

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIV, NUMBER 8 DECEMBER, 1982



**Hott's History Book**

**Chief Measurer's  
Rulings**

**1982 NAC  
Statistics**

**Border Regatta  
Resumed**

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Cover: **Sandy Eustis (3276), #88**  
**(unidentified) and Chuck Winans (3291)**  
approach leeward mark at 1982 NAC's.

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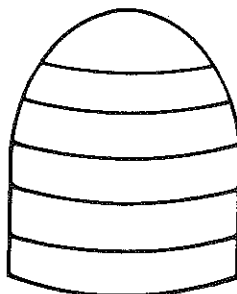
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# IMPORTANT NEWS

## CORRECTION TO OFFICIAL PLAN

from Chief Measurer, Lawrence Taggart

The Spinnaker Luff Measurement shown on the Official Plan (page 35) of the FSSA Handbook should be 18'5" ± 5" and not 18'3" ± 3" as shown.

## THANK YOU, DAVE MAYFIELD

Dave Mayfield of the Rudder Club in Jacksonville, Florida, our host for the Sandy Douglass Regatta for the past five years, will be unable to continue in that capacity due to health problems. Thank you, Dave, for your enthusiasm and years of working in promoting Flying Scots and this fine regatta.

## FROM THE EDITOR:

Recently I asked each District Governor by mail to appoint a Scots N' Water Correspondent for his/her District, whose duty it would be to write to me prior to the deadline of each issue concerning items of interest in the District. So far I have received responses from only two Districts, the Gulf and New York Lakes. The correspondents for these two Districts are:

*Gulf* Ken Kleinschrodt  
4118 Springdale Rd.  
Mobile, Alabama  
36609  
ph. 205/342-4524

*New York Lakes* Cynthia Rea  
924 Nottingham Rd.  
Jamesville, New York  
13078  
ph. 315/445-0194

## NANCY K. ROMAN MEMORIAL TROPHY

Dr. James R. Roman, Jr. of Lakewood, New York, has donated this beautiful trophy to the FSSA. It is to be given at the NAC's to the woman (skipper or crew) having the best point score in the Challenger Division. The name of the winner each

year is to be engraved on the trophy, at the expense of the winner, who shall be responsible for its care and safe-keeping and return to the NAC's the following year. Thank you, Dr. Roman.

## SPECIFICATIONS APPROVED

### Note to all FSSA Members:

The Specifications Amendment adopted by the Governing Board at the 1982 MidWinter meeting was approved by vote of the FSSA membership at the Annual Meeting held during the NAC. A copy of the Amendment appeared on page 5 of the June issue of Scots n' Water. The 1983 MidWinter Championship is the first sanctioned regatta at which the amendment will be in effect. All boats must be rigged in accordance with the new specifications to be allowed to race in the 1983 Mid-Winters.

## DUES PAID?

All FSSA members who have not paid 1983 dues by January 31, 1983 will be removed from the active mailing list. This includes the mailing list for Scots N' Water. If you have not yet paid your dues, please mail them to FSSA Headquarters, P. O. Box 11187 Columbia, SC 29211.



**Nancy K. Roman Memorial Trophy.** This beautiful trophy has been donated by Dr. James R. Roman, Jr. to be given to the woman having the best point score in the Challenger Division at the North American Championships.

## STATEMENT OF OWNERSHIP

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Total	2258	1900

## We Need Addresses

The FSSA needs current addresses for the following FSSA members and/or current boat owners.

Boat #	Name
0016	Joseph Franklin
0017	Harry F. Esterly
0032	Frank L. Iseman, Jr.
0036	Cedric Walker
0052	John Didicher
0057	Glenn S. Stephens
0065	David Barry
0082	Eugene A. Stater
0102	Lane Hammond
0106	M. B. Richmond
0113	H. Wood Sibold
0127	Douglas A. Cauchon
0131	Tiger Moore
0141	Harry C. Swan
0156	William Bosley
0165	Donald B. Miller

Sandy Sez

# Specifications Approved!

The die is cast. By an overwhelming vote of eight to one, our Membership has voted in favor of adopting the Specifications Amendment as proposed by the Governing Board!

The vote restores my faith. If the count had gone the other way I would have felt repudiated by the Class. Now I know that I have been on the right track in my belief that Scot owners prefer to maintain the Flying Scot in her proper character as the one-design family-racing boat she was designed to be. My only regret is that we did not reach this decision many years ago.

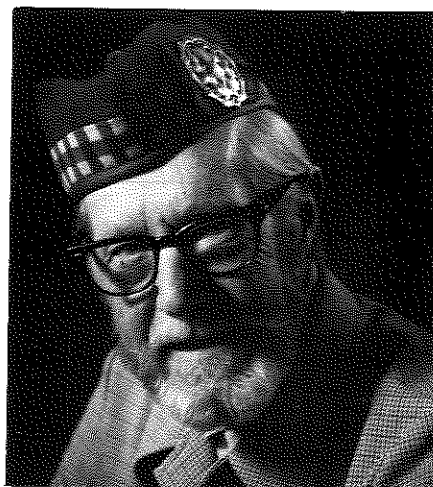
It is my hope - and belief - that the dissenting minority will accept the new Specifications in good grace. These owners may even come to find that they, too, prefer a cleaner and simpler boat; and that there is greater satisfaction in out-sailing the

competitor than in out-rigging him.

The new Specifications will make easier the task of our measurers in ruling out freak contrivances. Just what are freak contrivances? This is a term coined to cover the as-yet-unknown devices which rear their ugly heads in attempts to circumvent the accepted rules and conventions of one-design classes.

A number of our past Chief measurer's rulings were made to neutralize Fred Tears' ingenious freak contrivances which he devised to exploit loopholes in our Specifications. It is to be hoped that Fred will again apply himself to searching out any weaknesses in the wording of our new Specifications.

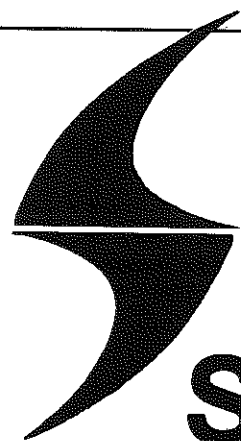
These Specifications may be changed or modified only by amendments ratified by the Governing Board. To most of us the intent



Gordon K. Douglas

of the new Specs is clear despite certain deficiencies, easily corrected, in wording and syntax.

We can look back with pride to our 1982 Twenty-fifth Anniversary North Americans at Marion, Mass. Chuck and Abigail Winans, and their excellent committees and working crews, deserve nothing but credit and praise for the way everything was organized and carried out. To the Tabor Academy we owe our thanks. Everything certainly was all we could have hoped for. And best of all, the Flying Scot Sailing Association adopted the Amendment to the Specifications, the greatest single event in our 25-year history!



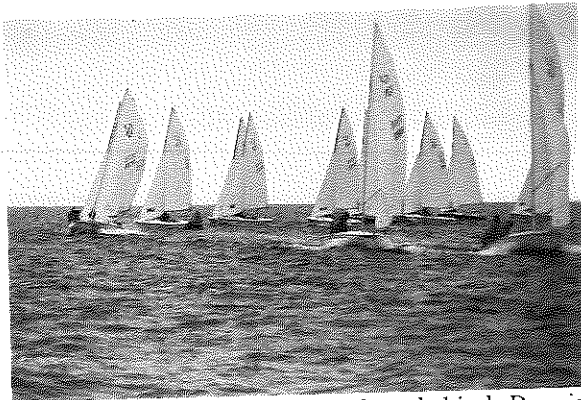
# SHORE SAILS

## Shore Sails Perform

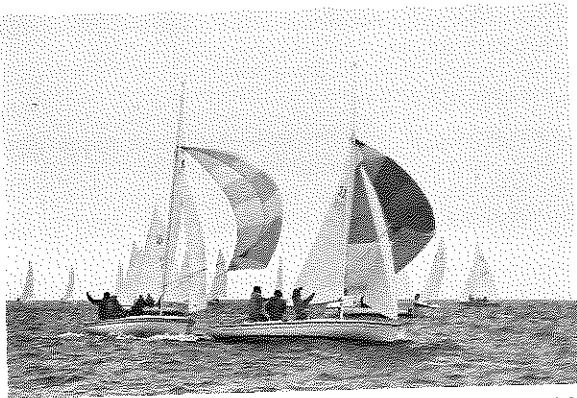
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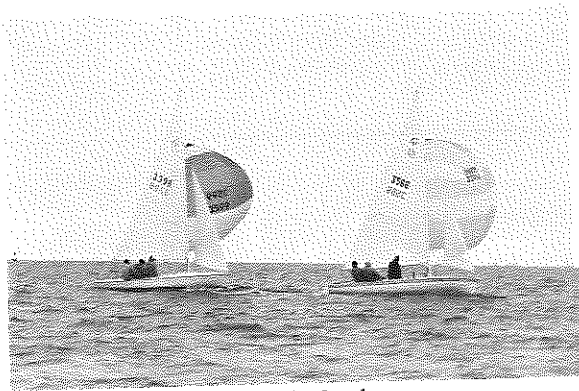
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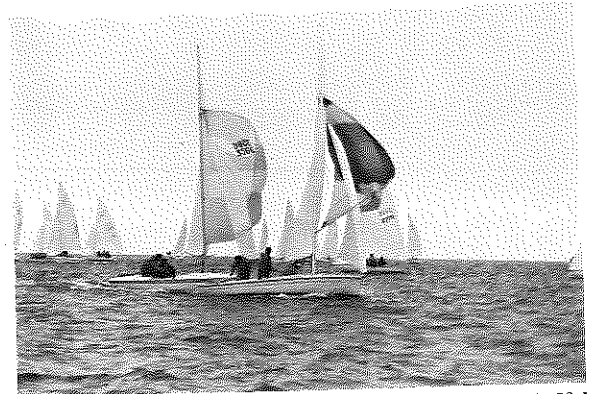
A—Fox, 3566, is in second place behind Dennis Stieffel at the start of the first reach.



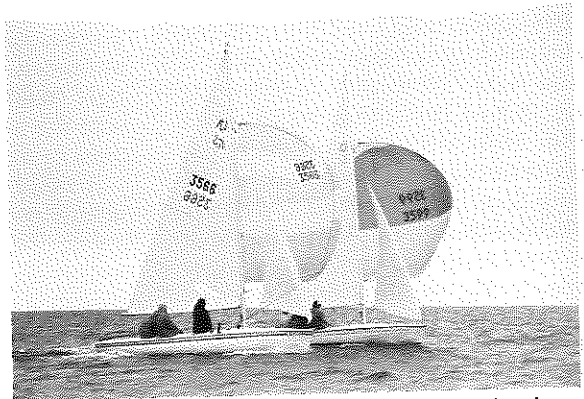
C—Fox, seeing that Stieffel is having difficulty with his chute, which is what Fox had obviously anticipated, heads up to pass astern of Stieffel on a course to windward of Stieffel. Stieffel, at this point, isn't aware that he's been "had."



E—... right by and into the lead.



B—Fox has born off on a course to leeward of Stieffel and has raised his chute at the same time. Stieffel, upon seeing this maneuver, bore off slightly and raised his chute as well to prevent Fox from sailing through his lee.

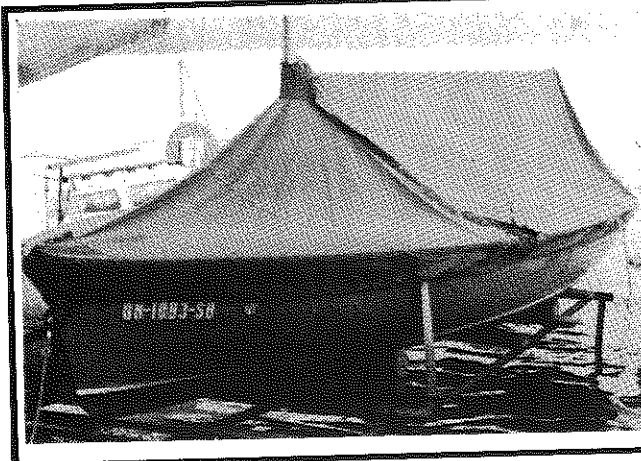


D—Stieffel (chute #3599) finally has his chute trimmed, but is still going slower than Fox. Fox is too far to windward for Stieffel to luff effectively (note height of masts for relative distance). Fox throws some dirty air at Stieffel and ...

## One Way to Pick Up One Boat On the First Reach

as executed by Andy Fox

(Pictures by Paul Newton at 1982 NAC)



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SCOTS N' WA

# Hott's History Book

**Don Hott, Commodore of the FSSA, attended his 24th North American Championship in August of this year. Here he shares some of his memories from the first 23.**

---

## *Don Hott*

---

Editor Paul Newton asked me if I would like to share with other Flying Scot sailors some memories of all 23 North American Championships I have attended. Who could pass up an opportunity like that? 1982 will be the 24th year that my annual vacation has been participation in this regatta. (Ed. note: This was written before the 1982 NAC'S).

By 1959, Sandy Douglass had moved his boat building company to Oakland, Maryland, and we were sailing together in Fleet 6 on Deep Creek Lake, which is still my favorite "mill pond." Trying to drum up some entries for the first N.A.C., he talked me into going, and for that, I will be eternally grateful to him.

Clear Fork Lake, Mansfield, Ohio, a municipal reservoir, was the scene of the 1959 N.A.C., 32 Scots participated. Through some fluke, I managed to win the first race in the first N.A.C. Hitting a mark in the third race wiped me out of the winning circle. Sandy won his first Flying Scot Championship. Dick Peake was fourth. Sandy, Dick and I still sail against each other in Fleet 6.

The second N.A.C. was at Sheridan Shores Yacht Club, on Lake Michigan, just north of Chicago. I believe it was there that I began to realize how great Flying Scotters really are. Imagine, if you can, a country boy from the mountains of West Virginia in the middle of rush

hour traffic in downtown Chicago with a 19 foot sailboat on behind, and no idea where he wanted to go. A car pulled alongside, and the driver wanted to know if I knew where I was going, and, since I didn't, got in the lead and led me to Sheridan Shore Yacht Club. I will always be grateful to that unknown person who was so kind.

The people at Sheridan Shore Yacht Club were great. Before I knew what was going on, my boat was rigged and floating. "Anything else we can do?" someone asked. "Yeah, you can get someone to take me out on Lake Michigan, 'cause

I'm not going alone the first time." There was no way this "mill pond" sailor was going to try to get out through that narrow breakwater with 3 foot waves rolling in. They found a young couple to take my boat out with my crew and me as passengers. One "race" during that regatta, there was absolutely no wind, Michigan was glassy, and the bugs were hungry. When the cancellation shots were fired, almost everyone abandoned ship. The water felt great. I saw a sight during that regatta, a Scott heeled 90° over, being pulled sideways through the water by a beautifully filled spinaker about 20 feet



**Attendees at the 25th Anniversary Regatta who have been involved with Flying Scots for 25 years.** Top row, left to right: Creston Stewart (No. 70), Dick Peake, (No. 18 and founder of Fleet 1), Ken Perkins (No. 11), Jack Brown (No. 4), George Spencer and Don Hott (No. 29). Bottom row, left to right: Bob Greening (No. 30), Eric Ammann and Sandy Douglass. Also present: Ted Glass.

downwind from the masthead.

Edison Boat Club, Detroit, Michigan, August 1961. Who could ever forget the long tows from Edison to Lake St. Clair? Who could ever forget the light air and poor visibility race when the stake boat couldn't find the second mark, went off in the distance, dropped its anchor, hoisted the M flag indicating it was the second mark, while the whole fleet found and rounded the second mark? No race, the fleet had rounded the "wrong" second mark. Sandy, after winning in 1959 and 1960, had to give up the championship, and, for the irony of it, to an Irishman, Kevin O'Reilly. The hospitality was great, and many old (3 year) friendships were renewed by the competitors.

Long Island Sound, out of Riverside, Connecticut, August 1962, was the scene of the fourth N.A.C. It was the first time I had ever experienced tides, and the harbor would hardly be recognizable after an 8 foot drop in water level. Racing on the open waters of Long Island Sound has no similarity to racing on Deep Creek Lake. First time with the very formal and very efficient Riverside Yacht Club Race Commit-

tee, all in the specified "Dress of the Day." Most impressive. I did manage to put a crack at least, in that formality. Just after I was called over the finish line for the last race, a different voice came over the loud hailer. "West Virginia!" I acknowledged. "You can't sail worth a d—, but you sure can pick the crews." I had two most attractive girls as crew.

The fifth N.A.C., was held at Port Clinton, Ohio, on Lake Erie. The seven host fleets borrowed the facilities of the Port Clinton Yacht Club, where there was no Scot fleet, and gave us a fine regatta. To prove we were true E.R.A.'s, the Champion was Harris Garrett, from Texas, sailing, I believe, with her husband and sister. I was close to her at one mark, and yelling at crews is not exclusive with male skippers. In the second race, I was the middle boat of a five boat squeeze with contacts at a mark rounding. I protested the two outside boats for failure to give room at the mark, and the two inside boats for failure to keep clear as windward boats, if the mark rounding rule was not yet in effect. (This was before the days of the two boat length circle rule). The Protest Committee disqualified Sandy for

not keeping clear of me because he had not protested the windward and inside boat, even though that boat had come in violent contact with him and forced Sandy into me. I offered to get that decision reversed on appeal, but Sandy didn't think that would be politic. Besides the DSQ he had three firsts and a second, which was good enough for a second place trophy. What a great sailor!!

1964, and we all traveled to Rockport, Massachusetts, for the N.A.C. What a charming place that was. No motels, just tourist homes. Made friendships that still exist. I was greatly impressed with having finally sailed my Scot on the open Atlantic, until I learned that an all girl Scot had sailed up from Boston on the ocean. Sandy won again, four wins in six tries. It was during one race here that Sandy Douglass introduced the FSSA to the then new technique of jibing downwind with spinnaker, when he passed more than 30 boats on a run which was otherwise a real parade.

Milwaukee, Wisconsin, was the site of the 1965 N.A.C. Sandy did it again with three firsts and two thirds. For the first time, we had an elimi-

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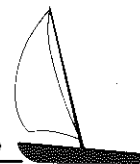
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nation series and a Challenger's Division. I remember reaching back and forth between the committee boat and the harbor during a line squall, with the boat planing wildly, and trying to figure a turnabout in an occasional lull. Too much for a mill pond sailor.

Edgewater Yacht Club, Cleveland, Ohio, and the 1966 N.A.C. was sailed on Lake Erie the second time. Somehow or other, I ended up with two DSQs. They did some changing of the division in one race, and I missed the change. I started in the 1st division instead of the second, so, DSQ. Sandy made almost the same mistake, but he started in the second division, 15 minutes after he should have started, and still managed to beat several boats. Youth came to the front, when 17 year old Bill Wickes took the First Place silver home. My second DSQ came on a simple port-starboard situation, in a real drifter. The starboard boat bore off and cleared me by several feet. I was watching him and didn't think he could have hit me. I hadn't even spun my boat on the centerboard to avoid him. The Protest Committee took more than two hours before reluctantly disqualifying me because I could not prove I would have cleared him if he had held course. There will be days like that.

The World's Fair at Montreal in 1967 was an added attraction for the N.A.C. The Championship was held "out of the country" for the first time. The winds were generally very light. I "ghosted" to a first place finish in the first division, third race, and Sandy did the same in the second division. As I had fun saying, it reminded me of sailing on Deep Creek where Sandy and I both sail. Sandy won the N.A.C. again, three firsts, a second and a sixth. One of the competitors was Fred Crapo, of Muncie, Indiana, who died several years ago. Fred was one of the great people I have met sailing Scots. He refused to let a slight physical handicap of being paralyzed from the waist down keep him from doing what he loved, sailing. To see him working his way to the dock on two elbow length crutches and radiating good cheer was a real inspiration for everyone.

Back to Riverside in 1968, and Long Island Sound. Fred Bloomer, of the host Club, won by 3/4 of a point over Sandy. Three firsts, a second and a fifth lost to two firsts,

*This article, written by Jack Brown of Benton, Illinois, original owner of Scot #4, is included here because it describes the 25th Anniversary Celebration of the Flying Scot at Cowan Lake Ohio in a different and perhaps more reflective and appropriate light than the usual regatta report.*

As happy owners of a Flying Scot (No. 4), who ordered their first one sight unseen from a drawing appearing in RUDDER Magazine while it was only a light in Sandy's eye, my wife and I attended the 25th anniversary of its birth recently at Cowan Lake.

How strange it seems that this boat and the love for sailing could have inspired the comradeships continuing through the years that brought together such a diverse group. Young, eager, fierce competitors mingled with tired, old has-beens and those of us who never were, to enjoy two days of nostalgia, reliving past victories, avoiding the memory of defeats, and telling those gentle lies about physical appearances so common to reunions.

There were races, of course, and winners whose names, brilliant tactics and spinnaker work will be engraved on stone tablets to be unearthed in a thousand years by an archeological Scot sailor whose boat will be equipped with some ridiculous gadget with an important-sounding name, notwithstanding various return trips from the hereafter by Sandy in opposition.

The host club, Cowan Lake Sailing Association, was more than hospitable. "Boy Scots" were provided to help the elderly to tack up the grade from the water to the club and fair winds were provided—not only on the lake, but at the happy hour preceeding the dinner.

It was a great reunion and we expect to attend the 50th because, as we all know, old sailors never die—they just get a little dinghy.

seconds, and a third. This was close. Riverside Yacht Club is one of the really great yacht clubs in the country, and the hospitality was superb. Fred Bloomer, a New York lawyer, won using sails that he had made himself. How about that?

1969 was our first trip into Gulf Yachting Association territory, when we went to Fairhope Yacht Club on

Mobile Bay. I remember getting out of the car into the stifling heat and reading about the "cold wave" they were experiencing. Jack Laird won over Paul Schreck by 1/2 point. Paul was leading on points going into the last race. For Jack to win, he had to beat Paul, and have at least one boat between them. Jack beat Paul by 3 feet, and there was one boat which finished between them. That is close. The regatta was held the first week in August, a week earlier than usual, and it was a good thing. Camille came through just after we left and almost wiped out the area. Glad we weren't there when it hit.

1970, and a return trip to Milwaukee. I remember sailing out through the breakwater and taking the first two waves aboard, solid water, not spray. Deep Creek does not provide adequate training for such conditions. They tried to start one race in heavy fog. It was something. In the blue flag period, I didn't know where the starting line was, or where I was, or where the first mark was supposed to be. I was glad they postponed that race. Paul Schreck won, and Jack Laird was second, the reverse of the year before, and 1 1/4 points separated them. Really great sailors.

The 1971 N.A.C., was sponsored by Detroit Yacht Club. I had totaled my car a week or so before, spent some time in the hospital, bought a used car the night before I had to leave for Detroit, and it had no trailer hitch. It was my first year as Chief Measurer, and I thought I should be there, so I threw my sails and some clothes in the car and headed for Detroit. When I got there, I hunted up Bob Cowles, told him my problems, and somehow or other, he came up with a boat and a crew for me. That was the Championship in which Fred Tears, of Dallas, Texas, left the series the winner, having survived two protests, one on a deck sweeper jib, and the other on a jibing centerboard, and concerning both of which, I had testified before the Protest Committee and stated that they were illegal under our specifications. Both protests were disallowed and Fred was awarded the first place trophy. NAYRU heard an appeal and reversed the Protest Committee, disqualifying Fred Tears, and confirming the right of all class Chief Measurers to make rulings concerning class specifications. As a result of this appeal, Sandy Doug-

lass was declared the winner for the seventh time.

1972, the Houston Yacht Club, on Galveston Bay, Texas. I had a great crew, Sandy Douglass and Eric Ammann, I just didn't have enough talent and smarts to use them to win. I did improve 44 places from my last regatta. Who could ever forget the fish kill, the whole harbor white with dead fish and the temperature very hot? Hal Walker, first vice president, and Ted Glass, former president, both capsized at the leeward mark in the last race in a violent squall. Ted's wife, Florence, was sailing with him, and they were still in the water when we rounded it the second time, completely swamped, deck awash, and with broken mast. Finally, when rescue was under control, Florence was taken out of the water and ashore. When ashore and in dry clothes, she started hunting a new mast, so "Gunter" and she could finish their sailing vacation. That woman has Class. Ted lost his wallet in the capsize. Several weeks later it was dredged up from the bottom of Galveston Bay by a shrimp boat and returned to him. Strange things happen. The Gulf Yachting Association swept this N.A.C., with Paul Schreck being first

and the next seven places going to Gulf Yachting Association members.

1973, and our third visit to Riverside Yacht Club, and Long Island Sound. Tom Ehman, then 19, edged out Paul Schreck to win his first N.A.C., by 1/2 point. Tom had to be within four boats of Paul to win. Half way through, he was 18 boats back. Paul held on to his third place for the next three legs while Tom battled from 21st to seventh to win the big one. Tom is now the executive secretary of the United States Yacht Racing Union and is very well known in all yachting circles. Scots really don't grow old. Bill Sharp, of Alexandria, Virginia, sailed #3 (built in 1957) to a 13th place finish.

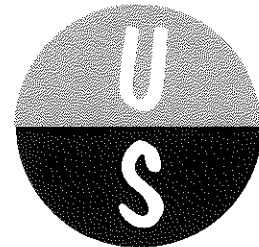
1974 and it was Edgewater Yacht Club, Cleveland, Ohio, and Lake Erie for the second time. Tom Ehman, now 20, won his second N.A.C. The winds were somewhat light, and some didn't get back from one race until after dark, incidentally picking up Coast Guard Citations for not having proper running lights while sailing after dark. Floyd Davis, our ancient, gravel-voiced friend from Panama City, Florida, ended the series like a real champ, with a 2-4-2, scrapping Tom every foot of the way, beating him once and losing

twice. Floyd has taught a lot of youngsters to sail and race, and was honored in 1980 with the Executive Secretary's Award for doing the most to promote the Flying Scot that year.

It was August 1975, and it was hot on Lake Ponchartrain, at New Orleans. Paul Schreck won his third N.A.C. Tom Ehman, who had won the last two N.A.Cs., couldn't do anything right, and couldn't even get in the Championship Division. Many would have quit, but not Tom. He sailed the Challengers Division, and was second. He went up very high in my book. It takes real character to hang on under those circumstances. I remember how upset Texan Brad Davis was when the race committee kept moving the finish line to keep him from finishing within the time limit. There wasn't another boat which could have even finished that race, the wind had so completely quit. Brad was a good sport about it. Trips to the French Quarter well made up for the heat and lack of winds.

Lake Norman, Statesville, North Carolina, and the 1976 N.A.C. I really thought I stood a chance there, a small, inland lake, with no current. Tom Ehman, who couldn't make the Championship Division the year be-

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fore, won his third N.A.C., Kelson Elam was second and Marc Eagan third. Ehman-Elam-Eagan, in that order, and all young college students. There was a large High over Chicago on the first day, and it drifted slowly across the northern states during the series, bringing strong and cold winds. On the last day, there was a hurricane working its way up the east coast, and Lake Norman was right at the junction of the two winds, and it was something to feel the blasts of hot air from the hurricane and cold airs from the High alternately drive you. The winds were high. Ted Glass sailed one race with a roller reefed main, an advantage to windward, but not on the other legs. Twenty-three boats didn't start, and of the fifty-seven that started, seven didn't finish. Lake Norman was no millpond that week.

Lake Charlevoix, Michigan, 1977, was another heavy weather N.A.C., with winds in the 10 - 25 mile range. Marc Eagan, third the year before, won. I quit the last race when the lightning began to strike, and the race was cancelled with seven boats still racing in 50 mph winds. Quite a few boats were over. One lost its flotation on one side and was almost impossible to rescue. Every time it was righted, the unbalanced flota-

tion made it go over again. The new specification on longitudinal flotation straps resulted from this and similar problems when flotation has come out. I got a beautiful trophy for fourth place in the Challengers. (Really, 51st overall, but who in Keyser, West Virginia, knows that)?

The Eagan Brothers, Mark and Bubby, made it a family affair with a 1 - 2 at Riverside in 1978. Two wonderfully fine young men who sail great. It must be great to be young. Sailing back into the Riverside Harbor after two races on Long Island Sound, I was really tired. There came Bubby doing a series of spinnaker jibes just to sharpen the skills a bit more. Riverside Yacht Club was closed for major renovations, (I think it was sinking into Long Island Sound or something), but the local fleet did a great job under difficult circumstances. While waiting for the winds to come up for one race, President Bill Singletary reconvened a meeting of the Board of Governors in the middle of Long Island Sound, and the Governors and Officers all tied up to "Press On Regardless," Riverside's classic fishing boat turned yacht.

1979, and the gasoline crunch was on, but 59 Scots managed to get to Lake Carlyle, Illinois. I proved my

final qualification to become President of FSSA by coming in 49th. (By tradition, the President is not supposed to be a top racer). In this regatta, during a race, a swarm of bees decided to take up residence on the masthead of John O'Meara's Scot No. 1918. It created a bit of confusion aboard. Sailmaker Bruce Goldsmith came out Champion followed by Marc Eagan, twice Former Champion and Paul Schreck, three time Former Champion.

Pensacola, Florida, August 1980, and a new name became Flying Scot Champion Sailor—Danny Killeen of New Orleans. Another fish kill, with the harbor full of floating fish. The locals knew that the sea breeze came in the afternoon, and no one could understand why we drifted one morning for 2½ hours. Randy Santa Cruz, a really good skipper, didn't make the Championship Division. I think he had one premature start and one DSQ in the elimination races, but proved his ability by winning five straight races in the Challenger's Division. Friday morning, when Randy arrived at the Yacht Club for the final race, he found his Scot floating, fully rigged, in the Club's swimming pool, with "CHALLENGER" in huge letters on both sides. When the postponement

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flag finally came down, all his "friends" came to his rescue and helped move his boat from the pool to the harbor. A big laugh was enjoyed by all, including Randy.

1981 saw the N.A.C., return to Lake Norman. Hal Walker arranged for my family to live on the Davidson College campus, where I had graduated 40 years earlier. It was nice. Another new name, Andy Fox, became the Champion. Winds generally light, when I usually do OK, but not this time. First race, and I was within a hundred feet of the finish line when the time limit expired, and 34 boats, including me, got a DNF. Tough, after working so hard for so long, to get so close, and miss. The rest of the races were in decent airs. My wife and I hosted a cocktail party for the participants and officials. The Lake Norman Yacht Club's Ted Heyward, who took care of everything for us, strongly recommended that we limit drinks, but I vetoed that. I had received so much from the FSSA that I wanted to return a little. When I paid the bill, Ted commented, "I just don't understand it. These Flying Scot people just don't drink much." True, it really is a family class boat, and the drinking, with two open bars, plus a beer truck, was very restrained. I like that about the Scot.

Buzzards Bay, 1982, will be my 24th North American Championship. What will it bring for me? Who knows, except that I know I will not win. Some have asked, "If you can't win, why do you go?" To renew old friendships, and to make some new ones. To sail against some of the best sailors in this country. Of the 70 - 80 boats which will register, maybe five are top contenders, and one of these will probably win. Another five are possible contenders, and could win by putting a great five race series together. The rest of us are there to try as hard as we can to do the best we can, and to have a great vacation among some of the finest people in the country, who are, without a doubt, Flying Scot sailors. The "not so young" man from the hills of West Virginia will be eternally grateful to Sandy Douglass for talking me into attending the first Nationals at Mansfield in 1959. My life has been enriched beyond description by my association with the wonderful people who sail Flying Scots. I thank you all. DONALD HOTT, COM-MODORE.

SCOTS N' WATER

# Chief Measurer's Rulings

Refer to the recently adopted Specifications Amendment which was published in the June 1982 issue of Scots N' Water.

1. Article S-III-5.b (MAINSAIL OUTHAUL ON BOOM) does not prevent an owner from using a 1:1 direct lead tackle.
2. Article S-III-5.c (MAINSAIL LUFF CUNNINGHAM) does not prevent an owner from using a 1:1 direct lead tackle.
3. Article S-III-5.g (JIB SHEETS) does not require the use of ratchet blocks or winches unless an owner so desires.
4. Article S-III-5.j (SPINNAKER SHEET AND GUY) does not require the use of chainplate or captive hooks if a downhaul is used, or ratchet blocks or winches unless an owner so desires.
5. A boat equipped with a pair of combination jib/spinnaker sheet winches may also have installed only one additional pair of ratchet blocks for use with the spinnaker sheet and guy.
6. Only the spinnaker sheets and halyard shall be used in the launching and dousing of a spinnaker.
7. The use of more than one spinnaker pole eye on the mast is permitted, *provided* that these are located on the forward side of the mast between 2 ft. 10 in. and 4 ft. 4 in. from the base of the mast.
8. Article S-III-5.1 (CENTERBOARD PENNANT) does not require the use of fairleads unless an owner so desires.
9. Article S-III-5 (RUNNING RIGGING) does not preclude the use of snap hooks, shackles, brummel hooks or similar devices to attach running rigging to sails or other permitted points of attachment.
10. The terms "blocks" and "fairleads" may be used interchangeably.
11. The "double block" and "single block with becket" referenced in Article S-III-5.a (MAIN SHEET) provide the maximum 3:1 purchase power permitted. It therefore follows that anyone using 2:1 or 1:1 systems may replace these blocks with the appropriate blocks installed in the prescribed locations.
12. The main sheet may be led directly from the boom end to a winch or block mounted on the aft end of the centerboard cap.
13. In addition to a swivel cleat on the centerboard cap for the Main Sheet, there shall be no more than one other 360 degree swivel cleat (similar in design and principle to the WACO 360) in the boat which, if employed, must be mounted on the sides of the centerboard trunk for use only with either the centerboard pennant or the cunningham.

1928 NAC  
Measurement Committee

## Facts & Figures

Mike Kiely

Total Displacement of Flying Scots at NAC — 73,086 lbs.  
Lightest hull — 659 lbs. (corrector weights added)  
Heaviest hull — 760 lbs. (skipper & crew dieted)  
Average hull weight — 792 lbs. (centerboard included)

Hull & Centerboard Weights			
Weight Range lbs	# of Boats	Weight Range lbs	# of Boats
780 - 785*	22	826 - 830	2
786 - 790	5	831 - 835	none
791 - 795	10	836 - 840	4
796 - 800	5	841 - 845	2
801 - 805	4	846 - 850	1
806 - 810	7	851 - 855	none
811 - 815	4	856 - 860	2
816 - 820	3	861 - 865	2
821 - 825	3		

\*Some of these included corrector weights.

### AGE OF BOATS

Boat No. Range	No. In Nac
Under 1000	8
1001 - 1999	18
2000 - 3000	13
Over 3000	37

- Newest boat #3800 owned by Bob Vance  
- Oldest boat #133 owned by Dennis Leffler

### SAIL MEASUREMENTS

123 jibs were measured in.  
121 mainsails were measured in.  
120 spinnakers were measured in.  
• 16 jib tack shackles were added to jibs that did not have them, but had illegal grommets instead.  
• 2 mainsails were rejected for upper 1/4 girth too large.  
• 4 jibs were rejected as too large.  
• 20 spinnakers were rejected for size; 10 were corrected by stretching or shrinking.

### OTHER MEASUREMENTS

The bow plate measurement on the jib halyard extension was off on 12 boats, but a shackle corrected the problem in every case. The biggest discrepancy in measurement was the lack of required Coast Guard gear, mostly lifejackets, foghorns, and bailers; there's no excuse for this.

# Border Regatta Resumed

*Sandy Douglass*

Early in the history of the FSSA, a Philadelphia dentist, Dr. Ford W. Stevens, conceived the idea of establishing an international regatta for Flying Scots. Being an officer of the Trident Yacht Club, near Gananoque, and the owner of a Flying Scot which he moored at his summer home on Wyoming Island in the Thousand Islands, his enthusiasm sold the Trident Yacht Club on hosting the regatta which became known as the Border Regatta.

For a number of years the Border Regatta flourished, with numerous entries from the Scot fleets which

Tanzer had developed at London, Ontario, and Montreal, as well as boats from the U. S. But then, to our regret, Tanzer gave up building the Scot, the fleets dwindled, and in 1969 the last Border Regatta was held.

Times have changed. The Flying Scot has had a re-birth in Canada with a new Canadian builder at St. Catherines, the Shark Shop, and a new Scot fleet at Stony Lake, near Peterborough. With active fleets in upstate New York, and with at least six Scot owners in the Thousand Islands in the Gananoque vicinity, the time has seemed ripe to revive the Border Regatta and to race again for the handsome perpetual trophies designed and crafted in silver for this event by Dr. Stevens.

Our First Annual Resumption, August 21-22, was a great success. Our turnout of ten Scots was better than we had expected, since we planned this year's event largely as a friendly get-together for discussion and planning. Representatives of the Trident Yacht Club spoke warmly of enjoying the visit of the Flying Scots and invited us to return next year. With this in mind, we settled on the third weekend of August, the 20th and 21st, for the 1983 Border Regatta. Ken Wright, FS 471, offered to serve as the Regatta Chairman for 1983.

On Saturday, we sailed two olympic-type courses in light northeast winds. Sunday morning brought us a spanking sou'wester which gave us some fast planing. George Dietrich, from our London fleet, carried off the honors with two firsts and a third, Reg Britton of Gananoque placed second with two seconds and a first.

Skipper	Race #			Total Points
	1	2	3	
George Dietrich	3/4	3/4	3	4 1/2
Reg Britton	2	2	3/4	4 3/4
Verne Marshall	6	3	2	11
Betterman	3	6	4	13
Cynthia Rea	4	4	5	13



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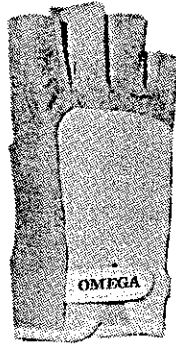
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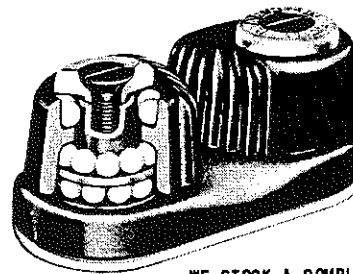


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# THE FLEET'S IN

## Prairie District Regatta

The 1982 Prairie District Regatta was hosted by Fleet 80 on July 17 - 18, at Perry Yacht Club, Lake Perry, Kansas. Winds on Saturday were in the 15 - 25 mph range, resulting in bruises, sore muscles, and one capsize. The final race Sunday was sailed in 10 mph winds and was a much more sedate affair.

Seven boats entered the series, with sailors coming from as far away as McCook, Nebraska and Tulsa, Oklahoma. With two firsts and one second, Jim Calvert, with wife Kay as crew, captured the championship. Second place went to Steve Bolen, of the host fleet, who was making his debut as a Scot sailor. The third place trophy helped Al Kasl and wife Francis forget about their nine hour drive back to McCook.

Skipper	Race #			Total Points
	1	2	3	
Calvert	1	2	1	3½
Bolen	2	1	3	5¾
Kasl	3	4	4	11

## Michigan-Ontario Championships

The Flying Scot Sailing Association Michigan-Ontario District Championships were hosted by the Edison Boat Club, Fleet No. 8, on July 17 and 18, in Detroit, Michigan.

This championship series consisted of five races with two races sailed on Saturday, July 17, on a five mile, seven leg course; and three races sailed on Sunday, July 18, on a three and one-half mile Olympic course. All five races were sailed on the Detroit River in westerly winds 15 to 25 knots.

Twenty-six boats from four fleets participated. The fleets represented were Portage Lake, Fleet 20; Lake Orion, Fleet 52; Detroit Yacht Club, Fleet 16, and the Edison Boat Club, Fleet 8. All four fleets were represented in the top five places which received trophies.

Noteworthy items include the fact that the first place winner, Pat Barry, Jr., is the son of the Edison Boat Club past Commodore Pat Barry, Sr., and learned to sail at the EBC.

In accepting his trophy, Pat, Jr. awarded a crewing trophy to his father in a touching tribute for his father's teaching him to sail and enjoy the sport. Pat Barry, Jr., is also the new Flying Scot Michigan-Ontario Governor.

Five past Commodores of the Edison Boat Club sailed in this event. They were Devere Cowles, Joe Graham, Eaton Kelly, Fred Kuspa and Bob Nicolson who crewed for his son, Dick.

Skipper	Fleet	Race #					Total Points
		1	2	3	4	5	
Pat Barry, Jr.	20	1	1	1	1	5	8
Bob Cowles	16	2	3	5	3	3	16
Joe Schnur	42	8	4	3	2	1	17¾
John Fischer	20	3	2	2	5	8	20
Fred Kuspa	8	6	5	6	4	2	23
Eaton Kelly	8	11	9	10	6	7	43



**Greater New York Lakes District**  
Top row, left to right: Bob Schneider, Fred Breckland, Jack Anderten. Bottom row, left to right: Dory Schneider, Randy Blakeman, Bob Goodall, Bill Kwaak

## Greater New York Lakes District

Jack Anderten, with crew Bill Kwaak, from Shore Acres YC, N. J., won the 1982 Greater New York Districts sailed in September on Barnegat Bay. The veteran Fleet 31 skipper kept the District title at the Shore Acres YC for the second consecutive year, replacing fellow skipper Laszlo Viemann.

Fred Breckland, from Candlewood Lake, CT, made an impressive late charge by convincingly winning the final two races — falling just ¾ point short of the title.

Barnegat Bay, as East-coasters know, did not disappoint for the lack of pleasant winds and sun. The Candlewood Lake sailors found conditions to their liking, nearly upsetting the locals with their own versions of submarining through the occasional waves!

Skipper	Fleet	Race #					Total Points
		1	2	3	4	5	
Anderten	31	2	3	¾	3	2	10¾
Breckland	24	5	2	3	¾	¾	11½
Schneider	31	4	¾	2	2	3	11¾
Orr	24	¾	9	5	4	4	22¾
Kerdock	31	3	5	dns	8	5	33
Mazurczyk	31	10	7	4	7	6	34

## New York Lakes District Regatta

The New York Lake's District Championship Regatta was hosted by Fleet 104, Fourth Lake, Old Forge, N. Y., on July 10 and 11, 1982. Ten Scots completed five races under extremes of wind conditions, a drifter for the first race to planing for the last two.

The District Champion for 1982 is Janet Besse, skipper, Cynthia Rea and Peter Goldman, crew.

Second place went to Richard Rettig, skipper, Bob Rettig and Mary Pover, crew.

Third place went to Tom McCabe, skipper, Carey & Liz McCabe, crew.

There were ten Scots registered for the regatta.

## Sarasota Florida Labor Day Regatta

For the first time in several years, Flying Scots had their own start at the Sarasota Florida Labor Day Regatta.

This regatta is held every Labor Day in Sarasota Bay and attracts a large turnout of one design boats.

The weather was very good this year, with the first race on Sunday being the only light air race in the two day schedule.

### Results:

Name	Boat	1	2	3	4	5	Total
Clinton Smith	3510	¾	¾	¾	2	¾	5
"Kit" Logan	3566	3	3	2	4	2	14
Barbara Morse	715	2	2	3	5	5	17
Terry Niedel	3068	5	5	5	¾	4	19¾
Bruce Mylrea	3672	4	6	4	3	3	20



# Regatta Results

## FIESTA OF FIVE FLAGS PENSACOLA Y. C. JULY 31, AUG. 1 G. Y. A. FLYING SCOTS

Club	Team	Race #			Total Points
		1	2	3	
Buccaneer	Amy Kleinschrodt	1	2	3	5 1/4
	Carl Wainwright				
	Tom Davis				
Pensacola	Tom Whitehurst	2	3	2	7
	Steve Cooper				
Pontchartrain	Chuck Barnes				8 3/4
	Rusty Weaver	3	1	5	
	Ed Reardon				
Biloxi	David Bolyard				10 3/4
	Not available	6	4	1	
New Orleans	Not available	4	6	4	14
Ft. Walton	Not available	5	5	6	16
Fairhope	Not available	7	7	7	21
Ocean Springs	Not available	8	8	8	24

## MONK SMITH REGATTA BAY-WAVELAND YACHT CLUB SEPTEMBER 11, 12 G. Y. A. SCOTS

Club	Team	Race #			Total Points
		1	2	3	
Buccaneer	Carl Wainwright	1	1	2	3 1/2
	Scott Peck				
	Amy Kleinschrodt				
Bay-Waveland	Corky Hadden	3	3	3	9
	Bubby Eagan				
	Dennis Stieffel				
Pass Christian	Not available	4	4	5	13
Southern	John Killeen	dnf	2	1	13 3/4
	Danny Killeen				
	Peter Gambel				
Biloxi	Not available	2	5	7	14
New Orleans	Not available	5	9	4	18
Culport	Not available	6	8	6	20
Ocean Springs	Not available	7	7	8	22
Mobile	Not available	8	6	10	24
Singing River	Not available	9	10	9	28

## MONK SMITH REGATTA OPEN SCOTS SEPTEMBER 11, 12 BAY-WAVELAND Y. C. BAY ST. LOUIS, MISSISSIPPI

Skipper	Race #			Total Points
	1	2	3	
Larry Taggart	4	1	1	5 1/2
Gene Walet	3	2	3	8
Bishop Stieffel	6	3	2	11
Julie Gooch	1	8	4	12 3/4
Matt Stieffel	5	4	5	14

## Kentucky-Tennessee Flying Scot Fleet 127 Regatta September 11 - 12 Barren River Reservoir Bowling Green, KY

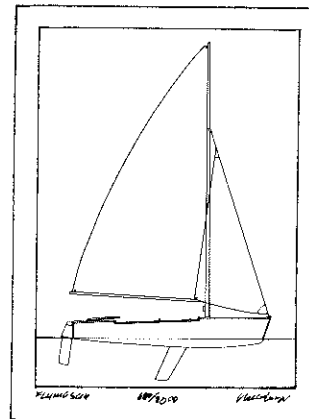
Skipper	Race #				Total Points
	1	2	3	4	
David Wagon	3	1	2	2	7 3/4
Les O'Brien	6	2	1	1	9 1/2
Doug Anderson	4	3	3	3	13
Jim Morrison	1	6	7	4	17 3/4
Bill Denes	2	7	4	10	23

## Junior Lipton Regatta Gulf Yachting Association

Team	Race #			Total Points
	1	2	3	
Southern:	2	1	1	3 1/2
Andrew Murray				
Flurry Norman				
Christian Gambel				10
Bay-Waveland:	4	3	3	
Ford Gaudin				
Matt Stieffel				
Peter Merrifield				13 3/4
New Orleans:	1	7	6	
Gilbert MacLachlan				
Tim Halbert				14
Stefen Schulz				
Biloxi:	3	6	5	
Jennifer Wyatt				15
Todd Joachim				
Margaret Schmidt				
Pass Christian:	11	2	2	15
Shirley Gooch				
Chuck Yarborough				
Mike Doyle				

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## Fleet 43 — Round Robin

*This article is taken from the New York Lakes District Correspondent's report and is both instructive concerning one of the kinds of activities with which fleets may entertain themselves, as well as representative of one type of information that District Correspondents should send to Scots N' Water.*

On Labor Day, September 6, FS Fleet #43, Skaneateles Lake, New York Lakes District, held a "round robin" and dinner party for multiple purposes: Annual Meeting, membership drive, FS and fleet anniversary party (11 years for fleet #43), and to encourage those who seldom or never race to "try it, you'll like it."

It was a very successful event. The dual anniversaries were well toasted — before, during and after dinner. Graham Hall (remember the video at the NAC?) brought some of his film and we all cheered the two Skaneateles boats, skippered by Janet Besse and Griff Williams. (In spite of cheering, the results were the same as last August.)

Eight boats participated in four races for the round robin (before all that toasting and cheering). We divided ourselves into crews other than our usual ones, encouraging novices

to skipper with experienced skippers as crew. Those racing beginners who still felt uncertain crewed for our best skippers.

Graham Hall insisted he needed his two daughters, Morgan and Whitney (140 pounds between them?) to hold his boat down. It was windy and his boat did stay nice and flat. We drew lots for boats for the first race and traded boats after each race by a system too complicated to explain in this space, but which must have worked, as there was a crew on every boat after each trading.

The first race was especially interesting as half the fleet left marks to port and half to starboard. The mark roundings were exciting, and the cause of some jolly conversational interaction among boats. Since the race committee was picky about there being only one right way to round, everybody left marks to port thereafter. Graham Hall's team was first, Dick Besse's second, and Griff Williams's third. All participants enjoyed it.

Bill Elkins was given honorable mention as Fleet #43's "most improved" skipper. Last spring when Bill first launched his new boat, his

crew, wife Betsy, complained of water up to her knees, telling Bill, "I thought you said this would be a dry boat." Bill learned that very day where to put the little plug that comes with the boat and has been making good progress ever since.

## Central Florida Holds FS Regatta

This was the first flying Scot regatta ever held in the Central Florida area and it almost did not get off due to a general rain from South Florida to Virginia. The only dry skys on the east coast were over Lake Conway where this regatta was held.

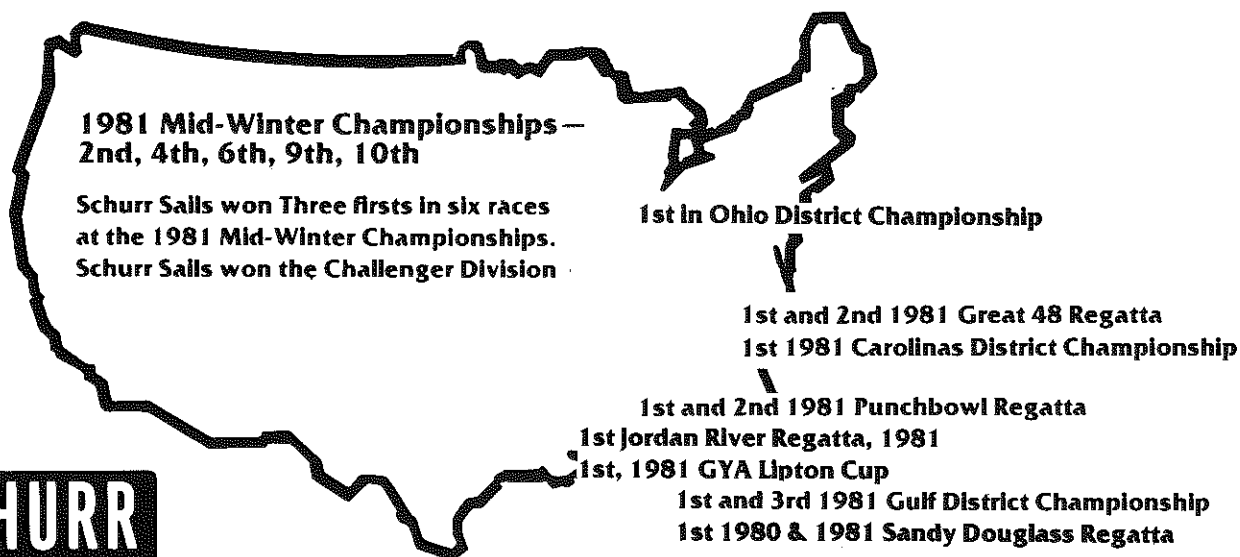
Chuck Barnes came from Pensacola and Mike Kiely from Massachusetts.

Three races were held Saturday afternoon and two Sunday in winds from the southeast at from 10 to 20 mph. Saturday night's Bar-B-Que was followed by a talk from our race starter, Sandy Douglass.

The group was treated to a program of Barbershop songs by Bert Szabo, Geoffrey Spencer, Randy Powell, and Gordon Douglass.

Following the Sunday races trophies were awarded as follows: 1st Place, Andy Fox, FS 3566; 2nd

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Place, Chuck Barnes, FS 2062; 3rd Place, Clinton Smith, FS 3510; 4th Place, Bruce Mitchell, FS 1736; 5th Place, Mike Kiely, FS 3290.

## Bernard L. Knost Regatta

Buccaneer Yacht Club's ladies captured the 45th Annual Commodore Bernard L. Knost Regatta, the only Gulf Yachting Association-sponsored event strictly for women.

Linda Wainwright skippered the first race and finished a strong second behind Bay-Waveland's Susie Worrell. The last time Wainwright skippered in the Knost, over 15 years earlier, she won a trophy for finishing last. Second race winner, Amy Kleinschrodt, passed Biloxi's Margaret Schmidt and used a tight cover to hold off a challenge by her aunt, Ann Stieffel of Bay-Waveland, on the last windward leg.

Going into Sunday's final race, Buccaneer held a slim one point lead over Bay-Waveland. Janace Batty (Buccaneer) and Judy McKinney (Bay-Waveland) buried each other at the start and rounded the windward mark with Batty in eighth and McKinney in 10th. Edie Yarborough of Pass Christian Y. C. went on to win the race by over five minutes. Batty came from behind to finish third behind Gulfport Y. C.'s Gail Murphy. The race marked Batty's first regatta race ever.

## Junior Lipton Regatta

The annual Junior Lipton Regatta represents the Junior Championship of the Gulf Yachting Association. Fourteen GYA clubs were represented in this year's event in which a different skipper is at the helm for each of the three races. Skippers and crew must meet Sears Cup age requirements — ages 12 - 17. The races are sailed in club owned Flying Scots.

The first day of racing had to be shortened due to heavy thunder-showers in the area. In the only race completed that day in shifty 5 - 10 knot winds, the Pass Christian YC skipper held a commanding lead at the completion of the first round; however, following a change in the weather mark location that team rounded the new mark in the wrong direction. By the time the error was realized and corrected, they were well back in the fleet.

The New Orleans YC skipper, playing the side of the course from

which a squall was approaching, moved from mid-fleet to first and held on for the win. The Southern YC team was second in this race, but went on to dominate the two remaining races, which were held in 10 - 12 knot northeasterly breezes.

*(Regatta results were also received from Flying Scot Fleet 23 and the Moraine Sailing Club. These results will be published in the next issue of Scots n' Water.)*

# THE STARTING LINE

**Dec 11, 12** — Tangerine Regatta, Orlando Yacht Club, Lake Monroe at Sanford. Contact Clinton Smith, 649 Sandpiper Lane, Casselberry, FL 32707, 305/831-3871 (evenings).

**April 3 - 9** — 1983 MidWinter Championship. St Andrews Bay Yacht Club, Panama City, FL Contact: President Allen M. Douglas, P. O. Box 752, Panama City, FL 32401, 904/785-7500.

**June 30 - July 3** — 1983 Northeastern Regional Championship. Contact: Mr. John D. Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815. This is a sanctioned Flying Scot Regatta.

**July 23 - 25** — 1983 Junior North American Championship. Bay Waveland Yacht Club, Bay St. Louis, Mississippi.

**July 25 - 29** — 1983 North American Championship. Bay Waveland Yacht Club, Bay St. Louis, Mississippi.

**December 26 - 27** — 49th Sugar Bowl Regatta, Southern Yacht Club, New Orleans, LA. Three race series. Contact: Larry Taggart, (H) 504/482-7358 or 5809 Memphis St., New Orleans, LA 70124.

# CAVEAT EMPTOR

(If you are a FSSA member and have a Flying Scot or Flying Scot equipment to sell, we will be glad to advertise it in Scots n' Water. The charge is \$5 for each insertion. Send copy (max. 50 words) and check to Scots n' Water, 619 Yarmouth Rd., Raleigh, NC 27607)

**SAILS FOR SALE** — 1981 North yarn-tempered main and jib (with windows). Very good condition. \$375.00. 1978 Hard spinnaker. Good condition. \$125.00. 1976 Hard spinnaker. Good condition. \$90.00. Contact Larry Taggart, 5809 Memphis Street, New Orleans, Louisiana 70124 or 504/482-7358.

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## FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
5832	Gulf		Bob Effinger	P. O. Box 708	Ocean Springs	MS	39564
3713	Greater NY		Daniel Gerlach	9 Overlea Lane	Matawan	NJ	07747
3689	Michigan-Ontario	16	Christian E. Pohl	155 W. Congress	Detroit	MI	48226
8656	Mid-Western	16	Margret Trepte	4107 Yorkshire Rd.	Detroit	MI	48224
2287	Michigan-Ontario		Thomas J. Templin	61071 Raintree Blvd. (Lake Templene)	Sturgis	MI	49091
3727	Ohio		William R. Oliphant	2974 Dutch Hollow Rd.	Elida	OH	45807
3155	Michigan-Ontario	16	James R. Columbo	1705 Seminole	Detroit	MI	48214
2237	Carolinas	126	Samuel M. Eich	4412 Forest Walk Dr.	Greensboro	NC	27408
1591	Prairie	59	Robert Childress	6675 S. Jamestown Rd.	Tulsa	OK	74136
3397	Ohio	65	Paul M. Stipkovich	515 Browning N.W.	North Canton	OH	44720
2630	Gulf	150	Andrew H. McEachron	1314 Alberta Dr.	Winter Park	FL	32789
3516	Gulf		Everitt Kitchen	237 Stevenson Rd., S.E.	Winter Haven	FL	33880
3737	Greater NY	46	Ira S. Cohen	712 Knollwood Dr.	West Hempstead	NY	11552
3707	NY Lake		Graham M. Hall	86 E. State St.	Gloversville	NY	12078
3405	Gulf	118	C. P. "Chuck" Newell	3509 Bethune Dr.	Birmingham	AL	35223
3308	Carolinas	8	Charles E. Green	Rt. 6, Box 285	Chapel Hill	NC	27514
1746	Gulf		Jack Easley	2617 Pleasant Green Rd.	Donelson	TN	37214
2467	Northeast	105	Stephen C. Bartow	48 Sohier St.	Cohasset	MA	02025
128	Northeast		Eugene R. Ali	Box 1425, 43 Evergreen St	Duxbury	MA	02332
5833	Northeast		William L. Clark, Jr.	135 Fieldstone Dr.	Londonderry	NH	03053
3299	Gulf		Brian Laidlaw	1120 Glendale Ln.	Nashville	TN	37204
2715	Gulf	96	Tommy Taggart	500 Lake Marina Ave.	New Orleans	LA	70124
3763	Gulf		Henry W. Lautz	63 Lafayeete Dr. #8	Atlanta	GA	30309
3004	Michigan-Ontario	16	Gregory F. Bednark	3959 Beaconsfield	Detroit	MI	48224
5834	NY-Lakes		Edward A. McGrade	50 Prospect Avenue	Ilion	NY	13357
3584	Michigan-Ontario		Jerry Gosnell	1571 Shore Club Drive	St. Clair Shores	MI	48080
2885	Greater-NY	31	Peter J. Paige, Jr.	37 W. Homestead Avenue	Palisades Park	NJ	07650
2003	Michigan-Ontario		Dr. Colin M. Mailer	509 Canterbury Road	London, Ont.	CAN	N6G2N5
425	Michigan-Ontario		S. W. Beatty	RR#1 Terra Cotta,	Ontario	CAN	L0P1N0
2556	Mid-Western	9	Raymond H. Dresser, Jr.	112 South Monroe Street	Sturgis	MI	49091
3768	Carolinas	48	Don Smith	6114 Unity Lane	Concord	NC	28025
1562	Ohio		Herbert W. Daken	17895 Whisper Lane	Lake Melton	OH	44429
3326	Greater-NY		Raymond G. O'Neill	12 Pequot Trail	Westport	CT	06880
213	Greater-NY	7	Allan P. Lovejoy	131 Sound Beach Ave.	Old Greenwich	CT	06870

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