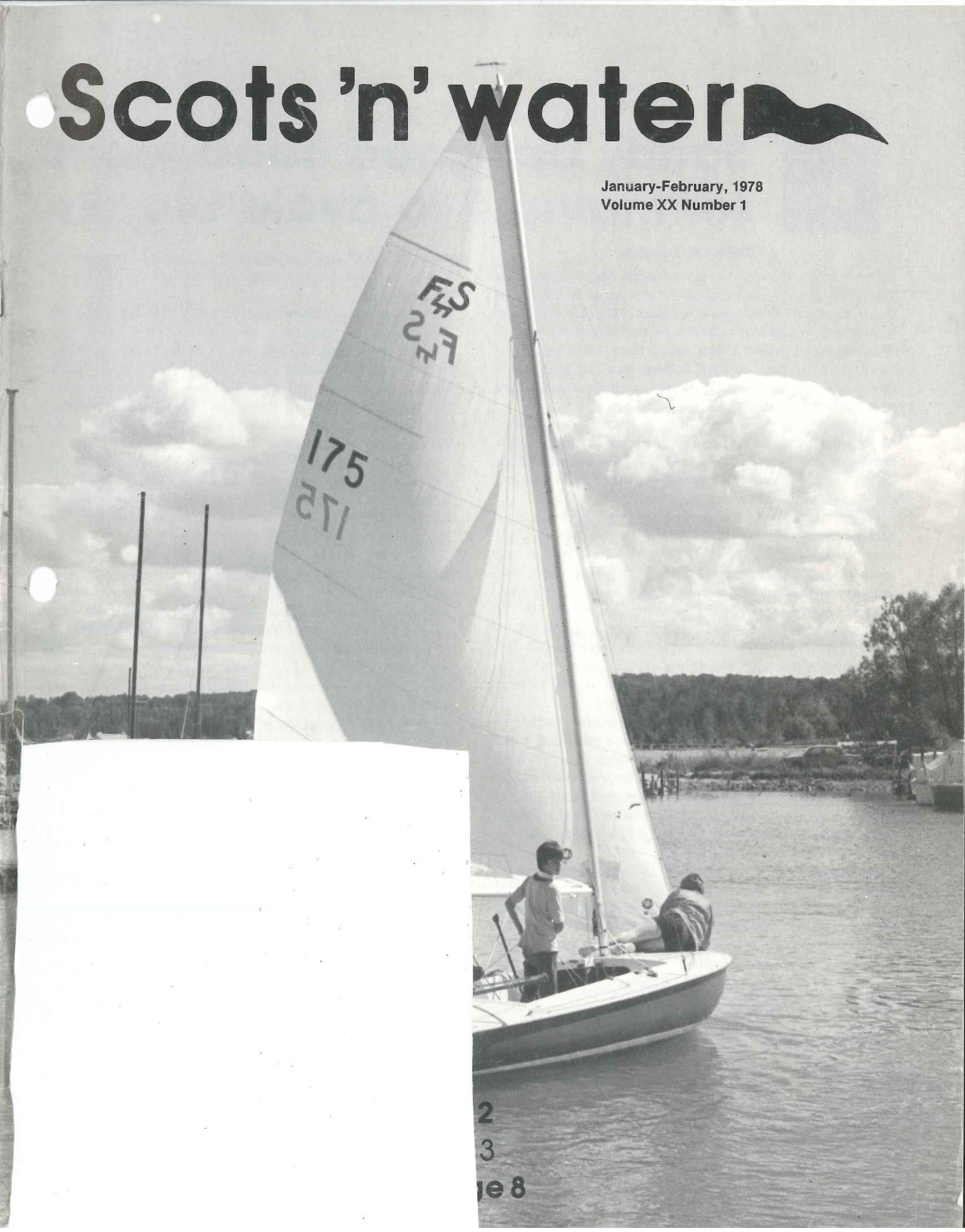


# Scots 'n' water

January-February, 1978  
Volume XX Number 1



2  
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# Sandy designed head room for mainsail to avoid breaks

By Gordon K. Douglass

The subject of broken main halyards keeps coming up from time to time. The problem is not acute in the sense that it is prevalent throughout the class. Most owners never have broken a halyard. I never have had that experience in all my years of sailing a Scot, and I think I can say that I have raced my boat as hard as any. But the problem is there, and it is experienced mostly by those who do race their boats the hardest.

Let me say at the start that it is not the fault of the halyard cable, which has plenty of strength; and using a heavier cable (which the winch will not accommodate) would merely delay the breakage. The reason for the breakage is in the way the cable is used.

Back in 1957 when I was designing the Scot I had to decide how to measure the mainsail. Some other classes I have known measure the luff and the foot, but in the measuring, how hard should they be stretched? The problem is that some sails are roped more tightly than others, some bolt ropes are more elastic than others, and the problem is how hard to pull to stretch that part of the sail. In many cases it leads to endless arguments and hard feelings. If a sail is thrown out because it is too long on the luff, the owner may claim that the measurer pulled too hard—even though a spring balance may have been used.

It seemed to me at the time that the spars themselves could be used as the limiting factor, and in this I was right. We do not have to measure the luff and foot. A quick exercise in arithmetic will show that I designed the mainsail with an allowance of 3¼ inches between the head of the sail and the masthead sheave to allow for a headboard shackle and a couple of inches of cable to permit the head board to swing 180 degrees from side to side.

My mistake was in not taking into account human nature. Some competitive sailors always are looking for the extra "inch" which will give them an advantage (they hope) over their competition. Sailmakers have admitted to me that they realize that the luff should be made to 23'3", as shown on the print, when **fully stretched**. This means that the sail

should be made about three inches short of this to allow for stretch. But owners then complain that the sail does not go all the way up.

We often are told that the halyard cable has damaged the sheave and the masthead itself. Nonsense! It is **not** the halyard which does the damage, it is the halyard shackle which has been cranked up so hard it has been jammed against the sheave. My own FS 1350, after ten seasons' use, shows absolutely no sign of damage—and still has the original halyard. I always have asked my sailmaker to make my sail about 3 inches short.

What is to be done? We have three choices. One is to measure the luffs, using a pre-determined tension such as 35 pounds. A second is to continue as we are going. Human nature being what it is, we will accomplish nothing by suggesting that luffs should be made shorter.

The third choice, which I recommend for serious consideration, is to use a black band at the top of the mast extrusion as a limit. This need be nothing more than wrapping of black tape, or a painted band an inch wide.

This band would mean nothing at all to the average Joe who just sails, but it would require the sailmakers to make their sails to specifications. And a grandfather clause of two years would retire all of the really competitive sails. I am sure that Marc Eagan would do just as well with sails a trifle smaller. And I'm no longer in contention with my small sails.

## Scots n' water

P.O. Box 8  
Chapel Hill, N. C. 27514  
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Top ten finishers at Clear Lake, Indiana, were [left to right] front row; John Stanley, 10th; David North, 8th; Bob Edwards, 6th; Tom Ehman, 1st; Dan Miller, 3rd. Back row: John Moyer, 4th; Bob Welty, 9th; Jim Horein, 5th; Bob MacKenzie, 7th; and Jack Seifrick, 2nd. [Picture courtesy of Steuben Republican and Angela Hearld.]

## Ehman wins Hoosier-Wolverine regatta

By John Mayer

Clear Lake, located in the northeast corner of Indiana, provided the challenge for thirty-one sailors who hailed from Ohio, Michigan, Indiana and Illinois, and who represented eight fleets and included Flying Scot's Past Commodore, Ted Glass.

Fleet 34 of Clear Lake ordered perfect sailing weather for this year's Regatta as we experienced a variety of wind patterns over the five-race series held September 10 and 11, 1977.

Tom Ehman and crew, brother Paul and sister Chris, won first place with a total score of 7¼ points. Jack Seifrick was second with 14¾ points, and Dan Miller cinched third with 20 points.

Hosting of this annual event rotates among Fleet 20 of Portage Lake Located in Pinckney, Michigan, Fleet 29 of Prairie Creek Reservoir in Muncie, Indiana and Fleet 34 of Clear Lake in Ray, Indiana. Fleet 29, host for 1978, will provided sailing on Prairie Creek Reservoir.

## Alabama skippers host Punchbowl April 1,2

Dixie Sailing Club, Montgomery, Alabama, will host the Punchbowl Open Regatta April 1-2.

This regatta leads off the Dixie Inland Yacht Racing Association season and is now in its 18th year.

Twenty-five Flying Scots have competed the last two

years, and Dixie Scot skipper Parker Smilie expects a larger turnout this year.

Fleet 85 will host a party for visiting Scots on the Firday night before at the Kowaliga Inn.

Details will be furnished by Parker Smilie, 3530 Southview Ave., Montgomery, Alabama, 36111.

## Flying Scot® Sailing Association

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Our sails have taken every Flying Scot North American title since 1969, except three, and have come in no worse than 2nd in those three. This is an unbelievable average.

A perfect example of how good Schreck sails are: in this years Gulf Coast Championship, the Lipton Regatta, with 18 clubs and 4 skippers from each club, there were 5 of our sails and the rest were a mixture of North, Hard and Murphy Nye. Where did our sails place? 1st, 2nd, 3rd, 5th, and 6th — that is really putting them up front. This regatta puts the onus on sails more than any other.

### OTHER WINS:

The Sandy Douglass regatta (65 boats); 1st, Paul Blonski; 3rd, Sandy Douglass. Paul had our old sails. Sandy had new sails. Dick Schultz won the Governor's Cup. Jeff Stamper won at Washington.

Naturally, we won most of the other districts.

If you want the best, buy our sails.

\*\*\*\*\*

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Velocities where I sail most are \_\_\_\_\_ to \_\_\_\_\_

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.

You will pay freight.

I am enclosing 50%, and references; and  
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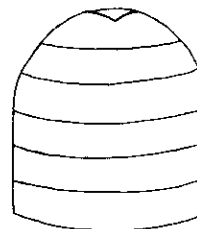
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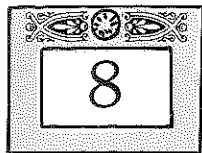
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## Editor finds letters behind the 8-box

### Welty recognizes rescuers

Robert Welty, the 1977 North American Championship Chairman writes that our North American Championship article states the "Local rescue boats were not provided but were needed."

Fact: 1. The CYC Commodore, Mr. Richard Hodgson was on the lake with a high powered speed boat for each race and rescued several boats after each of the two storms.

2. Hal Marcus was on the lake for each race with a 16 ft. Boston Whaler that was furnished by Dick Moehl, the NAC Race Committee Chairman from HPYC. He also dragged several boats in after each storm.

3. The Irish Boat Shop also furnished a rescue boat (also were active in bringing in swamped Flying Scots.) We received a healthy bill for their service, however the CYC officers did get it reduced substantially.

In spite of the two storms it was a great place to sail and vacation. Let's not forget that only the first five places win trophies and for the rest of us the emphasis is on "vacation" In the next issue could you give some recognition to Richard Hodgson, the Charlevoix Yacht Club Commodore, to Josh Barnes who was the coordinator between HPYC and CYC. Also to Lou Hollow and Bill Kenifect who also worked hard to make the week a success—Robert Welty

### Olympic Clinics

In 1978 The United States Olympic Yachting Committee will sponsor two Olympic development clinics at Squaw Valley, California.

Room and board will be provided at no cost to participants at the Olympic Training Center. Participants will provide their own transportation to Lake Tahoe, and be required to make a \$100 deposit against boat damage. Clinics will be held in July and early August.

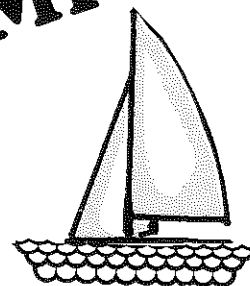
Sailors (male and female) interested in participating in the Clinics should send a resume of their sailing background with regatta results to : Olympic Development Clinics, United States Olympic Yachting Committee, 820 Davis St., Evanston, IL 60201.

### On the Cover

Sailing in from one of the Junior North American Championship races this summer are Bruce Moore, skipper from Mt. Pleasant, Mich., Jim Helmbrecht, midships, of Lkemos, Mich., and Neil Maude, an exchange student from Australia.

Introducing

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A new concept to combine design, sailing, and service ideas with a sophisticated computer cutter.

Flying Scot, Lightning, Penguin, Snipe, and Thistle sails will be my specialty.

Without the hassle of running a normal sail loft, extra attention can be given to help sell and service each of you. How about

- Extra evening hours for phone consultation
- Special mini seminar with sail deliveries
- Same-day delivery from the latest "batch" with no shape worry due to computer cutter accuracy.

I'm looking forward to offering Flying Scot sails that are cosmetic queens, fast, and easy to use. Call or write if you are interested for the mid-winters. Who Knows, one of us might even win the odd race. . .

Cheers,

*Bruce Goldsmith*

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# Fowler wins at Jacksonville

Charlie Fowler of Miami sailed Flying Scot 2068 to a first place in the Sandy Douglass Regatta held at Jacksonville, Fla., in November.

Gordon "Sandy" Douglass did not speak to the dinner because he hospitalized himself. He has been released and reports himself in good condition again.

Fowler won the second and third races to beat Ted Glass of Mt. Vernon, Ill., who won the first race, and Floyd Davis of Panama City, Fla., winner of the last four races.

Fifteen Scots entered, compared to eight Thistles and 11 in the open monohull class. John Evans of Orlando won the Thistles, and Todd Andre of Jacksonville sailed a Taser to victory over Charles MacIntosh of Maitland in a Snipe.

Jacksonville boating columnist Lawrence Dennis reported that "the winds, which are often less than needed for best sailing in the river, were a little too much—the last race Sunday was canceled and the results were tabulated on the basis of the first four runs." Winds broke a boom on a Force 5 and dismasted a cruiser with spectators.

This second Sandy Douglass Monohull regatta sponsored by the Rudder Club marked the completion of a Flying Scot fleet organization led by David Mayfield. Fleet members

are Raymond L. Bullard, FS 2429, Harold Newman, FS 1831, C. Davis Whelchel, FS 2124, Michael J. O'Brien, FS 3058, and Howard F. Randall, Jr., FS 2711.

SKIPPER	BOAT	1	2	3	4	TOTAL
Charlie Fowler	2068	4	3/4	3/4	3	8 1/2
Ted Glass	1890	3/4	3	3	5	11 3/4
Floyd Davis	2282	6	5	4	3/4	15 3/4
Edward Gibbs	1328	3	2	5	7	17
Dick Russell	81	5	4	6	2	17
Sally Russell	2309	2	6	8	6	22
Gertrude Godshall	2630	9	8	9	4	30
Jim Fyfe	65	8	11	2	10	31
M.B. Huffman	3001	7	10	12	9	38
David Mayfield	3007	10	7	7	15DSQ	39
Richard Stoneburner	2496	12	11	11	11	43
Bill Wheeler	2429	11	12	10	13	46
David Miller	2942	14	14	12	8	48
Randy Randall	2711	13	13	13	12	51
Mike O'Brien	3058	14	16	16	16	62

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# Fred Trask to chair Riverside NAC

Fred (Fritz) Trask II will be chairman of the 1978 North American Champions.

Trask heads a regatta committee for Riverside Yacht Club, Greenwich, Connecticut, that has already begun committee meetings in preparation for the championship.

The NAC will be sailed on Long Island Sound Aug. 7-11. The North American Junior Championships will be Aug. 5-6.

Steering committee for the regatta is three guys named

Robert: Bob Brady, Bob Hellendale, and Bob Vance, the Flying Scot president.

Leonard (Lynn) Saari serves as publicity chairman. Saari reports that preliminary decisions include limiting the number of sailors from the Riverside fleet, limiting entries to 90, and wet-sailing the fleet.

Information on chartering will be furnished in the March issue of Scots n' Water.

## New active Flying Scot members

F/S #	DIST.	FLEET	NAME	ADDRESS	CITY	STATE	ZIP
57	OH	65	Glenn S. Stephens	210 Valleyview NW	Canton	OH	44708
228	CAP		Sidney Upham	2700 North Upshur Street	Arlington	VA	22207
530	MID		Chet Clark	3214 University Avenue	Muncie	IN	47304
537	PR	59	R.W. Anderson	3631 East 48th Place	Tulsa	OK	74135
575	GF		Larry L. Hawkins	604 Garden Street, No.4	Lakeland	FL	33801
617	MID	30	Florence Glass	Box 693	Mt. Vernon	IL	62864
646	PR		John Vietti	512 Clark Street	Golden	CO	80401
755	MID	83	G. Carroll Stribling, Jr.	564 Bedford Avenue	St. Louis	MO	63130
838	PR		Jerry Boyle	1417 Avenida Manana, NE	Albuquerque	NM	87110
976	NYL		David A. Joslin	2921 Ricky Drive	Endwell	NY	13760
1178	CAP		Phillip Mengel	6004 Beech Tree Drive	Alexandria	VA	22310
1272	MO		Donald L. Thiel	1305 Wines Drive	Ann Arbor	MI	48103
1278	CAP		Selig Chester	4327 Nebraska Avenue, NW	Washington	DC	20016
1419	CAP		James A. Mallin	5870 Bellanca Drive	Elkridge	MD	21227
1455	NYL		John J. O'Neill	2707 Camelot Road	Endwell	NY	13760
1698	NYL	104	Robert B. Salisbury	113 North Street	Manlius	NY	13104
1749	TX	132	Richard Fourment	2526 Shoreline	Abilene	TX	79602
1997	MO		Tom Riley	425 E. 5th	Imley City	MI	48444
2122	GF	111	James A. Highsmith, III	1022 Biltmore Drive, NE	Atlanta	GA	30329
2152	OH	80	Robert Boyles	100 Aspen Road	Butler	PA	16001
2393	GF		Ernest Rowlette	Box 719	Daleville	AL	36322
2429	GF	131	Raymond L. Bullard	1475 Belvedere Avenue	Jacksonville	FL	32205
2452	CAR		A. L. Bush	109 Campbell Avenue, W	Roanoke	VA	24011
2461	NYL		Jay F. Harris	8 Sky Hollow Drive	Menands	NY	12204
2542	MID		John Esler	306 W. Pershing	Appleton	WI	54911
2558	NE	116	Hans B. Franke	2 Carriage Lane	Bedford	NH	03102
2570	NE		F. Grant Waite	21 Overlook Drive	Southboro	MA	01772
2578	TX	132	Dan Garrett	ACU STA., P.O. Box 6494	Abilene	TX	79601
2616	CAP		Jean M. Esserwein	19305 Club House Rd., 102	Gaithersburg	MD	20760
2749	CAR		David B. Scott	P.O. Box 97	Fair Bluff	NC	28439
2899	CAP	6	Mark Rothman	8 Hitching Post Place	Rockville	MD	20852
2911	CAP		Thomas D. Jewell	287 Orchard Road	Paoli	PA	19301
2919	NYL		R.R. Hackford	7 Conti Court	Binghamton	NY	13905
2927	MID	9	Robert J. Lavidge	4901 Grand Avenue	Western Springs	IL	60558
2927	MID	9	William A. Barnes	1010 N. Oakden Road	Muncie	IN	47304
2961	MO		Patrick A. Minnick	7215 Engleman	Centerline	MI	48015
2993	OH		Marvin Quin	4800 Teter Court	Columbus	OH	43220
3024	CAP		Bruce E. Clubb	100 Quay Street	Alexandria	VA	22314
3027	MID		Paul E. Morreim	808 4th Street, SW	Austin	MN	55912
3032	NYL		Merrill Laven	4 Marion Avenue	Albany	NY	12203
3034	CAP		Bernard J. Harig	7405 Farmcrest Street	New Carrollton	MD	20784
3041	TX	132	H.G. Henderson	2249 Post Oak	Abilene	TX	79605
3047	MO		Charles Kirsch	Kirsch Company	Sturgis	MI	49091
3049	GF	121	Terry Collins	1185 Northwood Lake	Northport	AL	35476
3052	OH	19	Paul J. Murphy	589 Barbcliff Drive	Canfield	OH	44406
3057	MID		Robert C. Kane	9886 Waterbury Drive	St. Louis	MO	63124
3059	GF		George Carey	4864 Estero Blvd.	Ft. Myers Beach	FL	33931
3060	CAP		Jeffrey Shadburn	10604 Blue Bell Way	Cockeysville	MD	21030
3072	OH		Fred Larson	390 Fox Road, Route 9	Lexington	OH	44904
3078	MID		Gerald W. Hartman	408 E. White Street	Champaign	IL	61820
3089	NYL		Vincent Brancato	RR 1 Box 74	Tillson	NY	12486
3095	GF	85	L. Lister Hill	3014 Merrimac Court	Montgomery	AL	36111
3101	MID	107	Milton Wittmann	233 Seventh Street	Menasha	WI	54952

# Cruising the Great Lakes

Exploring bays, inlets  
islands in a Scot for 4

By Richard J. Hall

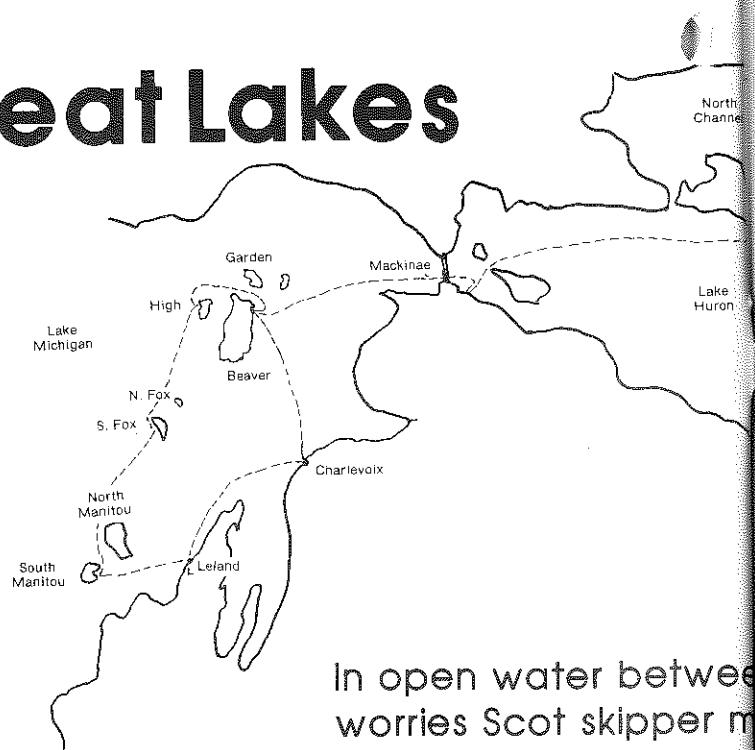
Someone asked for cruising articles to offset emphasis on racing. Having cruised our Scot more than any sane family should, I will describe some of the longer sails my wife, two sons, and I have taken. But the kind of open water we have cruised should only be undertaken by someone who knows how to sail pretty well, and one way to learn how to sail pretty well is by—you guessed it—racing.

One of our favorite cruises is along the islands that run up the northeast shore of Lake Michigan—South Manitou, the Fox Islands, Beaver, and High Islands. We launch at either Charlevoix or Leeland. The islands are mostly sandy and don't have many good, protected harbors, so we've found air rollers useful.

Air rollers are like air mattresses; when blown up they are round, 4' long by 1' in diameter. With two air rollers, two adults can pull a Scot up a sandy beach if the incline isn't too sharp, and the boat bottom need never touch the sand. (We purchased our air rollers from Land's End in Chicago.)

Sometimes, however, beaching the boat isn't necessary, either because you're on the island's lee side and confident the wind won't change over night, or because you can get behind a shallow sand bar that effectively breaks big waves. When we cruise these islands we usually take a tent and sleep on shore.

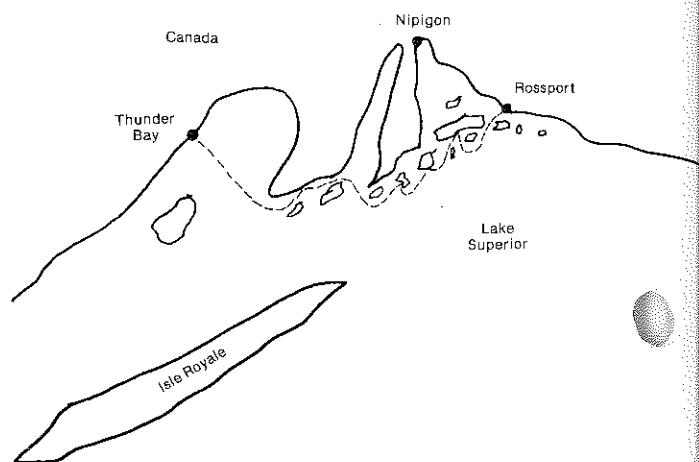
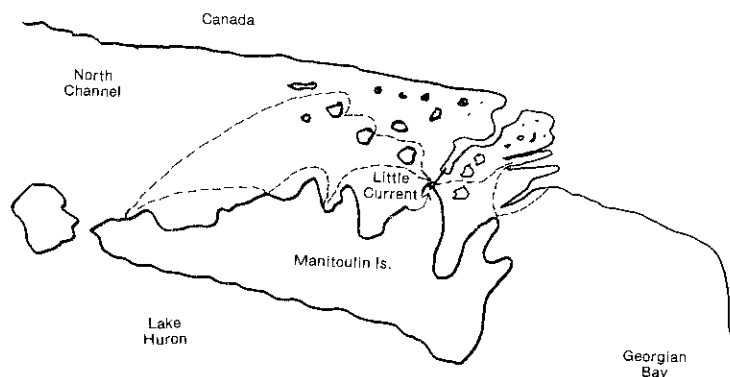
A lot of open water lies between these Lake Michigan islands (20 to 30 miles in some cases). One might think that the main danger sailing a Scot across open water would be capsizing. I'm fairly convinced, however, that swamping is much more of a possibility. It's hard to capsize a Scot, at least without a spinnaker up. (Remember, that in open



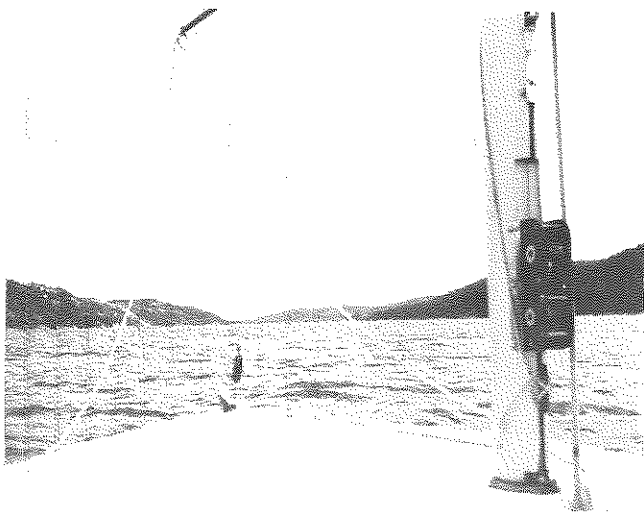
In open water between  
worries Scot skipper m  
30 miles there will be  
break into the cockpit

water you don't get unexpected puffs of wind that you do (inland lakes or close to shore.) If the wind really comes up (over 30 mph or so) you can sail with just the jib or with severely reefed main, or you can even run under bare pole. Swamping worries me more. When waves can get big, and with wind over 30 mph there will be white caps big enough to break into the cockpit.

The worst wave experience I have had was downwind in the North Channel. The wind was 40 to 45 mph, and at first we ran with a main and no jib. But with this much sail we went too fast, and continually plowed into the backs of waves, with the result that we actually took water over the bow into the cockpit (the boat was fairly loaded down, with four people and all their gear and food for two weeks). We took down the main and ran under bare pole. Then we were







Heading into Bay Finn [North Channel] on a dead run.  
[Photos and maps by the author.]

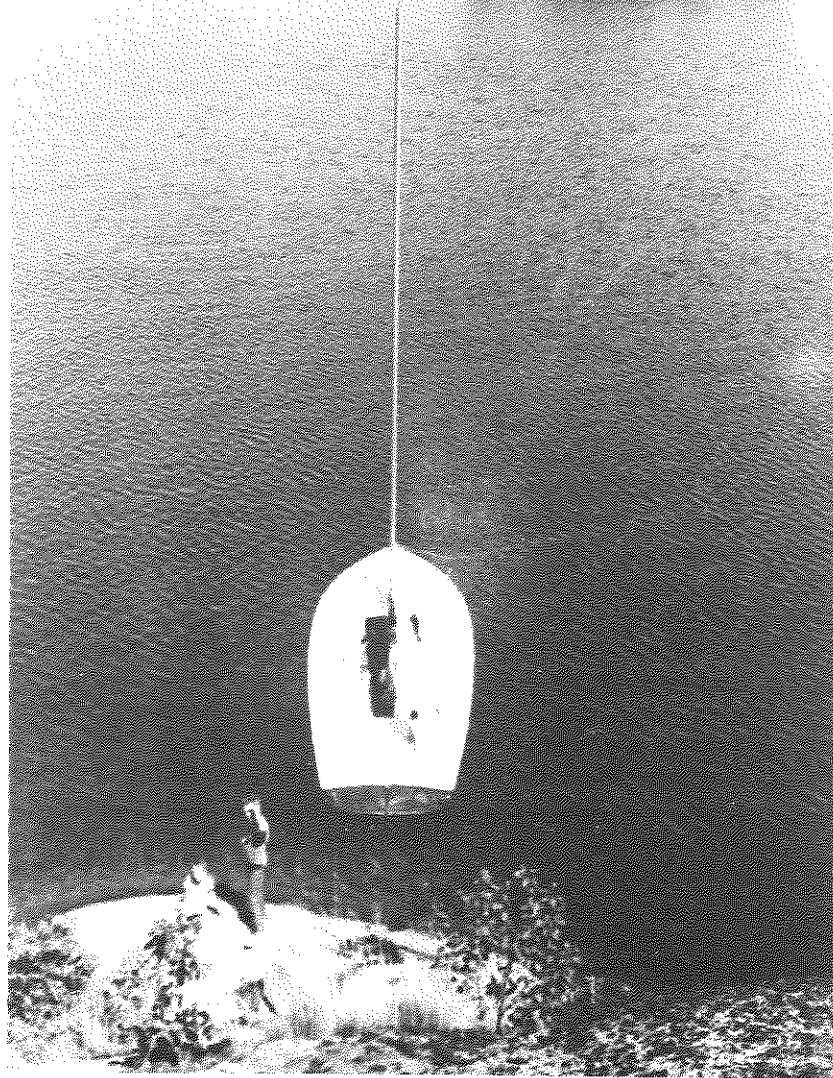
Lake Michigan islands swamping  
than capsizing. . . with wind over  
the caps big enough to

ing too slow, and the waves caught up from behind and  
broke over the stern. I think a jib or a greatly reduced main  
would have been about right, maybe with a bucket or life  
jacket trailing behind as a sea anchor to slow us down.  
However, we were too close to port, and we just bailed until  
we got in. (Don't forget to take bailing buckets if you go  
cruising.)

A note on reefing: spread some sail bags or towels or  
something along the middle part of the boom when you  
start roller reefing to take up the fullness of the sail's mid-  
dle part; with some practice, you can get a nice looking reef  
that doesn't put too much strain on the sail.

One thing worries me more than swamping, and that's  
lightning. Thunderstorms are not infrequent on the Great  
Lakes, and if you're not close to shore you might have to  
ride one out. Taking down sails and putting on wet weather  
suits will usually handle the wind and rain, but lightning is  
another story.

After corresponding with editors of various yachting  
magazines and talking with physicist acquaintances, I've  
arrived at the following unsolved dilemma: If lightning hits  
your mast and you haven't grounded the mast, say by  
wrapping one end of a large diameter copper wire around  
the bottom of the mast and dangling the other end in the  
water, then a lot of damage could be done to the hull (to say



Anchor the bow off shore. Water is deep enough to pull the  
stern to within a foot of some rock ledge. Make her fast.  
Then just step off and on. The Hall Scot is moored under a  
steep ledge at Croker Island [North Channel].

nothing of the crew). But by grounding the mast, you  
increase the probability of being hit by lightning. So the  
dilemma is that if you ground the mast you increase the  
chances of being hit but decrease the amount of damage  
when hit. At present my inclination is not to ground the  
mast. I hope that fiberglass hull provides a good enough  
insulator between the mast and the water (sort of like the  
tires of a car) to "discourage" the lightning. But it can be  
pretty scary when lightning hits the water within a mile or  
two around you.

Another place we like to sail is the North Channel, an  
entirely different kind of cruising from Lake Michigan.  
There are bays, inlets, islands, harbors, nooks and  
crannies—neat places for a small center boarder. We  
usually put in at Little Current, Ontario, and from there one  
can find nice cruising either to the west or to the east. The

Continued on page 10

**The lightning dilemma:** ground your mast to decrease damage  
but increase chance of being hit

## To keep supplies dry:

plywood 'floorboards' in the bow  
plug holes in bow plate  
pack clothes in waterproof bags  
put food in plastic waste baskets

Continued from page 9

North Channel is mostly rocky, so you want to find a protected spot for the night. When we've found such a spot, we usually anchor the bow off shore and pull the stern to within a foot of some rock ledge of the right height and make her fast there. Then we can just step off and on. (The harbors are usually deep enough so that there's no trouble about hitting bottom.) In the North Channel we often sleep on the boat. This means air mattresses and sleeping bags spread out on the floor. I wouldn't advise this kind of cruising if you've got stiff joints. We put a boat cover over the boom to keep the dew or rain off, and if there are mosquitos about, we put a piece of mosquito netting, cut to size, over the back opening of the boat cover. Incidentally, to add to our head room inside when the boat cover is on,



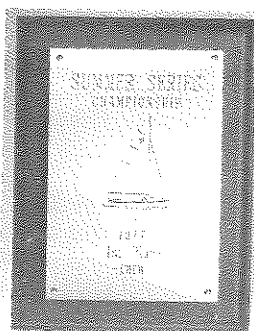
Boom set higher on mast to make more head room for late sleepers on a calm morning in the North Channel.

we have raised our boom by drilling a new, higher hole in the plate on the mast that the boom snaps into. This raises the boom about six inches, and although it's not legal for racing, it is extremely convenient for cruising.

We have done several things to keep our supplies dry. We've put plywood "floor boards" up in the bow. These boards hold supplies off the low part where water will be if you've taken any spray. To avoid spray on long sails we also plug the two holes in the bow plate where the jib stay and jib tack wire run through the bow plate to the toggle underneath. We pack bedding and clothes in water proof bags and throw them on the bow plywood floor boards. We put food in plastic waste baskets which sit under the stern.

We naturally take life jackets, an anchor (with a lot of line), several long extra lines for mooring (the trees you tie to on shore are not always close to the water), charts, and a compass. We also take a radio to hear weather forecasts, a small freon horn (for no use except to get bridges to open), paddles (a must even for cruising), a first aid kit with lots of sun burn cream, flashlights, and flares (orange smoke day flares as well as night flares). Also for calm days, a deck of cards, a good book for reading aloud, and no motor.

So that you'll realize how fanatical a sailor I am, let me mention a cruise my wife and I made last summer—along the north shore of Lake Superior. We put in at Thunder Bay and sailed northeast along the shore 40 or 50 miles. There are a lot of rocky islands with nice harbors, sort of like the North Channel. But in two respects it's more dangerous. One is that there are few other boats around, so that if you need help, you're not going to get it. The other is that the water is an order of magnitude colder (my wife says "two orders of magnitude"), so that if you accidentally get in it (e.g. by swamping, capsizing, or just falling overboard), you've got to get out and get dry quick. But we had a good cruise up there and enjoyed the solitude. In fact, we plan to take our Scot back up there again someday for a more extended cruise.



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Roy A. Troendle 725 Crystal, New Orleans, LA 70118. Phone: 504-283-4450 or 861-8117.

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Howard Yusan 503 Addison Court, Philadelphia, PA 19147.

**FS 1915** Douglas white hull and deck, excellent condition, dry sailed—2 suits of sails, one new, one used. Includes new Sea Gull motor and bracket, spinnaker, anchor and galvanized trailer. Price \$3400.00  
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**FS 1982** Lofland—Light green hull, off-white deck, good to excellent Cameron main and jib, Spinnaker gear, well kept and always dry sailed. Custom galvanized trailer, cockpit cover, outboard motor bracket, compass and rear swing-up step. Asking \$3200.00.  
Jerry Whitt 3609 E 55th St., Tulsa, Okla. 74135. Phone: 918-749-1389

**FS 268** Douglas-blue deck and hull; two suits sails, Boston and Hard; Spinnaker. Good racing record. Removeable floorboards, cockpit tent, other cruising gear; cover, anchor, Gator trailer with brakes. \$2000.00  
Max Matthews 81 Oakwood Drive, Murray Hill, N.J. 07974  
Phone: 201-464-2685

**FS 1026** Lofland-White hull, Harken blocks; 2 Schreck mains, 2 Schreck jibs, Schreck Spinnaker. 1976 galvanized trailer, spare wheel, extras. Price \$2600.00  
Dan Murphy Box K-246, Beaumont, Texas 77705. Phone: 713-796-1437

**FS 2267** Douglass—white hull/light blue deck, Schreck main jib & spinnaker, lifting bridle, boom tent cover, Northill anchor & anchor rode; Price \$3500.  
Boyd Brown, 119 Linden Ave., Rutledge, Pa. 1907 Telephone: 215-K14-4929.

**FS 1141** Excellent condition, little dude trailer, original sails, no spinnaker, red hull. Price: \$2400  
Ed Lortie, 4907 Oak Creek Ct., Ft. Wayne, Ind. 46815, Telephone: 219-485-4965

**STAINLESS STEEL HALYARD CRANK**—Hardwood, roller handle is fitted on a machined stainless steel crank — Used successfully by hundreds of Scot and Thistle sailors — \$6.75. Postpaid. Send check to Curt Meissner, 2511 Drexel Ave., Racine, Wis. 53403.

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Joseph Tylutki, 5429 Maple, Dearborn, Michigan 48126.

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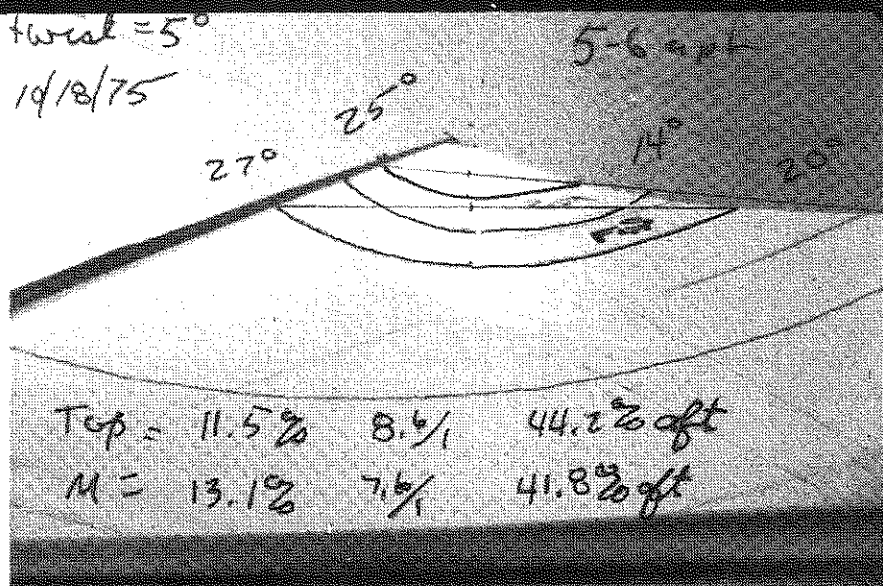


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Chicago, Illinois 60614  
Phone: 312/384-2828

1211 N. Betty Lane  
Clearwater, Florida 33515  
Phone: 813/441-4731

216 Eastern Ave.  
Annapolis, Maryland 21403  
Phone: 301/263-3261

# BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS



HERE'S A SAMPLE of our homework in defining our sail shapes including entry angles, exit angles, percentage of draft position and draft ratios. This data, gleaned from hours on the water, plus staff analysis, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

The overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the knowledge

gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all white, low stretch, cross cut Dynac spinnaker provides a suit of winning sails for all Flying Scots.

(Competitors, take note:) The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.



<b>MAIN</b>	All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.	<b>\$275.00</b>
<b>JIB</b>	All weather, hard finished dacron including window, and bag.	<b>\$125.00</b>
<b>SPINNAKER</b>	All white, low stretch cross cut Dynac including numbers and bag.	<b>\$195.00</b>
	Two claw brummels.	<b>\$4.00</b>

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ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_  
SAIL NUMBERS \_\_\_\_\_

COLORS (For numbers and insignia check preference)  
☐ RED ☐ BLUE ☐ BLACK

TERMS: One half the cost of sails ordered should accompany the order. When completed, the sails will be shipped C.O.D. for the balance and shipping charges. If you prefer, send the check for full payment with the order and we will send your completed sails prepaid.



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# Allen Lindsey wins Florida juniors

Allen Lindsey, 15, and his crew of two sailed to the 1977 Florida State Flying Scot Junior Championships December 26.

Coconut Grove Sailing Club hosted the three race regatta. Races were sailed in 15—20 mile winds. All races were close for the top four places. No more than 50 seconds elapsed between first and fourth place finishes in all three races.

Fleet 90 sponsored the championship. The results:

Skipper	Place	Points
1. Allen Lindsey	1,2,1	3½
2. Bob Russell	2,1,2	4¾
3. Jim Marten	3,3,3	9
4. Ed Kattel, Jr.	5,4,4	13
5. Jeff Rubin	4,5,5	14

## Flying Scot Fleets and Districts

### MIDWESTERN DISTRICT

Governor: JAMES B. HARRIS  
416 C South 59th  
Belleville, IL 62223

- 2—LAFAYETTE, IN—Lake Freeman
- 3—WILMETTE, IL—Lake Michigan
- 9—STURGIS, MI—Klinger Lake
- 25—MILWAUKEE, WI—Lake Michigan
- 29—MUNCIE, IN—Prairie Creek Reservoir
- 30—CARBONDALE, IL—Crab Orchard Lake
- 44—EPHRAIM, WI—Eagle Harbor, Green Bay
- 60—CHICAGO, IL—Burnham Harbor, Lake Mich.
- 68—MADISON, WI—Lake Monona
- 70—ROCHERT, MN—Cotton Lake
- 83—CARLYLE, IL—Lake Carlyle
- 88—IOWA CITY, IA—Lake MacBride
- 95—MINNEAPOLIS, MN—Lake Minnetonka
- 107—NEENAH, WI—Lake Winnebago
- 110—ROCHESTER, MN—Lake Pepin
- 114—JANESVILLE, WI—Delevan Lake
- 115—RACINE, WI—Lake Michigan
- 120—OSHKOSH, WI—Lake Winnebago
- 123—BOTTINEAU, ND—Lake Metigoshe

### PRAIRIE DISTRICT

Governor: JACK BARCUS  
2652 South Trenton  
Tulsa, OK 74114

- 39—PORT GROVE, OK—Grand Lake of the Cherokee
- 50—OKLAHOMA CITY, OK—Lake Hefner
- 59—TULSA, OK—Keystone Lake
- 89—TOPEKA, KS—Lake Perry
- 106—NORTH PLATTE, NE—Lake Maloney
- 119—HAYS, KS—Cedar Bluff Reservoir

### TEXAS DISTRICT

Governor: CHARLES BRAD DAVIS  
5916 Sandhurst, Apt. 125  
Dallas, TX 75206  
214/745-4787

- 23—DALLAS, TX—White Rock Lake
- 32—HOUSTON, TX—Galveston Bay
- 66—PORT ARTHUR, TX—Lake Sabine
- 67—SAN ANTONIO, TX—Canyon Lake
- 69—AUSTIN, TX—Lake Travis

### PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON  
1255 Hamilton Avenue  
Palo Alto, CA 94301  
415/321-4497

- 40—INVERNESS, CA—Tomaes Bay
- 100—SEATTLE, WA—Lake Washington

### MICHIGAN—ONTARIO DISTRICT

Governor: RICHARD HELMBRECHT  
4168 Wabaniho  
Okemos, MI 48864  
517/349-3204

- 8—DETROIT, MI—Edison, BC—Lake St. Clair
- 15—KALAMAZOO, MI—Gull Lake
- 16—DETROIT, MI—Detroit YC—Lake St. Clair
- 17—GROSSE POINT SHORES, MI—G. Pt YC—Lake St. Clair
- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
- 20—PINKNEY, MI—Portage Lake
- 33—LONDON, ONTARIO, CAN—Fanshawe Lake
- 41—CRYSTAL, MI—Crystal Lake
- 52—LAKE ORION, MI—Lake Orion
- 113—TRAVERSE CITY, MI—Elk Lake
- 128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
- 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

### OHIO DISTRICT

Governor: PAUL BLONSKI  
1250 Lake Avenue, #409  
Lakewood, OH 44107

- 1—WILMINGTON, OH—Cowan Lake
- 4—MANSFIELD, OH—Clear Fork Lake
- 12—CLEVELAND, OH—Edgewater YC—Lake Erie
- 14—SPRINGFIELD, OH—Kiser Lake
- 19—CANFIELD, OH—Berlin Lake
- 26—TOLEDO, OH—Maumee River
- 34—RAY, IN—Clear Lake
- 37—WESTERVILLE, OH—Hoover Reservoir
- 65—DELLROY, OH—Atwood Lake
- 80—PITTSBURGH, PA—Lake Arthur

### GULF DISTRICT

Governor: LAWRENCE W. TAGGART, JR.  
5809 Memphis Street  
New Orleans, LA 70124

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay
- 38—MOBILE, AL (BYC)—Mobile Bay
- 45—JACKSON, MS—Ross Barnett Reservoir
- 55—MOBILE, AL (BYC)—Mobile Bay
- 75—PANAMA CITY, FL—St. Andrew Bay
- 79—GULFPORT, MS—GYC—Mississippi Sound
- 85—MONTGOMERY, AL—Lake Martin
- 87—PENSACOLA, FL—Pensacola Bay
- 90—MIAMI, FL—Biscayne Bay
- 91—ALEXANDRIA, LA—Lake Coteau and St. John
- 92—PASCAGOULA, MS—Mississippi Sound
- 96—NEW ORLEANS, LA SYC—Lake Pontchartrain
- 98—BAY ST. LOUIS, MS—Bay St. Louis
- 99—NEW ORLEANS, LA NOYC—Lake Pontchartrain
- 102—FAIRHOPE, AL FYC—Mobile Bay
- 111—ATLANTA, GA—Lake Lanier
- 112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS.
- 118—BIRMINGHAM, AL—Lake Logan Morgan
- 121—TUSCALOOSA, AL—Lake Tuscaloosa
- 127—NASHVILLE, TN—Percy Priest Lake, Barren River Reservoir

### NEW YORK LAKE DISTRICT

Governor: RICHARD ALLEN  
P.O. Box 128  
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- 35—CHAUTAUQUA, NY—Chautauqua Lake

- 43—SYRACUSE, NY—Skaneateles Lake
- 53—CAYUGA, NY—Cayuga Lake
- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake
- 130—LAKEWOOD, NY—Chautauqua Lake

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Governor: John Brown  
8 Oide Lantern Road  
Acton, MA 01720  
617/263-0033

- 5—BURLINGTON, VT—Mallet's Bay
- 11—ROCKPORT, MA—Sandy Bay
- 36—MONTREAL, QUEBEC, CAN—Lake St. Louis
- 57—HARWICH PORT, MA—Nantucket Sound
- 58—WOLLASTON, MA—Boston Harbor
- 76—SHARON, MA—Lake Massapoag
- 77—MENAUAHANT, MA—Vineyard Sound
- 105—COHASSET, MA—Cohasset Harbor
- 116—MANCHESTER, NH—Lake Massabesic
- 117—SHELBURNE, VT—Lake Champlain YC
- 124—DUXBURY, MA—Duxbury Bay

### GREATER NEW YORK DISTRICT

Governor: HUGH MALONE  
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- 7—RIVERSIDE, CT—Long Island Sound
- 10—MORICHES, L.I. NY—Moriches Bay
- 21—LOVELADIES' HARBOR, NJ—Barnegat Bay
- 22—SPRAY BEACH, NJ—Little Egg Harbor
- 24—NEW FAIRFIELD, CT—Candlewood Lake
- 31—SHORE ACRES, NJ—Upper Barnegat Bay
- 46—ISLAND PARK, NY—Hempstead Bay
- 72—AMITYVILLE, NY—Great South Bay
- 73—PERTH AMBOY, NJ—Raritan Bay
- 125—LIVINGSTON, NJ—Lake Hopatcong

### CAPITOL DISTRICT

Governor: Bruce B. Davis  
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Bethesda, MD 20014  
301/530-2120

- 6—OAKLAND, MD—Deep Creek Lake
- 42—WASHINGTON, DC—Potomac River
- 63—HAVRE DE GRACE, MD—Susquehanna River
- 64—BALTIMORE, MD—Middle River
- 81—WRIGHTSVILLE, PA—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA—Lake Glendale
- 86—BALTIMORE, MD—Magothy River
- 97—BETHESDA, MD—Chesapeake Bay

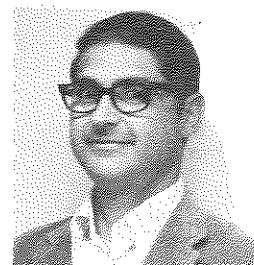
### CAROLINAS DISTRICT

Governor: DR. HALLAM WALKER  
P.O. Box 2185  
Davidson, NC 28036  
704/892-1276

- 27—ENDERSON, NC—Kerr Lake Reservoir
- 48—CHARLOTTE, NC—Lake Norman
- 71—ROANOKE, VA—Smith Mountain Lake
- 78—MOREHEAD CITY, NC—Bogue Sound
- 108—SOUTHMONT, NC—High Rock Lake
- 126—HIGH POINT, NC—Oak Hollow Lake



# Secretary reports Scot in Jaws, renewals up, and a ladder plan



By Hal Marcus

## Look for FS 1432 in Jaws II

Class Treasurer **Mike Johnson** reports that daughter **Marilynn** and son **Michael, Jr.** went to the casting lot for *Jaws II* filmed in Florida Gulf Coast. They were hired as extras to sail FS 1432, earning \$150 for three days' sailing. Can't wait to see the movie.

## ANOTHER NEW FLEET

**H.G. Henderson** (FS 3041) is the Charter Captain for new Fleet 132, associated with the Abilene Sailing Association and sailing on Ft. Phantom Lake. **Henderson** reports that the Fleet's name is "Big Country Flying Scots."

**Robert C. Ivey** (FS 1520) serves as the Charter Secretary. Other Charter members are **Richard Fourment** (FS1749), **C.D. Anderson** (FS 3042) and **Dan Garrett** (FS 2578).

## MEMBERSHIP AT RECORD HIGH

As of mid-December, our active membership renewals are running 200 ahead of the same period last year. This response represents real strength in the class's growth because last year was a roster year and this year is a Handbook year.

Evidently, you like the separate order form that we are enclosing with your membership renewal form, because orders for different items are pouring in. With each item, we have tried to give you the very best value possible and are offering only quality products.

We have received a brand new item since the order form was printed— very attractive entrance mats that measure 18" x 27". These mats are made of royal blue continuous-filament nylon, firmly bonded to a skid-proof vinyl backing. The "F/S" logo is beautifully flocked in white on the royal blue mat. This mat is an attractive item that becomes a useful doormat or working mat on your boat. These mats are available through your Association's office at \$10.00 each.

## 'IDEA OF THE MONTH' CONTEST WINNER

Here is our first Hints and Kinks that is a very practical "idea of the month" for you. This month's winning idea is a boarding ladder for a Flying Scot, specifically in response to **Dr. Doug Brady's** problem reported earlier.

The boarding ladder pictured here (in next column with the accompanying drawing, was submitted by **Howard Nudd** (FS 139). **Howard** says he has "used this rig successfully for ten years, and although it is designed to fit on boats with jib sheet snubbing winches, I am sure that

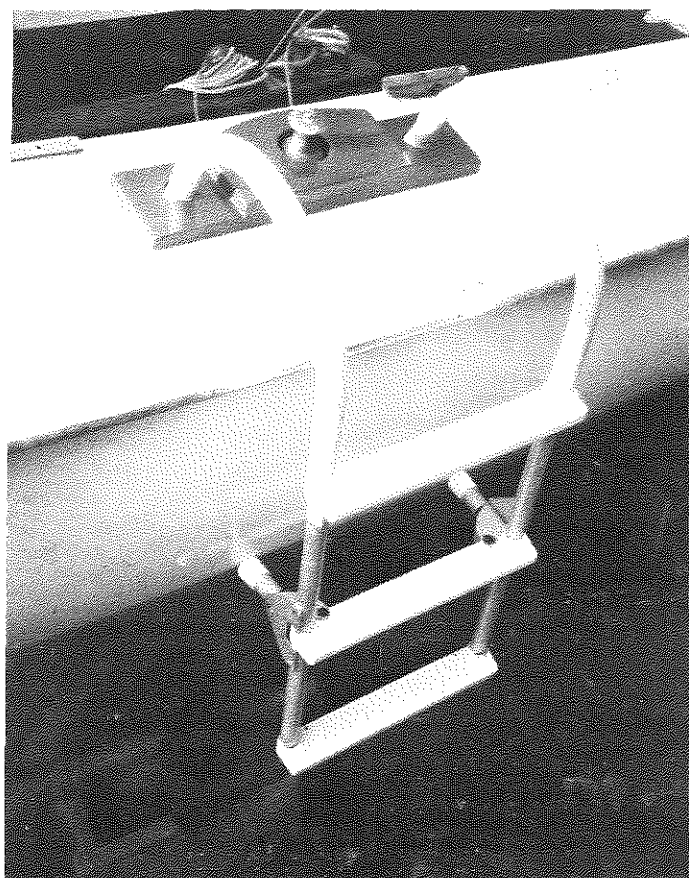
using a little resourcefulness, it could be adapted for use on boats with harken blocks.

"That it works well enough is said by the fact that I do my 'gunk holeing' mostly in Casco Bay, Maine, and anyone who has taken a dip in those waters will gladly attest that a reliable, rapid means of egress is an absolute necessity.

"The bracket that I have drawn here is used with a ladder 13" wide with 12" hooks. I have noted dimensions that could be altered to fit other sizes of ladders. The rectangular cut out was made to fit accurately around three sides of the wood blocks, supporting the winch, and this fit is important to prevent the bracket from twisting and sliding. As all blocks may not be the same size, the dimensions of them should be checked.

"I found that a strip of anti-skid tape along the edge of both the fore and aft decks makes a wonderful launching pad. Using these, from my boat we have fired three human cannonballs broadside on numerous occasions yet hardly rocked the boat at all. (Well, at least it didn't take on water.)"

For his prize, **Mr. Nudd** wins \$5 worth of Flying Scot items of his choice.



# 'Bama, Florida Host Mid-Winter Champs Jan. 14-15, March 2-5

Championship sailing in the south gets underway Jan. 14-15 at Fairhope, Ala., the Junior Mid-Winters, moves to Ft. Walton Beach, Fla., Feb. 25-26, for the Mid-Winter Warmups, and then the next week Mid-Winter Championships will be sailed at St. Andrews Bay Yacht Club in Panama City, Fla.

The Junior Championship will go to a sailor meeting the Sears age requirement, of 17 years or under. A series for juniors above 17 is also scheduled as an addition.

Scot sailors are invited to Ft. Walton Beach the week before the Mid-Winters.

The next week at Panama City, three races will be sailed to qualify, and then the fleet divided to start again for championship and Challenger honors.

This year, in addition to the free cocktail party and the dance, St. Andrews Bay Yacht Club will host a raw oyster bar and beer on the lawn and award a grand door prize for all registrants. Prize is a set of Flying Scot sails donated by Schurr Sails of Pensacola, Fla.

All sails will be measured. 1977 NAC and 1977 GYA Lipton measurement stamp will be accepted, and Alfred Schurr will have a sewing machine available to alter sails if needed. Flying Scot must be registered with FSSA, and skipper must have 1978 dues paid. FSSA secretary will be present to accept dues.

Entrance fee is \$25.00; \$20.00 if you pre-register by 25 February.

Local motels readily available to the club are:

Holiday Inn Downtown  
711 W. Beach Drive  
Panama City, Florida 32401  
Tel: (904) 763-4622

Ramada Inn  
3001 W. 10th Street  
Panama City, Fla. 32401  
Tel: (904) 785-0561

Howard Johnson Motel  
4601 W. Highway 98  
Panama City, Fla. 32401  
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Send Form 3579 to:  
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