you will see the word, "FSSA", change from white to red. You will also see a sub-menu pop up. The sub-menu lists the information grouped in the FSSA category, e.g. Fleets, Membership, etc. Following the example here, you could select the category, say "FSSA", or one of the sub-menu items, say "Fleets". The menu item which looks red when you click your mouse is the item you select. Assuming you had selected "FSSA", the next web page seen would look like figure 2.

At the bottom of this FSSA section page you will see again the menu items, such as "Fleets" and "Membership". While you could still choose to navigate to the Fleets section using the left-side menu on the FSSA section page, you now have a second option of using "Fleets" on bottom menu. In this figure, the mouse pointer is placed over "Fleets" on the bottom menu, and the word, "Fleets" has changed from white to red. Clicking the mouse now would bring up the first page covering FSSA fleets.

The selection of menus on the left side and bottom of your browser window is used on most of the web sites pages. The idea is to enable you to go directly from one section of the web site to another; and to give you some choices how you want to get there.
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Crescent Sail Yacht Club, Lake St. Clair, Grosse Pointe Farms, MI
Contact: Chris Bahash, Fleet Captain, cbahash@yahoo.com, 313-885-8111 or Forest Rogers
fs5230@aol.com, 734-954-0452

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

Oswego Yacht Club Fleet 181
Invitational Regatta & New York Lakes District Regatta
July 12 and 13, 2003
Auburn, NY. Contact Peter Whiting at plwhiting@adelphia.net or 315-253-5231 (day) or 252-2709 (eve)

Midsummer Regatta
July 19, 2003
West River Sailing Club
Chesapeake Bay Fleet #97

Gainesville, MD Contact:
Frank Gibson 703-271-2716 e-mail fhgibson@peoplepc.com

Long Island Flying Scot Championships
July 19, 2003
Westhampton Yacht Squadron
Fleet 175, Remsenburg, NY
Contact Ed Surgan: 201-852-0829 eddgann@aol.com

North American Championship
July 19 - 26, 2003
Lake Norman Yacht Club
Near Charlotte, NC
www.lakenormanymachtclub.com

Long Island Flying Scot Championships
August 2, 2003
Moriches Bay Yacht Club Fleet 10
Center Moriches, NY
Contact Tony DiResta: 631-878-8710 or rad4938@optonline.net

98th Annual Ephraim Regatta
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Ephraim Yacht Club, Fleet 44
Ephraim, WI
Contact Nancy Claypool (504) 899-0935 or nclaypool1@cox.net

Hoop Hole Regatta
August 2 and 3, 2003
Morehead City Boating Club
Morehead City, NC
Contact Larry Vitez for more information:
lvitez@carolina.rr.com

Sandy Douglass Memorial Regatta
August 2 and 3, 2003
Deep Creek Lake, Maryland
Contact Ed Peters at 301-797-7824 or barmusic01@hotmail.com

17th Annual Saratoga Lake Flying Scot Invitational Regatta
August 9 and 10, 2003
Saratoga Lake, NY Contact: Peter and Ann Seidman 518-877-8731 pseidma1@nycap.rr.com

Eastern Women’s Invitational Regatta
August 9 and 10, 2003

Fleet 6, Deep Creek Lake
Deep Creek Lake, MD
Contact Geri Meehan: 703-233-9531 (Home) 301-387-7890

Crystal Ball Regatta
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Crystal Sailing Club, Crystal, MI
Contact: Mark Schuurmans (616)261-4592 or mschuurm@hotmail.com - www.sailcsc.org

Annapolis to Galesville Race
August 29, 2003
West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
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August 30 and 31, 2003
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Chesapeake Bay Fleet #97
Gainesville, MD
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Westhampton Yacht Squadron
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Yarmouth, ME 04096

NEW ENGLAND DISTRICT
9109 SW 87th Avenue #205
235 Cardinal Avenue
Miami, FL 33176
Miami, FL 33134

FLORIDA DISTRICT
9109 SW 87th Avenue #205
235 Cardinal Avenue
Miami, FL 33176
Miami, FL 33134

FS 3321 / Fleet #42 / District 4
Timothy Brockman
4421 9th Street So
Arlington, VA 22204

TENXAS DISTRICT
460601
98 Crawford Avenue
Frankfort, KY 40601

FS D144 / Fleet #0 / District 41
Jack Livaudais
607 Riverway Lane
Leander, TX 78641

FS 4261 / Fleet #0 / District 41
Doug Shepard
4 Grojans Mill
San Antonio, TX 78248

FS 4483 / Fleet #23 / District 41
Michael Tighe
9415 Hobart Street
Dallas, TX 75218

FLORIDA DISTRICT
9109 SW 87th Avenue #205
235 Cardinal Avenue
Miami, FL 33176
Miami, FL 33134

FS 4725 / Fleet #0 / District 43
Troy A. Dilman
7275 Ackerman Avenue
Port St. John, FL 32927

FS 5455 / Fleet #36 / District 43
Rita Steele
1828 Roland Street
Sarasota, FL 34231

FS 936 / Fleet #90 / District 43
Wolfgang Klein
147 Alambre Circle
Miami, FL 33134

FS 3529 / Fleet #90 / District 43
Jonathan E. Pond
8905 SW 87th Avenue #205
Miami, FL 33176

FS 5202 / Fleet #131 / District 43
Joseph Oliver
4489 Barrington Oaks Drive
Jacksonville, FL 32257

FS 2636 / Fleet #150 / District 43
Peter Booth
3572 Tropical Seas Loop
Tavares, FL 32778

CAROLINAS DISTRICT
921-6930 or fs5213@earthlink.net
Contact Fleet Captain Andy Fox:
631-447-7987; jkv208@aol.com
Contact Joe Van Denburg:
631-447-7987; jkv208@aol.com
Contact Mary Ellen Neff
410-271-2716; e-mail:
dianekampf@charter.net

FLYING SCOT FALL CLASSIC
September 13, 2003
Toms River Yacht Club
Toms River, NJ
Contact Glenn Shaffer at (609) 921-6930 or fs5213@earthlink.net

Starting Line—Continued From Page 20—
Massapoag Yacht Club 54th Annual Regatta
September 6 and 7, 2003
Massapoag Yacht Club
Sharon, MA; Contact Diane Kampf
508-234-8047 or dianekampf@chartar.net

FLYING SCOT FALL CLASSIC
September 13, 2003
Toms River Yacht Club
Toms River, NJ
Contact Glenn Shaffer at (609) 921-6930 or fs5213@earthlink.net

Long Island Flying Scot Championships
Palmer Regatta
September 13, 2003
Sayville Yacht Club Fleet 173
Contact Joe Van Denburg:
631-447-7987; jkv208@aol.com

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

Flying Scot Fall Regatta
September 20, 2003
Candlewood Yacht Club
New Fairfield, CT
Contact Fleet Captain Andy Fox:
AndyFox@alum.american.edu
or (860) 354 - 6161

Konigsberg Regatta
September 20 and 21, 2003
West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
Contact Frank Gibson
703-271-2716; e-mail:
fhgibson@peoplepc.com

2ND SILVER PIPER NATIONAL CHAMPIONSHIP
September 27 and 28, 2003
Capital District, Fleet 42 and Selby Bay Sailing Center
Edgewater, MD
Contact: Mary Ellen Neff
410-798-4146

Hot to Trot Regatta
September 27 and 28, 2003
Portage Yacht Club Fleet #20
Pinckney, Michigan
Contact: Fleet Captain, Jim Davis
jcdavis784@yahoo.com or 810-231-7784

WELCOME!
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>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
</tr>
</thead>
</table>

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

Mark Colors On Diagrams

SPINNAKER COLORS

Black | Orange | Coast Gold | Yellow
Grey | FL-Yellow | FL-Green | FL-Pink
Natural | FL-Orange | FL-Raspberry |
# Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td></td>
<td>FSSA class flag</td>
<td>$25.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Burgees</td>
<td>$15.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Shirt, (Dark Blue, Denim, Red, Navy, White)</td>
<td>$30.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Hat (Red, Denim, Khaki)</td>
<td>$15.00</td>
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<tr>
<td></td>
<td>FSSA Necktie (Red, Navy)</td>
<td>$38.00</td>
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<td></td>
<td>Roster Pages</td>
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<td>Bumper Stickers (S &amp; H included)</td>
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<tr>
<td></td>
<td>FSSA Blazer Patches</td>
<td>$20.00</td>
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<tr>
<td></td>
<td>Scot Print – “Sailing”</td>
<td>$30.00</td>
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<tr>
<td></td>
<td>Sixty Years Behind the Mast by Sandy Douglass</td>
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<tr>
<td></td>
<td>Highlights of Scots’n Water</td>
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<tr>
<td></td>
<td>Members</td>
<td>$16.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Non-Members</td>
<td>$20.00</td>
<td></td>
</tr>
</tbody>
</table>

### S & H Charges:
- $6.00  ............. on orders up to $25.00
- $8.00  ............. on orders $25.01 - $50.00
- $10.00 ............. on orders $50.01 - $100.00
- $20.00 ............. on orders $100.01 or more

### Total Amount of Sale

### Merchandise Total

### Add Shipping & Handling (S&H)

### 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 1-800-445-6629 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

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

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**Periodical Postage PAID**  
Columbia, SC 29201

---

**District Governors**

**CAPITOL DISTRICT**  
Chris Swensen  
1811 Harwood Lane  
Crofton, MD 21114  
(410) 721-2505  
cswensen11@comcast.net

**CAROLINAS DISTRICT**  
Tom Lawton  
102 E. Connally Street  
Black Mountain, NC 28711  
(828) 669-5784  
tlawton@mac.com

**FLORIDA DISTRICT**  
Charles Fowler  
3803 NW 25th Ave.  
Miami, FL 33142  
(305) 638-8885  
fowlail@gate.net

**GREATER NY DISTRICT**  
Josh Goldman  
4 Marine Avenue  
Westport, CT 06880-6920  
(203) 625-0768  
jaglr@aol.com

**GULF DISTRICT**  
Larry Taggart  
5809 Memphis Street  
New Orleans, LA 70124  
(504) 482-7358  
tagline@usa.net

**MICHIGAN–ONTARIO DISTRICT**  
Forest Rogers  
10118 Curtis  
Pinecky, MI 48169  
(734) 964-0452  
FS5230@aol.com

**MIDWESTERN DISTRICT**  
Tom Pinkel  
3738 Boatmans Point  
Belleville, IL 62221  
(618) 632-0712  
tspinkel@charter.net

**NEW ENGLAND DISTRICT**  
Gary Werden  
50 Damon Road  
Hanover, MA 02339  
(508) 389-6706  
gary4619@msn.com

**NY LAKES DISTRICT**  
Ann Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
pseidma1@nycap.rr.com

**OHIO DISTRICT**  
Barbara Griffin  
208 Oakcrest Lane  
Pittsburgh, PA 15236  
(412) 633-3056  
bardon87@aol.com

**PACIFIC DISTRICT**  
Ken Nelson  
3082 W. 15th Ave.  
Kennebunk, WA 99338  
(509) 585-4252  
greblach@netscape.net

**PRAIRIE DISTRICT**  
James W. Calvert  
1230 West Street  
Emporia, KS 66801  
(620) 342-7104

**TEXAS DISTRICT**  
Scott Mauney  
9609 Brentgate Drive  
Dallas, TX 75238  
(214) 341-6243  
smauney@flash.net