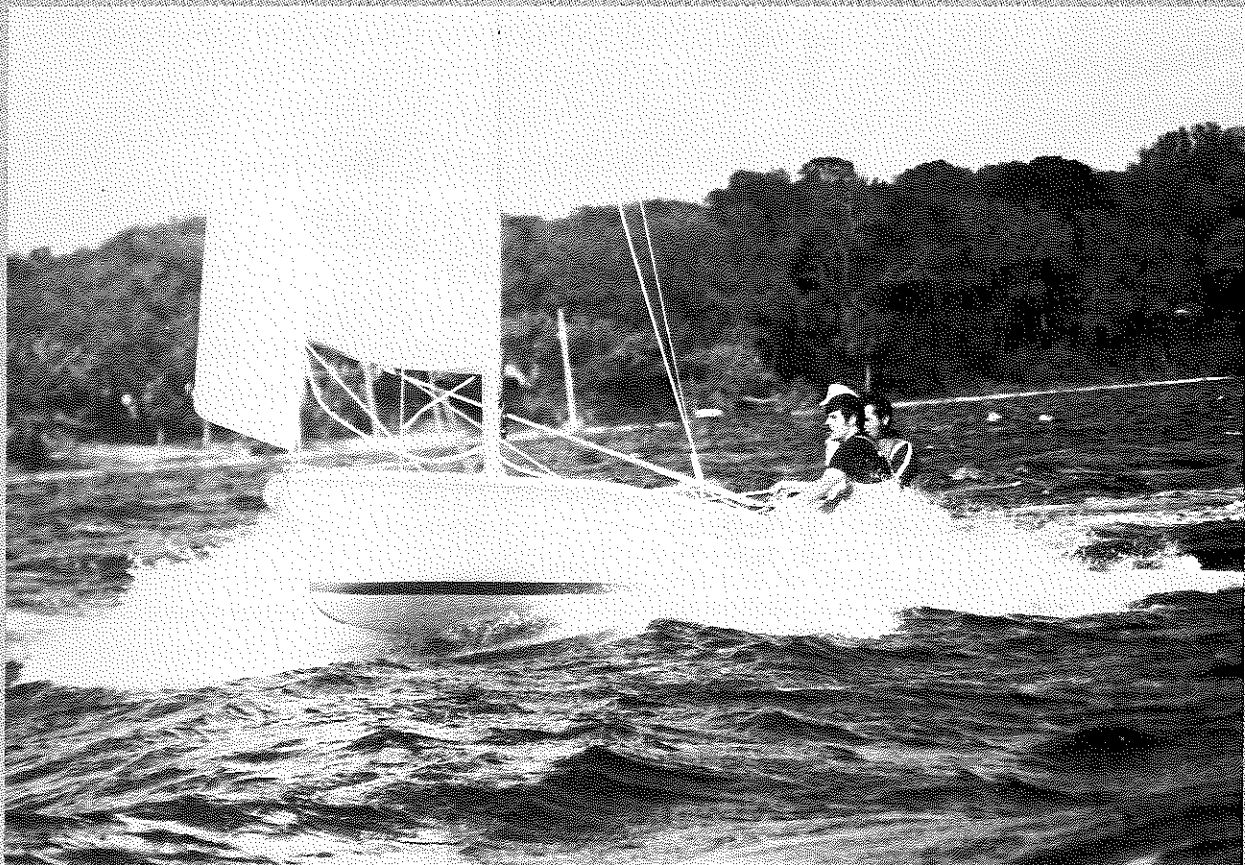


# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 2 MARCH 1984



**1984 FSSA Mid Winters,  
April 3-7, 1984**

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## Scots n' Water

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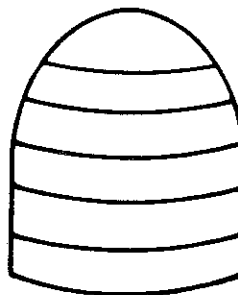
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# IMPORTANT NEWS

## Membership Survey

Last month's issue of *Scots n' Water* contained an extensive Membership Survey. Your editor and class officers feel that this will generate a lot of important information to help us publish this newsletter and govern the association. If you haven't already done so, *please take the time to answer the survey*. If you need another, it can be obtained by request to either the association office or your editor. (Both addresses and phone numbers are published in this issue, front inside cover.) We would like to have them in by *April 1, 1984*. Please take the time to help us help YOU!

## Association Dues are Deductible

As you begin preparing your 1983 tax returns (sorry!) remember that you may deduct \$17 of your \$25 dues from your income taxes (the other \$8 pays for *Scots n' Water* and are not deductible) if you are a US taxpayer. This is because of our non-profit status with the IRS.

## Publication Deadlines

As the sailing season once again gets ready to go into high gear, please remember the publication deadlines, especially for regatta notices for *The Starting Line*. My best advice is to get the information to me as soon as possible and as long before the event as is practical. I will try to keep my copy selection for regatta notices open until the last possible moment. If necessary, call me with the information — it's faster!

Publication deadlines:

May issue	March 3
June issue	April 10
July issue	May 1
September issue	July 5

## Revised "Highlights of Scots n' Water Available

One of the best and most-enjoyed sources of information for all Scot sailors is once again available! The newly-revised edition of *Highlights of Scots n' Water* has been recently completed. Eric Amman and Harry Carpenter of Douglass Boat Co. put in many long hours to provide an

up-dated version that presents some of the finest articles in the publication's last 25 years. The *Highlights* contain articles of value to *all* Scot sailors, no matter how experienced or how they use their boats. Ask any 'old-timer' in the association; we all have the older editions! Douglass plans to provide the revision with all new boat orders, as it will contain basic rigging information and instructions. It will also contain an association membership application and a letter from President Hal Walker. We are very pleased that Eric and Harry took on this important project as it will benefit all Scot sailors.

You may obtain the revised edition of *Highlights of Scots n' Water*

from the Gordon Douglass Boat Co. The cost is only \$7.50, plus \$2.50 for shipping and handling.

## Article Call

As the editor of any publication will attest, the hardest part of the job is determining what the readers want or need to know. The second hardest part is finding people to write the articles. And the most frustrating part is getting them in on time! If you have an idea for an interesting or valuable article, please call me or drop me a note. Especially difficult are article ideas useful to the pleasure sailor or cruiser. If you have an idea, don't sit on it! Send it along!

# Letters to the Editor

ATTENTION, ATTENTION,

There is a plot afoot to destroy the association, suggestions to perform obscene acts have been circulated with the mailing of membership registration cards. This is the obvious work of subversives hoping to cause the subtle deterioration of the membership through the performance of these acts. Even common landlubbers would easily recognize the obscenity of these acts and categorize the membership in the groupings of either stink potters or pure bred racers. All know this to not be the case, which is why we hasten to spread the alarm amongst the cruisers and racers alike of the FSCRSAA (Flying Scot Cruisers and Racers Sailing Alike Association). May the Almighty forbid that the day may come when the simple, pleasant lines of the Scot stern must be adorned by such a blasphemy as a bumpersticker! Heaven knows there are no class rules to the effect. Moreover, if there were such a rule, upstarts as have been seen in the recent skirmishes would probably use black electrical tape to fasten such bumperstickers for the duration of the regatta only, so as to not decrease the resale value of a virgin hull. Further, purists seeing this notice would immediately bolt from the flock, thereby decreasing the membership of the association.

This maneuver can only be intended to serve two purposes: first, degenerate a portion of the membership towards the bumpersticker mentality of the foul smelling opposition (we have computer readouts, and membership cards, and telephones), or secondly, drive a deeper wedge into the gap posed by potential cruisers and purists who have yet to darken their hulls with even the facsimile of state registration numbers (due to the presence of motors).

These stickers have obviously been bestowed upon the membership so generously so that they could effectively mark the vehicles transporting their Flying Scot to various recreational areas and events. All watermen know that any such proposed imposition upon the free spirit of the sailing public, let alone the membership of the FSCRSAA, could only hope to be met with utter and complete opposition.

To these hidden agents of gloom we say "nuts" (a charming term used in a previous conflict). We have not yet begun to fight, and we will continue to fight even when we have been demoted from full membership (\$25), to only subscription (\$8) observers. Act now! Join the fight for liberation! Put the bumperstickers on your bumper not your Scot! *Very truly respectfully, Jim Jacques, FS 3136.*

# Association Spotlight

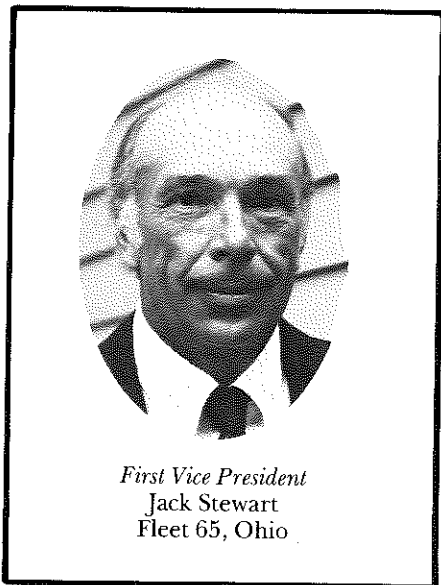
## Officer Profile: *Jack F. Stewart* *First Vice President*

When comparing the background of Hal Walker, our president, (profiled in the February issue) and first vice-president Jack Stewart, one notices immediately that it is a study in contrasts, yet some common and significant threads of similarity exist.

Jack's home fleet is Fleet 65, located at Atwood Lake near Canton, OH. In fact, during the summer it really is home as Jack and his wife and crew, Martha Lee, live in their cottage on the lake. While Jack has only been in sailing for 10 years, he has been very busy at it. During that time he has served as fleet secretary, fleet captain, Ohio District governor, and second vice-president. He also served on the Measurement Committee that drafted the proposals to control the rigging on the Scot. In addition to his FS activities, Jack has served as the secretary and commodore of the Buckeye Yacht Club. Quite a bit for only 10 years sailing, and eight in the Scot!

In addition to his demonstrated leadership abilities, Jack is a fine sailor. He has been FS fleet champion at Atwood YC for the past five years, was the Ohio District champion in 1982 and placed ninth at the North American Championship held at Lake Carlyle, IL, in 1979. Very important to Jack and Martha, they won the Mary Douglass Perpetual Trophy in 1981. The 'True Love' trophy goes to the top husband-wife team at a NAC and was donated in memory of designer Sandy Douglass' wife and long-term crew, Mary.

While Jack started sailing in an O'Day Widgeon, and sails a Sunfish occasionally now, he has sailed the Scot for nearly all his sailing career. He particularly likes the Scot because it is a boat that can be sailed competitively by a husband-wife team, as Jack and Martha Lee have



*First Vice President*  
Jack Stewart  
Fleet 65, Ohio

proven on numerous occasions! Jack also says "we enjoy the many close friends we have met over the years in the association. Scot sailors all over the country tend to be people you enjoy making lasting relationships with."

Jack feels that our association's main strength is that we have attracted so many top level sailors over the years that we are in an enviable position compared to many other classes. Since the one-design aspect of the boat relative to hull, spars, centerboard and rudder help maintain the value of older boats, our class is still growing while many others are dying out.

Because Jack and Martha are relatively new to sailing, at least compared to many 'old salts' in the Class, they can remember having to deal with the greatest fear most newcomers have: capsizing. In fact, Jack recounts that his most memorable story is actually several stories dealing with learning how to handle this bane of sailors' existence. Because it

is both interesting and instructive, let Jack tell it:

"One of our main concerns after buying the Scot was how the two of us were going to handle a knock-down. From reading 'Highlights of Scots n' Water,' I recall one article that covered this and recommended someone swim to the masthead with a cushion to prevent the boat from 'turtling.' We had the opportunity to test this theory during the 1975 NAC at Lake Norman. Expecting light air, we went 'two-up' at our first NAC, as did many others. I recall it was the first championship race and while trying to fly the spinnaker at the gybe mark, we went over. Both of us dropped in the water at the base of the mast, so I decided to take the cushion to the mast tip while Martha Lee swam around the stern to get on the centerboard. What I soon found out was the wind was pushing the hull faster than I could swim, so I quickly gave up that idea and swam around the stern to also get on the board. Next I found out that the two of us could not right the boat with only half a board in all the wind and with all three sails in the water. So I had to swim around the stern again, release the centerboard pennant and swim back again to get on the board and pull it out all the way. After that we were alright, got the boat up, and finished last, just ahead of the Challenger fleet.

The next time we had a knock-down was at Charlevoix, MI, for the 1978 NAC. This time I got right out on the board. Even though Martha Lee dropped into the water, the boat popped right back up! I threw our rope ladder over the side, pulled Martha Lee aboard and finished.

The third knock-down was about a year ago during high gusty winds at Lake Cowan. We had just put up the spinnaker on a beam reach and Martha Lee was on the low side about to release the sheet from under the guy.

# Spotlight

(Ed. note: read Andy's article this month!). A gust knocked us over however *this time both* of us scrambled over the side and got on the board. The boat popped up and within 20 seconds we had the boat going again with the spinnaker flying! I think we only lost two places with that knock-down.

I guess that practice does indeed make perfect, but it helps to have a plan that you know will work as far as recovering from a knock-down.

(By the way, the ladder we keep on board is made from 1/2" nylon and is always in place for a quick recovery.)

Jack and Martha Lee have two children, Carrie (27) and Jack (23). They live in Alliance, OH. Jack is a chemical engineer who travels a great deal. When he has the time, he also likes to play a little golf and is interested in photography.

Jack and Hal are really different: they come from different places in the country, one has sailed for 50

years, the other 10, one has extensive sailing experience, the other is a relative newcomer. But the similarities – their love of the boat and the Class, the active participation in sailing at the local, district, and national level, and their success in racing as well as building strong ties in the association – represent the Class as a whole. Together, as does the Class itself, they show that differences are not negative and that the similarities far outweigh the differences.

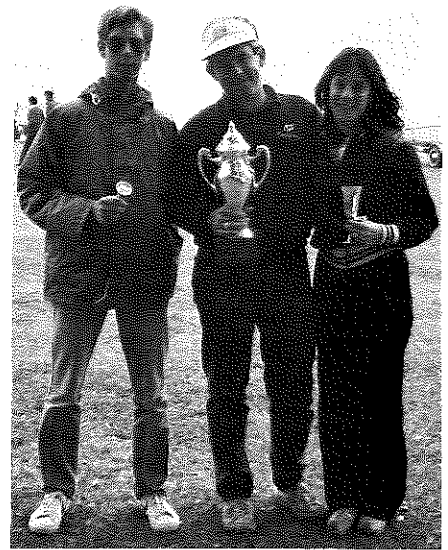
## Two New Perpetual Awards Created

### Down South

Fleet 153 announces the creation of a new FSSA perpetual trophy, the Cajun Country Championship Cup. It will be awarded annually to the top Scot sailor at a Fall regatta in Southwest Louisiana.

Fleet 153 is made up of Scot sailors from Cypremort Yacht Club and Lake Arthur Yacht Club and received its official FSSA charter only one year ago. Scot sailing in this part of Louisiana has become popular

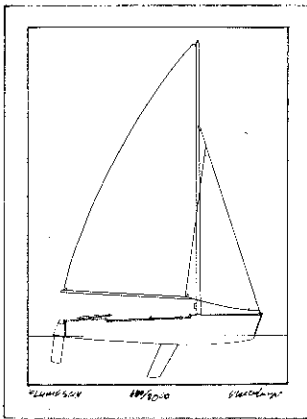
because of the intrinsic attractiveness of the boat, the renewed interest in one-design competition, and the strong endorsement of the Scot



Bubby Eagan, center, holds the new Cajun Country Championship Cup. The trophy is a new FSSA perpetual trophy awarded at the Gumbo Regatta, sailed at Lake Arthur Yacht Club. With Bubby is his wife Karen and his crew Peter Merrifield.

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by the Gulf Yachting Association, to which these two clubs belong.

To increase the popularity of Scots, the fleet requested permission from the FSSA to establish a new perpetual trophy. Officers of the Association, notably Hal Walker, Ed Eubanks, Larry Taggart, Bill Berry, Ken Kleinschrodt, and Jerry Dees, enthusiastically consented. \$500 was then raised with contributions to the FSSA made by Charles Nolan, Al Rees, Maurice Sullivan, Bob Latio-lais, Fabian Patin, Jim O'Neal, Francis Doerle, Jack Longmire, and Clyd Prejean. Interestingly, most of the contributors are *not* Scot sailors, but all are members of either CYC or LAYC, and all are supporters of one-design sailing.

To attract nationally ranked Scot sailors to its home waters, Fleet 153 proposed the Cajun Country Championship. Within weeks the proposal was a reality due to the vision and dedication of all involved. The goal of attracting top competitors was met in its very first year as defending NAC winner Bubby Eagan traveled to the regatta and won. *Al Rees, FS 2495*

### Up North

In an effort to promote more travelling within the Ohio District, FS Fleet 1 at Cowan Lake has established the Fleet One Trophy for the top travelling Scot sailor in the District.

The schedule for the series begins in May at Hoover Reservoir, near Columbus. After the Buckeye Regatta, sailors may travel to Berlin Lake in early June. The Fleet 12 Great Scot Regatta is held every July in Cleveland. After the rotating District Championships are held, the next points regatta is the Harvest Moon at Atwood Lake, near Canton. The Fleet 1 Cowan Lake regatta, famous for its pig roast and party, concludes both the season of travelling and the points scoring for the new award.

Scoring for the award is simple: you get one point for each boat you beat at each regatta on the Ohio District circuit.

While these races are points regattas for all Ohio sailors they are also open to *any* FSSA member. The Ohio District, and Fleet 1 in particular, encourages all sailors in the vicinity to sail in any or all of these

regattas. Winning the new award could be the happy result! *Paul Nicker-son, FS 511*

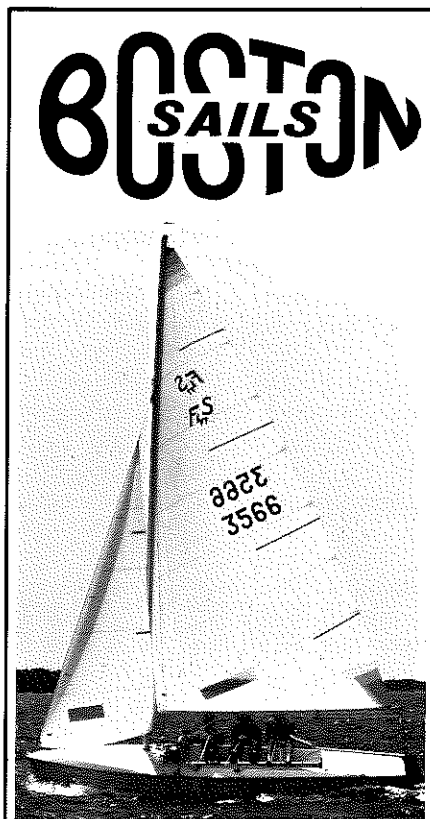
### Fleet Meeting Ideas

Need ideas for your up-coming fleet meeting? Why not check the Important News section of your February issue of *Scots n' Water*? Groups that have had films, guest speakers, mini-seminars, and sailmakers have reported it to be a real crowd-getter!

# 1984 FSSA MidWinter Regatta

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# Downwind Techniques in Heavy Air

This champion Scot sailor shares his experience with heavy air sailing.

---

*Andy Fox*  
*FS 3866*

---

One of the best places to catch up on the fleet, or to stretch out your lead, is on the spinnaker legs. If the wind is light to medium, everyone can fly the spinnaker with ease. But what separates the men — and women! — from the boys is flying that chute in heavy air.

Before I get to any techniques that I might use, I must discuss that most important factor in heavy air sailing: *attitude*. If you believe that you will have a difficult time flying the spinnaker in heavy air, then you will! In forming my attitude about heavy weather spinnaker use I have considered two important things. First, by flying the spinnaker you will gain ground on the other boats who are either not flying their chute or are not flying it well. While there is no guarantee that you will fly yours well, by doing it more often you will increase the chances that you will catch and move ahead of boats. Second, flying the spinnaker in heavy air is a *lot* of fun! You can't think about how cold the water might

feel or how embarrassed you might be back at the yacht club bar but, instead, of how much fun you are having flying along! At the 1982 North Americans at Marion, MA, we had a close reach in 20-25 knots of wind. My crew, Pat Barry, suggested that it might be too windy to fly the spinnaker. I said "no way!" and we put it up anyway. By the time we took it down at the end of the leg, Pat's voice was almost hoarse from screaming with excitement as the boat leapt from wave to wave (and as we pulled ahead). Sailing like that is exhilarating, fun, and in the case of the Flying Scot, really not very dangerous.

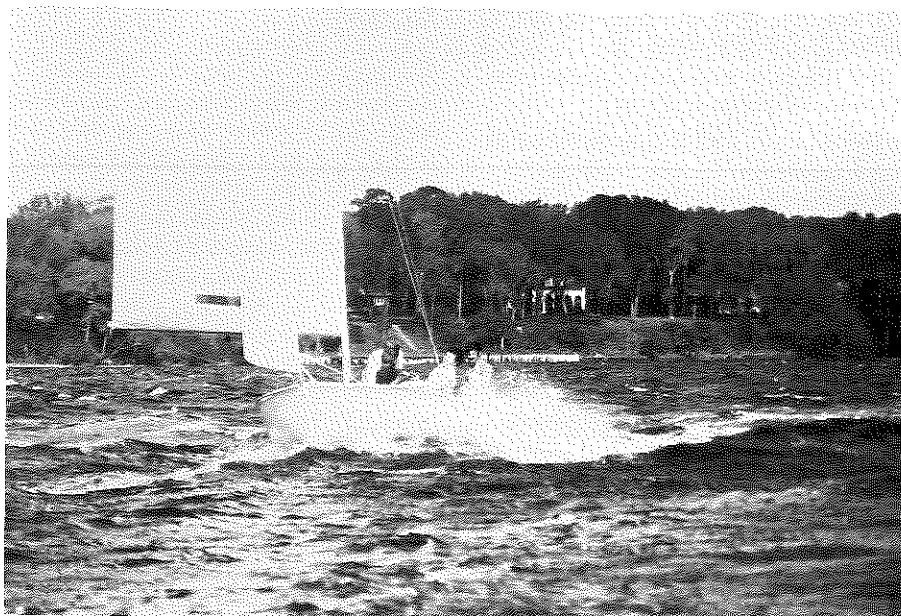
As you approach the weather mark you must remember to ease the vang before you bear off for the reach. You do this for two reasons. First, if you vang sheet while sailing upwind the added pressure of letting the main out quickly may break your boom. And boats with broken booms are definitely not fast! Second, if the boom end hits the water because it is being pulled down by an ever-tightening boom vang, it could turn you over since the skipper cannot let the main out.

As the boat turns for the next

mark the crew must hike out hard. Do not let the crew get the spinnaker pole or start for the inside of the boat. This movement causes the boat to heel to leeward which produces excessive windward helm and could possibly cause the boat to round up into the wind or even capsize. Remember, keep the crew hiking until the boat is on the course to the next mark.

The next step would be to raise the centerboard. The middle crew should do this. Depending on how tight the reach is it is normal to carry the board between two-thirds to three-fourths of the way down in light to medium air. While some people think that the slower the boat goes the more stable it is and thus keep the board down quite a bit, that is really wrong. As the speed of the boat increases and the boat is planing it really becomes as steady as a rock. Therefore the board should be pulled up about halfway for a close reach in heavy air. Since the boat will become stable as its speed increases and since having the board down could make the boat ('trip') over itself as it goes faster, you should pull the board up. Also, by pulling it up, you reduce the opposite forces





pushing on the board; forces that may cause you to heel over.

Everything should be set to hoist the spinnaker *before* you hoist it. The outhaul and cunningham adjustments, so crucial in lighter airs, are not that important now because the boat, with the chute up, will be planing as fast as it can go anyway. The forward crew should put the pole

up and then the skipper pulls up the halyard. (I lead my halyard aft to me so that I can hoist while the crew begins flying the chute.) Once the spinnaker is hoisted the middle crew should pull on the windward sheet, or *guy*, until the clew of the spinnaker reaches the pole end at slightly to windward of the forestay. (You pull it just a bit past the forestay so

that when the chute fills and pulls sideways, it will not put an undue strain on the forestay by pressing against it.) Only when the clew reaches the pole and it is back slightly will the crew then trim the leeward sheet, causing the chute to fill. If the sheet is pulled before the guy is pulled to the pole, the spinnaker will fill to leeward and cause you to capsize.

I also give the forward crew the vang and centerboard after the pole is set and the spinnaker is flying. This way the forward crew can play these adjustments on the downwind legs. When a puff hits, the crew pulls up the board a little more, if needed, so the boat won't round up into the wind. At the same time, the skipper eases the main to keep the boat level at all times. If the boat heels and the boom comes near the water, the crew also eases the vang so the skipper can continue to ease the main without burying the tip into the water. It obviously takes some concentration and communication!

The skipper should avoid the backs of big waves if he can't go over them. They reduce the speed of the boat



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## Heavy Air

thereby increasing the wind pressure on the sails. The entire crew should stay as far aft as possible — and safe — to avoid digging the bow into the waves. By keeping the bow out, the skipper can maneuver around waves. While all aboard should sit as far aft as possible, and preferably on the rail, they should be careful because you can't hang on to very much while sitting back there!

In addition to playing the waves, the skipper must play the wind velocity. By heading up in the lulls (or less wind velocity) the skipper can maintain speed. As the wind increases or a puff hits, the skipper heads back down to the earlier course, the boat accelerates, and it doesn't heel. Again, good crew communication is a must as the crew must notify the skipper of any puffs coming, how strong they look, and how long it will take before they get there.

To summarize:

1. Ease the vang as you approach the mark

2. Hike the boat around the mark until it is on course
3. Set the pole and pull up the centerboard about halfway
4. Hoist chute, pull guy around until it hits the pole, then pull the leeward sheet until the chute is full
5. Keep the boat flat by pulling up the centerboard and easing the vang and mainsheet in the puffs
6. Avoid the backs of waves; go around them
7. Keep your weight out and far aft in the boat so the bow doesn't bury in a wave
8. Head up in the lulls and down in the puffs
9. Constant crew communication is vital

The biggest thing to remember on these legs is to have fun. Nothing is more exciting than a good "screaming" reach in heavy air. It is better to have tried and failed than to not have tried at all! After all, failing means you just got wet by capsizing, or just luffing up, and neither of those are *that* bad!

**Ed. note:** I'll never forget the reach that Andy mentions at the '82 NAC's! We literally jumped from wave to wave and, observers tell us, there were times when only the last 2-3 feet of the hull were in the water! I can attest that Andy knows his stuff because as we would approach the back of the wave and I had visions of us being catapulted into the ocean, he would wiggle that tiller and we would, magically and miraculously, go around the wave and be airborne once again. What Andy doesn't mention, because he couldn't see it, was how often my eyes were closed, not wanting to see what was about to happen next! I can guarantee you, it *was* the most exhilarating experience of my sailing career! And I'd do it again, any time.

*Andy Fox's record in the FS class speaks for itself. He has won 2 NAC's, 2 Mid-Winters in a row and is defending champion. Amazingly, Andy has won every FS regatta he has ever sailed in but one, then he placed second! Andy is also a top Thistle sailor. He is a boat builder and is currently finishing his college degree.*

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# Hypothermia: Killer Cold at 70°

*From a lecture presented by Bill Clem, M.D., Department of Emergency Medicine, LAC/USC Medical Center, Los Angeles, California.*

## Cold Water is Water Under 70°

Hypothermia is going to begin any time water temperature is sapping heat from your body.

The Coast Guard, and others, have determined that "cold water" is any water under 70 degrees. Do you realize that the ONLY place in the U.S. that doesn't have water temperature under 70 degrees is the Gulf Coast? By this definition, we can look for a significant number of cold water injuries virtually year-round.

## Hypothermia

Hypothermia is defined as the loss of heat from the body core, which consists of the head, neck, thorax, and abdomen. The periphery consists of the arms and legs.

### The brain says: I want to preserve the brain.

The body adapts to cold stress in a peculiar fashion. It says, I want to preserve the brain; I want to preserve the heart; I want to preserve the organs, and I don't care about the arms and legs. It does this by shutting down the blood supply to the extremities.

## Physiology of Hypothermia

The body shifts as much blood as it can to keep the body temperature as close to normal as it can – to keep the brain, the lungs, the heart, and the organs as warm as possible.

All of us have walked out on a cold morning and felt our fingertips start to ache. What we're feeling is the beginning of hypothermia. . . vasoconstriction (a decrease in the size of the capillaries close to the skin surface), which forces blood out of the extremities and into the body core. This helps keep the core warm, but causes another problem.

When the oxygen supply carried in the blood is cut off to the arms and legs, the tissues still need oxygen to live. So they shift to another form of oxygen metabolism that produces a lot of lactic acid. Lactic acid causes muscle aches, the same thing that affects sprinters and those who do a lot of physical activity very quickly. But in hypothermia, this develops over a long period of time, and can result in a high concentration of lactic acid in the extremities.

When the blood to the periphery is shut down, the arms and legs continue to get colder and colder. So, finally, when we rewarm the patient, and everything dilates back to normal, we are letting cold, acidic blood back into his body core.

And the patient may get worse. This is particularly important for field treatment and first aid.

What we have is a vicious cycle developing – the body core needs warm blood, so it sacrifices the extremities; the extremities, in an effort to preserve themselves, shift to an acid-producing metabolism.

At the same time the kidneys, which are responsible for maintaining body fluid levels, are reacting to the increased fluid levels in the body core and say: Hey, I've got too much fluid here. And they start eliminating.

So, as we warm the patient, and as the blood returns to the arms and legs, the patient all of a sudden has TOO LITTLE fluid instead of too much and the patient will go into shock.

There are several areas of major heat loss in the body: the head, the neck, the armpits, the chest, the abdomen, and the groin.

In these areas we have large blood vessels coursing very close to the body surface, and with very little insulation.

The chest is a major area because it gets the entire blood volume for the lungs. And there's very little insulation.

Have you ever noticed a fat person? All the fat is concentrated around the waist. Very little is around the chest. So heavy people are no less prone to hypothermia.

The head is another area of serious heat loss, because it doesn't have the ability to shut down its blood supply. . . it has to keep feeding the brain.

This means we particularly have to prevent heat loss from these areas.

The key thing here with cold patients – don't make them work and do handle them carefully.

As his temperature drops, there is loss of voluntary motion and the patient may appear to be dead.

This is the spectrum of symptoms of hypothermia.

So, when a sailor comes in and you see him standing there looking a little dazed, and you go over to him and he feels cold, and he doesn't really know what's going on – you have a case of early hypothermia.

Something we need to concentrate on is the exhaustion-exposure syndrome. Time and time again, we encounter those in rescues who have gotten tired. Because they get tired, they can't maintain their body temperature as well. As they get colder, they get more tired, and it's a circle that feeds on itself.

These people need energy; they need CARBOHYDRATES. They need to be removed from the cold. Because if we catch them early, there's no problem. If we let them continue, we have a bad case of chronic hypothermia.

Here's a key technique for survival if you're in the water with no place to go.

A person immersed in 50-degree water will survive for about two hours. But a person who gets into a position that covers all the areas of major heat loss has a much longer survival time.

**IF A PERSON PULLS HIS KNEES UP TO HIS CHEST, AND GETS HIS ARMS TIGHT AROUND**

HIS KNEES, HE INCREASES HIS SURVIVAL TIME IN COLD WATER BY ABOUT 2½ TIMES, THAT IS, HE'LL HAVE 5 HOURS IN 50 DEGREE WATER INSTEAD OF JUST 2.

By maintaining that position, the water is warmed around the chest by keeping it trapped there, with elbows kept to the body so that the armpits are protected.

This simple technique is called HELP-Heat Exposure Loss Prevention posture.

We must realize there are different levels of hypothermia. That is the key, because sometimes you may think a person is dead, and you have to know how to differentiate. It fools even good physicians, so don't be ashamed.

Normal oral body temperature is 98.6 degrees F. When body temperature drops to 94 degrees, we see a lot of shivering. The patient is still responsive and has a normal blood pressure and is still fairly intact.

As body temperature continues to drop to 93, to 90, we start to see a lot of changes. The person is starting to get sick!

Then the body reaches a point where it no longer wants to shiver. Why? Because shivering is exercise for the muscles. Exercise forces the body to try to provide more oxygen for the muscles. In doing that, it's going to cause more blood flow.

So if the body shivers at this stage, it is causing more blood to flow into the periphery, where the blood is going to cool off quicker and the body will get colder quicker.

So, the body stops shivering.

At this level, the patient starts losing the ability to

recognize people and surroundings. There is INCREASED MUSCULAR RIGIDITY. Now there's a risk of heart problems.

At 86 degrees oral body temperature or thereabouts the pulse may be going down into the 40's, the 30's, or even the 20's.

Here is a point I want to emphasize again and again. I know of at least several instances in which the Coast Guard landed a helicopter next to a victim in the water. He'd been there for some time and he was cold. He swam over to the helicopter and he died. When you suddenly increase muscular activity, this causes an influx of old, acidic blood into the heart. Or if you shake someone around or physically maneuver him, this irritates the heart, and the HEART STOPS PUMPING.

#### Hypothermia Treatment in the Field

1. REMOVE THE VICTIM FROM THE STRESS. Get him out of the water and to a warm place.
2. DON'T MAKE THE PATIENT WORK harder than he has to in getting there.
3. If he's unconscious, DON'T FORCE FLUIDS. If he's in that grey area, maybe a little cloudy and shivering a lot, think seriously about GETTING HIM TO A MEDICAL FACILITY.

The question always comes up: do you dump the victim in a pot of hot water?

For victims you KNOW have been exposed to a cold stress for NO MORE THAN a few minutes, then yes, you can do that. We're talking about a time period of 15 or 20 minutes.

You only put the trunk of the body in water with a temperature of around 100 to 105 degrees.

This is presuming you are miles away from a medical facility. When you're not, you need to transport the patient to a hospital. But when you're out in the boonies and you haven't got anything else, immersion in warm water may be your only option.

#### Hot Water Could Kill Him

But for the patient who has been in the water for a long period of time — hours — I'll say to you over and over again, DON'T PUT HIM IN HOT WATER, because you may kill him.

For all the reasons pointed out above—the influx of lactic acid, the influx of cold blood to the body core and the irritation of the heart—you may kill him.

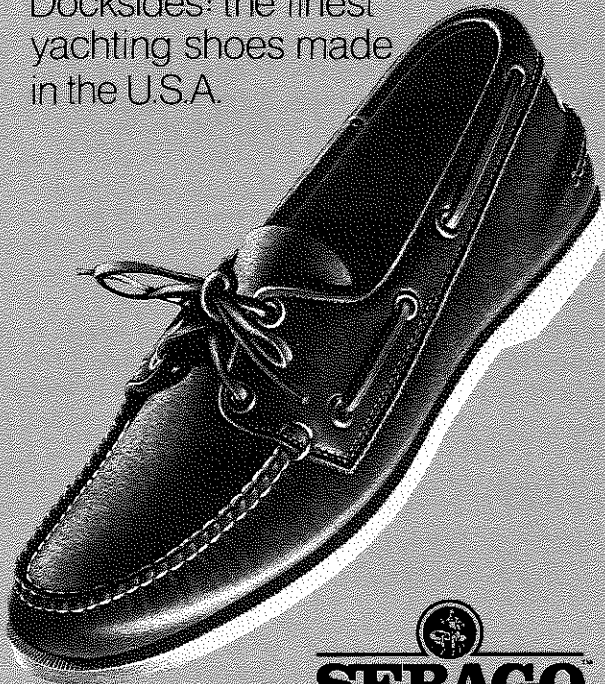
It is better to keep this patient QUIET, COVER HIM, and TRANSPORT HIM TO A MEDICAL FACILITY AS SOON AS YOU CAN.

**SLOW WARMING IS BEST AFTER LONG IMMERSIONS**

For someone who's been exposed to cold stress for 6 to 8 hours, SLOW WARMING is better than dumping him into hot water. He's going to be barely conscious when you get to him. He can't tell you who he is or where he is; his arms and legs are cold; he doesn't move his limbs well. Warm him slowly while you transport him to the medical facility.

We learned from body-to-body warmth experiments during World War II that whenever you're far away from a medical facility and don't have anything else, you can strip down and crawl into a sleeping bag with the patient. This way, you add a slow amount of heat. Once

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a patient's body temperature falls below 90 degrees, they have trouble maintaining their own heat, and their core temperature will continue to drop. If you add a little heat, it will help the victim greatly.

### Hypothermia Treatment in the Water: Don't Swim!

If we're more than a mile from shore, and the water temperature is 50 degrees or so, and we're having trouble returning to shore — do we swim for it, or do we stay on the board?

In studies at the University of Victoria, it was found that if a person tries to swim for shore in water temperature 50 degrees or colder, and the shore is a mile or more away, he probably won't make it. He'll die of hypothermia before he gets to shore, simply because he's losing heat too rapidly because his arms are working to propel him to shore.

Now this is NOT true if he is wearing a WETSUIT. With a wetsuit, he has insulation and better flotation, which means a longer survival time.

### Greater Survival Chances Out of the Water

Here's another key factor. With air temperature of 50 degrees, and water temperature of 50 degrees, we lose heat in the water 5 times faster than we do in the air. So **GET OUT OF THE WATER IF YOU CAN.**

Even if the wind is blowing, you won't lose as much heat as in the water, because heat is always conducted better in the water than in the air.

By getting out of the water onto the board, a raft, or anything available, you can maintain survival time much longer.

### Types of Heat Loss

We lose heat in a number of ways. The first way is radiation: what happens when you just sit there and your body steams just like a radiator. Heat is going from a warmer place to a colder place.

Second, we lose heat by conduction. All of us have sat on a cold rock — conducting heat by direct contact with a cold surface.

Third, we lose heat by convection. In boardsailing, this is the loss of heat by wind passing over your body. The air evaporates moisture and takes heat away from the body.

The fourth way is respiration. Remember, the air in your lungs is warmed to 98.6 degrees, and you are breathing it out. So you lose heat that way too.

You lose heat in four ways, therefore. Respiration we can't do much about, but we can prevent heat loss from the other mechanisms.

I want to emphasize that no one is dead until they have been rewarmed and still found to be dead. A person can look dead, can act dead, and for all intents and purposes, can be dead, but until he is warmed up, you can't be sure.

So whenever you deal with cold water victims, **INSIST** that the paramedic or whoever transports the victim resuscitates them, administers cardiopulmonary respiration if the heart's not beating, and takes them to a medical facility to be rewarmed.

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# FUNDAMENTALLY SPEAKING

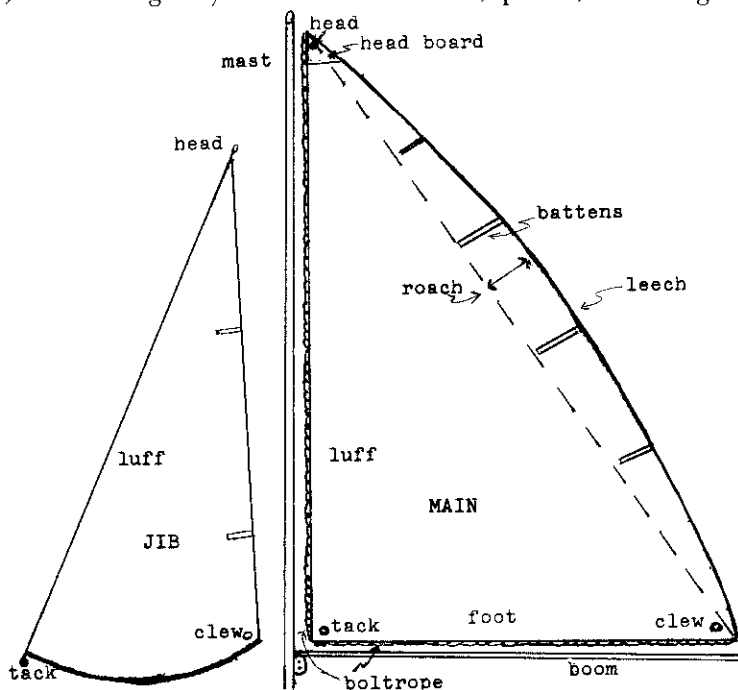
## Understanding the Terms: Sails

At the sailboat marina where I work in the summer we have both privately owned and rental sailboats. On really beautiful summer days when 'fair-weather' sailing is at its best, many of the local sailors engage in a sport called 'rental watching.' While rental watching involves all aspect of observation of less-experienced sailors, the most easily observed renter activity is sailraising. What sailors later do out on the lake is difficult to see (unless you are a true watcher and carry field glasses!) but how sailors, particularly inexperienced ones, attempt to attach and raise their sails is easy to watch from the deck of the boat or the end of the dock. This month's column is dedicated to those sailors who are not familiar with the parts of a sail and thus have some difficulty attaching, raising, or using them properly.

Basically, sails are cut into a shape which resembles some form of a triangle. The **head**, or top, of the sail is right where you would expect it to be. The bottom of the sail, or the **foot**, is also logically named.

From there on it becomes a little trickier and you may want to refer to the drawing. The front edge of the sail is called the **luff**. The back edge of the sail is called the **leech**.

A sail, in order to work properly, must not be flat like a bed sheet. (If it were *that* simple, a lot of sailmakers would be out of business!) Instead, it must have some shape built into it, much like a pair of pants does in the seat or a shirt does in the chest. In order to produce this shape the panels of the sail, which are normally 36" wide, are adjusted slightly on the seams to create the **draft**, or fullness of the sail. Depending on *how much* the seams are adjusted, the sail will be flat, full, or somewhere in between. And, depending on *where* the seams are adjusted, the draft can be moved into different locations of the sail. If you drew a straight line from the head to the outer end of the sail, you would find that the sail shape is actually convex. The material outside this line is called the **roach**. In order to prevent this area from flopping over due to gravity, thin strips of wood, plastic, or fiberglass are



used. These are called **battens**. A Scot mainsail has four, all of which are removable to facilitate folding and storing the sail. The jibsail on a Scot has two, both of which are permanently sewn in. Because they are small and short, the sail can be folded easily with them in the sail.

In order to attach the sail to the mast and the boom, the mainsail on a Scot has a rope sewn onto the luff and the foot; this is called the **boltrope**. By feeding this into the track on both the mast and boom, the sail is properly attached. The three points of attachment to the mast and boom are at the **head**, the **tack**, and the **clew**. When pulling the sail out of the bag the head is usually easy to find because it has a heavy board, called appropriately enough the **head board**. The tack is also easy to find because most sailmakers want you to remember who made this sail for you and conveniently attach their insignia right there, near the tack of the main. By process of elimination, the other end is the clew and is pulled out the boom. At all three points of attachment there are **grommets** made of brass or stainless steel sewn in.

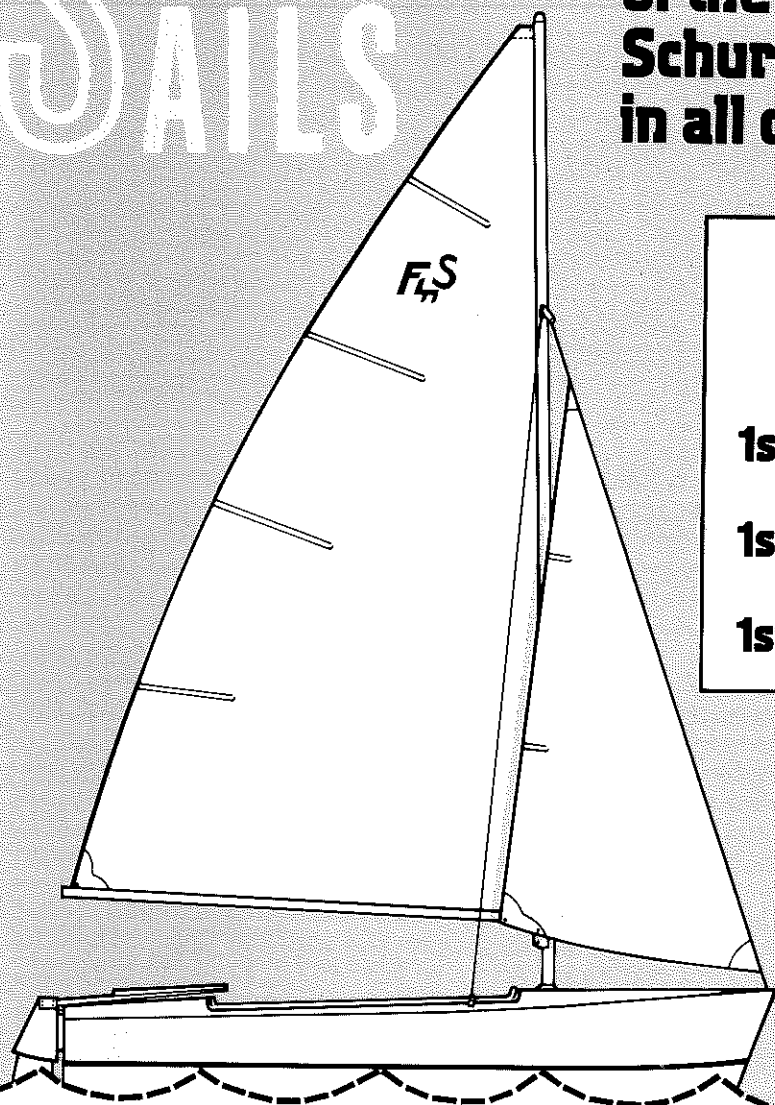
The jib also has a head, tack and clew, but does not have a head board or a boltrope attached. Instead, a wire runs up through the luff of the sail. It terminates at the bottom (tack) in a loop of the wire and at the top in a similar loop. The foot is not attached to a boom, but is instead controlled by lines — **sheets** — that attach to the clew grommet and run to blocks on the deck.

In order to raise either sail, you must attach the halyard to the head with a shackle. The sail is raised by inserting a handle into the **winch** on the mast and turning *clockwise* as the sail raises. You can adjust the wrinkles out of the luff of the jib or main by cranking up the sail *just until they disappear and no more*. You can adjust the wrinkles out of the foot by pulling the line attached to the foot's clew in a similar manner; pull the line just until the wrinkles disappear.

By attaching the halyard to the appropriate grommet or loop at the head and by removing any horizontal or vertical wrinkles along the foot and the luff, you will be secure in the knowledge that you not only have your sails adjusted properly, you have also ruined the moment for any 'rental watchers' in the vicinity. Enjoy!

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# THE FLEET'S IN



## Gulf District Championship

The 1983 FS Gulf District Championships were sailed on Lake Martin, AL, on October 8 and 9. Twenty-six Scots participated as host Dixie Sailing Club provided light winds on Saturday followed by ideal medium air on Sunday. The racing was very close as only 1¼ points separated the first three places. Larry Taggart won the series, which wasn't decided until the final race, over excellent competition including 1983 NAC winner Bubby Eagan and former District Governor Ken Kleinschrodt. The three-race series featured courses of 6-7 miles and was expertly run by Bob Boggan, Mary Louise Simms and Gene McNeil.

*Terry Dees*

- |                     |                 |
|---------------------|-----------------|
| 1. Larry Taggart    | New Orleans, LA |
| Pete Merrifield     |                 |
| 2. Bubby Eagan      | New Orleans, LA |
| Buzzy Heausler      |                 |
| 3. Ken Kleinschrodt | Mobile, AL      |
| Tom Davis           |                 |
| 4. Kent Hassell     | Atlanta, GA     |
| Andy Register       |                 |
| 5. Loy Vaughn       | Birmingham, AL  |

## Gumbo Regatta

The Gumbo Regatta at Lake Arthur, LA, was this year's event to determine the FSSA Cajun Country Champion. (See related story in Association Spotlight.) The series, sailed on October 22-23, saw current FS NAC winner Bubby Eagan point higher and reach faster than the seven other participants in the first running of this new perpetual award.

The race management team, chaired by Jim O'Neal, provided fine weather, moderate winds, and excel-

lent courses. Although Bubby swept the series with three firsts, several highlights marked the regatta. These included a tacking duel on the last leg of the second race between Bubby and Maurice Sullivan, Fleet 153 Champion. While Bubby won the series, Maurice won that duel and described it as the most exciting windward race he has ever sailed.

At the awards ceremony, another perpetual trophy was awarded to Robin Byler. She received the Jenny Jones Award emblematic of the most outstanding junior sailor at the LAYC.

The Southern Hospitality extended from the race course into the evening celebrations and meals. All agreed it was an excellent weekend of sailing and camaraderie. *Al Rees, FS 2495*

1. Bubby Eagan
2. Bill Berry
3. Maurice Sullivan
4. Gary Schwantz
5. Barney Rees

## Sandy Douglass Regatta

Fifteen Flying Scots and 14 Thistles charged their starting lines in the 8th Annual Sandy Douglass Regatta on November 12-13, 1983. Sailing at The Rudder Club, in Jacksonville, FL, the racers faced fickle winds and adverse currents, but gorgeous warm and sunny weather. In the second race of this FSSA sanctioned regatta most of the fleet had to anchor against the current while waiting for the wind. When the wind finally came back, the whole fleet raised spinnakers and crossed the finish line together! Sorting it out

was a massive task and one wonders if the Race Committee had to resort to a toss of the coin in some instances!

Chuck Barnes, of Pensacola, FL, dominated the five races. Chuck won the first race, but followed with a ninth in the second. He bounced back, however, to win the remaining three races. The only other race winner was Larry Lewis, who finished second in the series.

Clint Smith, of Casselbury, FL, earned the dubious distinction of Fleet 131's special sixth place award: the Ape. Tradition requires that he improve it with an addition to its already 'interesting' costume. Some previous additions must be seen to be believed! In so winning, Florida District Governor Smith joins a list of other Scot notables including Ben Reeves, Mike O'Brien, Dick Elam, and Floyd Davis.

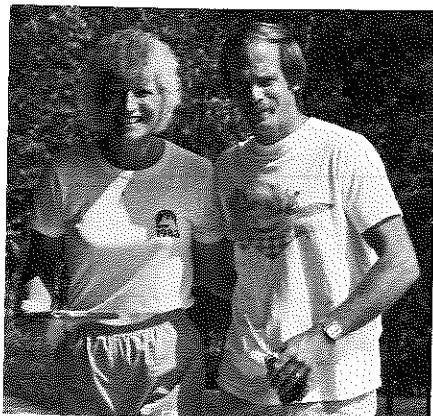
Fleet 131 invites all FSSA members to this well-raced but enjoyable regatta on November 10-11 of this year. *Mike Kiely, FS 3290; Denis Burgoon, FS 2298.*

1. Chuck Barnes, Pensacola, FL
2. Larry Lewis, High Point, NC
3. Jim Caganaugh, Sharon, MA
4. Floyd Davis, Panama City, FL
5. Harry Carpenter, Oakland, MD
6. Clint Smith, Orlando, FL

## Ohio District Top Scot

Proving once again that "consistency counts," Rick and Jo Baugher were the first winners of the Fleet 1 Trophy for the top travelling Scot in the Ohio District. The championship is determined by awarding one point for each Ohio boat beaten in any of six regattas held during the





Jo and Rick Baugher were the first winners of the Fleet 1 Trophy for the top travelling Scot in the Ohio District.

season. (See story in Association Spotlights).

Rick and Joe won, after a slow early-season start, by winning the Edgewater YC and Atwood Lake regattas. They also finished second at Cowan Lake and the District championship. Second place went to Jack and Martha Stewart with four finishes in the top five at regattas. Third place went to Paul and Chris Nickerson who showed what perfect attendance can do! *Paul Nickerson, FS 511.*

#### Mobile YC Championship

Ellis Ollinger, Jr. was the winner of the Mobile Yacht Club's FS Fleet Championship in 1983. Ollinger won the championship, sailed over two successive weekends, by defeating 16 other Scot sailors in a 10 race series.

- |                        |     |
|------------------------|-----|
| 1. Ellis Ollinger, Jr. |     |
| 2. Mike Dordan         | tie |
| Ellis Ollinger III     |     |
| 3. Eric Dumont, Jr.    | tie |
| Chris Larson           |     |

#### Fleet 80 Championships

Flying Scot Fleet 80 wound up another banner year of competition and strong growth at Lake Arthur in Butler County, PA. Two new Scot owners were added to the fleet, bringing the membership to 41. An average of 12 boats started the 36 races held throughout the active race season.

Jim and Carole Starr, FS 3550, won the Summer Series in one of the most competitive series in memory. Jim broke open a tight race for

the championship with four straight firsts as he and Carole exhibited superior light air speed and flawless strategy. Less than three points separated second place finisher Tom Hohler from third place winner Tom Atkins and fourth place winner Dan Goldberg.

The season was capped with the traditional inter-fleet Champion of

Champions. Eight fleet champions sailed in ideal wind conditions for the October 1 challenge series. Fireball sailor Fred Stewart sailed to first, followed in second by Rascal champion Jim Hastings. Third place went to newly-crowned Scot champions Jim and Carole Starr. This year's series was sailed in Scots.

## With 4 different brands of sails in the top 5 in the 1983 Flying Scot North Americans, which sailmaker should you choose?

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Which sailmaker will be at as many regattas as possible, not just major championships, anxious to help Scot sailors get the most out of their boat and sails? Which sailmaker will stand behind their product should you ever have a problem?

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### PERFORMANCE: Look at these results!

- Buckeye - 1, 3
- Ohio Districts - 1, 3
- Midwinters - 3
- Nationals - 5
- Northeast Regionals - 3
- Maryland State Championships - 2
- President's Cup - 1, 2

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# THE STARTING LINE

## Here Before You Know It!

The 1984 Mid-Winters are not as far away as you think. April will be here before you know it! Make your plans now to join in all the fun.

Six races—with a throw out if all six races are sailed—will be sailed at St. Andrews Bay Yacht Club in Panama City, FL. Skippers will select between Championship and Challenger divisions. Scoring will be by computer again this year.

First race will be Wednesday, April 4. Registration will begin Tuesday at noon, April 3. Sails will be measured and skippers must have paid 1984 FSSA dues.

Entrance fee will be \$40.00 (\$35.00 if pre-registered by March 31).

Local motels convenient to the yacht club are:

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*Ramada Inn*  
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Panama City, FL  
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The Mid-Winter schedule looks like this:

**Tues., April 3**  
Registration & sail measurement  
Board of Governors Meeting

## REGISTRATION

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Crew \_\_\_\_\_ Division \_\_\_\_\_

\*\*\*\*\*

Registration fee \$40.00 (\$35.00 if pre-registered by Mar. 31) Make checks to "Mid-Winter Regatta Fund" & mail to:  
Mrs. Betty Smith, P. O. Box 406, Panama City, FL 32402

## Flying Scot & Windsurfing Specialists

**In Stock:** NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° centerboard control and custom spinnaker gear for a superb, race equipped SCOT. T-J SALES rigged boats won the '82 NACs and three previous NACs (and everybody knows it's the boat and not the crew or sails!).

**Previously owned SCOTS:** All with new-boat warranty. Call or write for details.

**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, HAWK windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

**Check your Gooseneck!** We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

**Accessories:** AIGLE boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; ATLANTIS PVDs and foul weather gear; ACCUSPLIT racing timers, at \$40 the slickest waterproof stopwatch you can buy; LASER compasses, and much more. Call us for holiday or birthday shopping suggestions.

**New Item:** HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$30 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

**Advanced Racing Clinic:** Plan now to attend our 1984 clinic, from Friday noon, June 1 thru noon on Sunday, June 3 at Portage Lake near Ann Arbor. Single (\$45) and multi-handed (\$80) boats. Scot sailors from as far away as Tennessee, New Jersey, and Minnesota have attended this outstanding event. 12 hours of on-the-water instruction plus lectures and critiques of your video taped performances. Call or write for details.

**We ship daily by UPS on open account to FSSA members!**

**We repair hulls, centerboards, and sails.**

**T-J Sales Co.**



**8390 Dexter Pinckney Road**  
Office: (313) 426-4155

**Pinckney, Michigan 48169**  
Tom Ehman, Owner

### Wed., April 4

Registration & sail measurement  
First race

Raw oysters & beer—1730-1900

### Thurs., Apr. 5

Second & third race

Cocktail party—1830-2000

### Fri., Apr. 6

Fourth & fifth race

No Host Fish Fry on the lawn

### Sat., Apr. 7

Sixth race

Trophy presentation\*

\*Trophies for first seven places in Championship and first five places in Challenger

**Mug Race** — May 6, 42 mile river race. (FSA).

**Summer Series** — July 7, July 21, Aug. 4, Aug. 18.

*The Capital District announces the following Open Regattas for Spring '84. These dates are tentative; a confirmed schedule will run in the May issue.*

**April 1** — April Fool Regatta. Greater Richmond Sailing Assoc. Richmond, VA. Contact: Bill Giles, Fleet 137. (804) 270-0097.

**April 21** — \*Azalea Festival. Norfolk Navy SA. Norfolk, VA. Contact: John Clickener, Fleet 137. (804) 467-3650.

**May 12-13** — \*Azalea Cup. West River Sailing Club. Galesville, MD. Contact: John Barnes, Fleet 97. (301) 652-0667.

**May 26-27** — \*Spring Regatta. Potomac River SA. Washington, D.C. Contact: Lorus Newby, Fleet 42. (703) 684-8078.

**May 27** — Memorial Day Regatta. Greater Richmond SA. Richmond, VA. Contact: Bill Giles, Fleet 137. (804) 270-0097.

**June 16-17** — \*Norfolk Navy Regatta. Norfolk, VA. Contact: John Clickener, Fleet 137. (804) 467-3650.

**June 16-17** — \*Annual Regatta and Capital District Championship. Glenmar Sailing Association. Middle River, MD. Contact: Lorus Newby. (703) 684-8078.

\*Denotes sanctioned regatta for high-point competition by the Chesapeake Bay Yacht Racing Association.

## Other Regattas

**May 5-6** — Great 48 Regatta, sponsored by FS Fleet 48. Lake Norman YC, NC. Registration: \$5.00. Contact: L.F. McLaughlin, Box 6113, Spartanburg, SC, 29304. (803) 579-2689.

**May 26-28** — Southern Regional Championships. Combine your plans to visit the 1984 World's Fair with the FS Southern Regional Championship regatta. This 5 race invitational will be hosted in New Orleans by the Southern Yacht Club and is open to all FSSA members. Contact: Larry Taggart, Southern YC, 105 N. Roadway Drive, New Orleans, LA 70124.

**June 30-July 1** — Ohio District Championship. Edgewater YC, Cleveland, OH. Open to all FSSA members. Contact: Paul Nickerson (216) 749-1481

**July 13-14** — Great Scot Regatta. Edgewater YC, Cleveland, OH. Contact: Paul Nickerson (216) 749-1481

**July 21-22** — Maryland State Invitational Regatta. Hosted by Fleet 6 on beautiful Deep Creek Lake in the mountains of western Maryland. Compete for one of four trophies in either the Championship or Challenger division. There will be two races on Saturday, one early Sunday. Contact: Audrey Mac Millan, 1264 Rolling Meadow Rd., Pittsburgh, PA., 15241. (421) 221-2380.

**July 30-August 3** — FSSA North American Championships. Hamilton, Ontario, Canada. Contact: Ib Bentzen-Bilkvist, 3313 Yellowstone, Ann Arbor, MI. (313) 761-6303. See December 1983 issue. Further information and registration forms in May, June and July issues.

*Fleet 131, The Rudder Club, Jacksonville, Florida, invites your participation in any of the following regattas. For more information contact: Denis Burgoon, 1670 Atlantic Blvd., Jacksonville, FL, 32207. (904) 398-1670*

**River City Regatta** — March, 10-11, Florida Sailing Assoc. (FSA) sanctioned.

**Spring Series** — March 24, April 7, April 21, May 12.

# List your regattas in "The Starting Line." Read how on page 4.

## CAVEAT EMPTOR

**FS 297** — Owner of 20 years wishes to sell. Red hull, white deck, \$1,800.00-\$2,200.00. George Ronan, 674 Prospect Avenue, Waukegan, IL 60093, (312) 446-0597.

**FS 3407** — Customflex, yellow hull with white deck. Parked in a garage. Harkin Ball bearing fittings; Schurr jiffy reefed main and jib. Detachable motor bracket; hinged mast for easy stepping. Pamco galvanized tilt trailer (Buddy Bearings). \$4,700. Jim Billman, 815 Pinefield Ave., Holiday, FL 33590, (813) 842-6663.

**FS 2836** — Douglass made. White with yellow deck. Excellent condition. Very good mainsail, jib and spinnaker with extra jib and spinnaker sails. Boom canopy cover. Motor bracket. Good trailer. Phone for boat history. \$4,500 Elliot Kaebnick, 27 Montclair Rd., Oak Ridge, TN 37830, (615) 483-1691.

**FS 3544** — Douglass, red hull, white deck. Schurr main (reefing eyes), jib and spinnaker. Custom outhaul, vang and jiffy reefing system. Harken blocks. Mercury and bracket, lifting bridle, anchor, paddle, preservers (4) and cover. Tee Nee, spare tire. Dry-sailed, mint condition. \$6,800.00. Call/write Chris Brown, 59 Admiral Kalfbus Rd., Newport, RI 02840, (401) 846-3051.

**FS 3855** — Douglass, white with single red waterline stripe, Schurr main and jib, TeeNee Trailer, Boom tent cover and outboard bracket, mint condition — must sell. Has been stored indoors for the winter. Contact Robert Metcalf, 45-35 46th Street, Woodside, NY 11377, (212) 747-7658 (office) or (212) 729-2439 (home).

# NEW FSSA MEMBERS

3632	Gulf		Andy Mecom	1530 Pratt Ave.	Gulfport	MS	39501
3292	Gulf		Edie Yarborough	205 Menge Ave.	Pass Christian	MS	39571
2613	Gulf		Kevin Bowyer	2445 Duncan Drive	Niceville	FL	32578
2	Gulf		Albert Sidney Johnston	1115 W. Howard Ave.	Biloxi	MS	39530
23	Gulf		Preston Christian	1449 Arabella	New Orleans	LA	70115
1334	Gulf		Stefan Schulze	83 Driftwood Blvd.	Kenner	LA	70062
3756	Gulf	98	Peter Merrifield	113 Beverly Drive	Bay St. Louis	MS	39520
25	Gulf		John Lovell	259 Walnut St.	New Orleans	LA	70118
2092	Gulf		Walter Keenan	1428 First St.	New Orleans	LA	71030
1898	Gulf		Philip Everett	704 Buena Vista St.	Pascagoula	MS	39567
3206	Gulf		Lawrence E. Cowley	16 Cavalry Change	Spanish Fort	AL	36527
20	Gulf		Larry DeMarcey III	334 28th St.	New Orleans	LA	70124
90	Gulf	90	Matt Streffel	750 Dunbar	Bay St. Louis	MS	39520
1338	Gulf	154	Beth Huffman	198 Tcheferncte Dr.	Covington	LA	70433
98	Gulf	98	Tom Allen	855 E. Scenic Dr.	Pass Christian	MS	39571
2096	Gulf		J. Dwight Leblanc Jr.	550 Lowerline St.	New Orleans	LA	70118
3327	Gulf	98	John C. Hadden	609 Jefferson Ave.	New Orleans	LA	70115
3620	Gulf	87	Andy Culver	968 Vestavia Dr.	Gulf Breeze	FL	32561
3855	Greater New York		Robert D. Metcalf	45 35 46 Street	Woodside	NY	11377
2802	Northeast		Walter Kelefier	PO Box 57	Boston	MA	02101
2705	Texas	23	John Weston	2728 Knollwood	Plano	TX	75075
3094	Capitol	6	Marc Rudick	1003 St. George's Rd.	Baltimore	MD	21210
3884	Capitol		Priscilla Rogers	1154 Robindale Dr.	Great Falls	VA	22066
2614	Gulf	151	Patrick Jackson	122 Sharon Circle	Americut	GA	31709
3120	Gulf	118	Loy Vaughan	2341 Hawksbury Lane	Birmingham	AL	35226
2490	Gulf	118	Wendell Hull	1736 Carovel Circle	Birmingham	AL	35216
2495	Gulf	153	Albert Charles Rees	111 Ronald Blvd	Lafayette	LA	70503
2281	Gulf		Gabe Borkowski	10 Echo Point	Little Rock	AR	72110
3859	Carolinas	27	Edwina Kleeman	1435 Huntley Ct	Cary	NC	27511
1494	Carolinas		George Schenck	6209 Braes Meadow	Raleigh	NC	27612
1493	Carolinas	27	Thomas A. Bookstaver	3405 Fernwood Dr	Raleigh	NC	27612
5858	sustaining		Clifford Appel	POB 251	Electric City	WA	99123
5857	sustaining		Philip J. Sanzone	110 W. Walnut St.	Rome	NY	13440
3847	New York Lakes		William C Morgan	99 Kaymar Dr	Rochester	NY	14616
3889	Ohio	1	Lynn E. Goodwin	5580 Schiering Dr.	Fairfield	OH	45014
2988	Northeastern		Gregory Coronis	35 Bean Road	Merrimack	NH	03054
867	Michigan-Ontario		Walter E. Moore Jr.	42320 Cherry Hill	Novi	MI	48050
2889	Michigan-Ontario	9	Richard Gullen	68938 Benham Beach	Sturgis	MI	49091
3880	Michigan-Ontario		Douglas Coppens	502 Farmstead Lane	Lansing	MI	48917
1753	Mid-Western		Plenny J. Bates	2505 White Eagle Tr., SE	Cedar Rapids	IA	52403
2360	Mid-Western	114	Ben Kan	241 Parkchester Rd.	Elk Grove	IL	60007
3882	Mid-Western		John G. Sanford Jr.	15312 Country Ridge Rd.	Chesterfield	MO	63017
3729	Mid-Western		Robert L. Vaughan	924 Lindberg Rd	West Lafayette	IN	47906
3829	Mid-Western	83	J.W. Newbold	35 West Brentmoor Park	St. Louis	MO	63105

## MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State, Zip \_\_\_\_\_

Change is:  Temporary  Permanent

(Send this form with present label to the Executive Secretary)

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