

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 4 JUNE 1984



**MidWinters**

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**Cover Photo: Bob Williams flashes "victory" with his boys aboard "Bob's Hope." Photo by Norm Stickney.**

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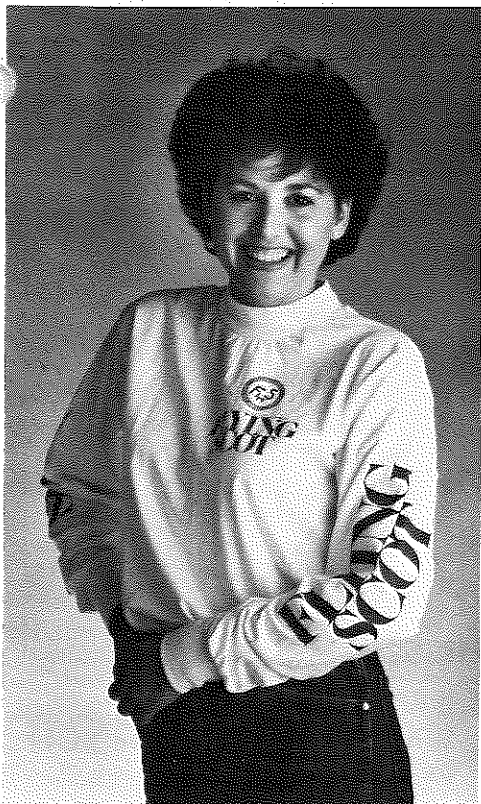
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**Scots n' Water**

Registered Trademark. Publication No. ISSNS 0194-5637. Published monthly except Jan., Apr., Aug., and Nov. by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXVI, No. 4. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201 and additional mailing office.

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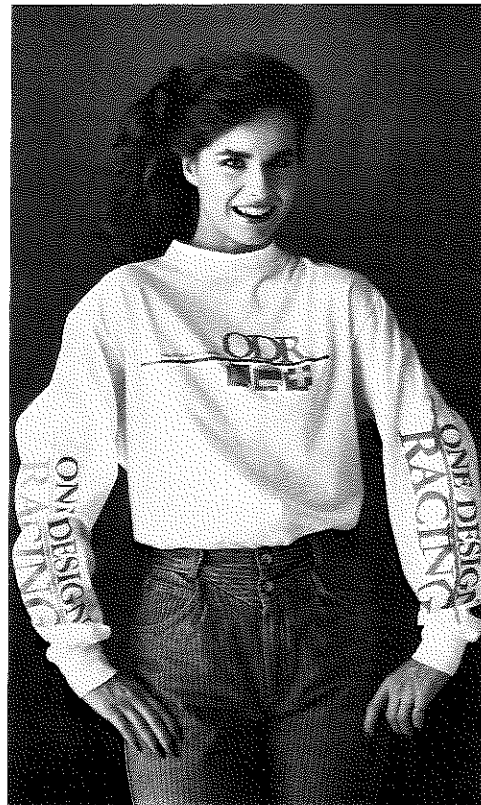
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# IMPORTANT NEWS

## Membership Survey Results

As of this date about 300 surveys have been returned. We thank those that took the time to fill them out. A preliminary tabulation has been done by our executive secretary and was presented to the Board of Governors at the recent Mid-Winter Championship. As soon as all surveys are received and tallied, information of interest to the membership will be printed. Thanks, again, to all who participated.

some good pictures, please contact me. We can always use your suggestions, especially on articles of general interest.

### Publication Deadlines

September issue	July 5
October issue	August 10
December issue	October 10

## 1984 NAC

## Article Call

Requests for ideas have been successful, apparently, as a few manuscripts and some good pictures have recently crossed the editor's desk. If YOU have an idea for an article or

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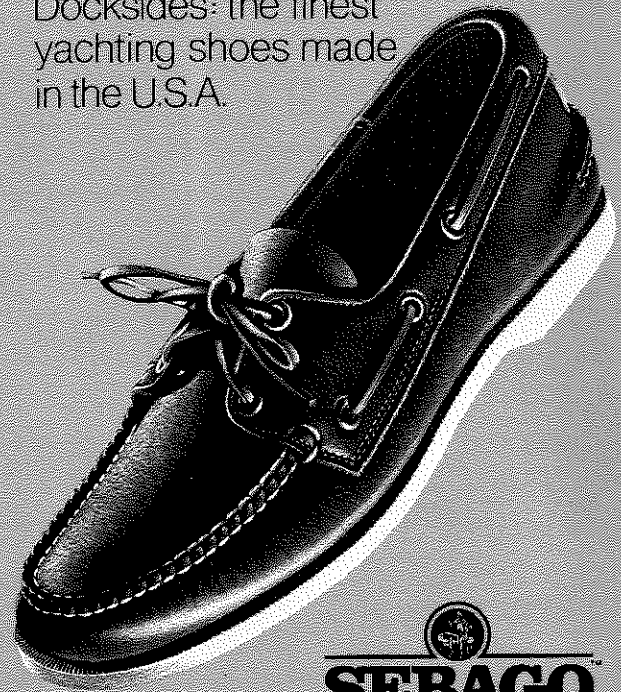
TRAILER (year)	MANUFACTURER	PRESENT VALUE	HOME PORT (location)
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# Association Spotlight

## FS Sailor Honored

James Dorgan, whom you recently read about in *Scots n' Water*, was seen on the front cover of USYRU's *American Sailor* newsletter of March 1984. As you recall, James was responsible for saving the lives of at least two people in the tragic overhead line incident at last year's NAC. He was recently honored as the youngest recipient of the Olin Marine Safety Award. We concur with USYRU in saying "Well done, James!"

## From the Editor

At the recent Board of Governors' meeting held during the Mid-Winters, I proposed some changes in the layout, content, and publication frequency of *Scots n' Water*. Your elected officers and representatives provided me with some good information, reflecting their best opinion on what the membership would find valuable.

This issue is reflective of one of those suggested changes: it is punched in three-hole binder fashion. While it does change the 'look' of the magazine somewhat, I feel that it may encourage more Scot sailors to save their issues of *Scots n' Water* for future reference. I hope you will agree with your officers and me that it is a good idea.

As the necessary details are worked out, more changes will be coming. Let me know what you think!

And, again, keep those article ideas, pictures, regatta notices and results, and submissions for the newly-created Bulletin Board coming!

**Barnes Wins  
MidWinters  
See page 7.**

## BULLETIN BOARD

If you have a program for tabulating and running regatta scores that is Apple compatible, please contact Doug Christensen. He is looking at programs to use at the 1984 NAC. Doug can be reached at 1346 Wines Dr., Ann Arbor, MI 48103. (313) 662-4940.

Good news! Ralph and Ethyl Manee are the proud new owners of FS 4000! They will be sailing "Harmance," their 11th Scot, on Toms River, NJ, where they have been so successful in promoting the Scot.

Good News!, II. Hull number 00, the original wooden prototype on which the glass mold was made by Sandy 27 years ago has turned up! It was purchased recently at an auction house and is being restored to its original glory by John Soule of Redwood, NY. (Stories on both #00 and #4000 will be coming soon in S n' W)

## Officer Profile: Tom Ehman, Jr. Secretary

Recently-elected FSSA secretary, Tom Ehman, Jr., is no stranger, either to the Class or to competitive sailing. At 29, Tom has been sailing his entire life, and much of it has been spent sailing Scots.

Tom grew up in the Ann Arbor, Mich., area where he spent a great deal of time playing hockey in the winter and sailing in the summer. His family summered on nearby Portage Lake in Pinckney, Mich., until his Dad purchased a beach club and marina on the lake in the mid-60's. Until that time, Tom had been both an "active observer" - as a youngster, his dad often had him ride along under the bow of the boat during races - and an increasingly frequent racer on many of the various sail boats raced on Portage Lake.



Secretary  
Tom Ehman, Jr.  
Fleet 20, Michigan

## Spotlight

As his home club, Huron Portage Yacht Club, began to develop increasing interest in Interlakes, Sunfish, Fireballs, and Flying Scots, Tom found himself sailing more often and more successfully. He participated in several "big" Sunfish races, including some World championships, while still in his early teens. At the same time he raced a Fireball successfully, both on the 650-acre Portage Lake and throughout the Midwest. He also squeezed time into the Scot, as well, during those years and undoubtedly benefited from his wide background and success in other highly competitive classes.

Current Michigan-Ontario District Governor Doug Christensen remembers Tom well. He recently recounted times when "Tommy" would sail in Michigan regattas or USYRU elimination events. "It used to drive us crazy. Here we were, 16 or 17 years old, and this little 13-year-old kid - who couldn't even raise the Scot mast himself - would beat us in the various events in which we sailed." Tom's success in the Scot continued to grow until he ultimately won 3 NAC's: Riverside in 1973, Cleveland in 1974, and Lake Norman in 1976. Interspersed in those successes, and for years afterwards, were numerous District championships, and countless victories in regattas throughout the country. Tom's suc-

cess as a sailor may best be demonstrated by his winning the 1976 Champion of Champions regatta.

As much as Tom has been successful competitively, it has been his strong bond with people in the class that has endeared him to so many Scot sailors. Tom literally "grew up" in the Scot and in the FSSA. Hundreds of people in the association know him, and have since he was a youngster too young and small to raise his own mast, but experienced and savvy enough to beat them on the race course.

Tom has been active at all levels of yacht racing. At HPYC he served as the youngest Commodore in the club's history. He was district governor of the M-O District and served as secretary and vice-president of the association. On the national level, Tom's success and personality did not go unnoticed as he was hired as one-

design director for USYRU in the late 70's and in a very short time was appointed executive director; the position he now holds. In that position, Tom has continued to grow as a sailor and leader as his travels and responsibilities have literally taken him throughout the world.

Tom's interest in the Class has remained intense throughout the last several years. The most memorable events Tom recounts indicate his strong feeling for the Class and its members. "The warm, friendly atmosphere (and I mean warm!) at the 25th Anniversary Regatta at Fleet 1 last year" is one of Tom's most recent memories. The fact that he didn't mention winning the regatta is indicative of Tom's priorities. Another indication is what he lists as one of his "major successes": "Convincing my crew to stay and race the

*(continued on page 22)*

## Letters to the Editor

*Dear Editor,*

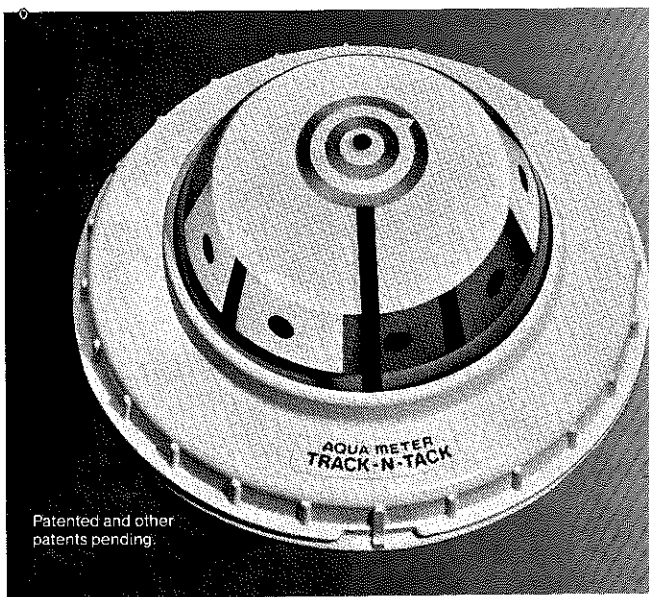
Imagine my surprise to receive the March issue of Scots n' Water and find myself in the cover photo!

Your cover photo statement is correct, the photo was taken at the 1983 Mid-Winters. To fill in the "unknowns," the skipper is none other than boat builder Harry Carpenter.

The center crew is fleet #42 Captain, Jeff Stamper. The forward crew is myself.

Thanks for a consistently enjoyable and informative magazine. It is truly a job well done.

*David H. Sommers  
Vienna, VA*

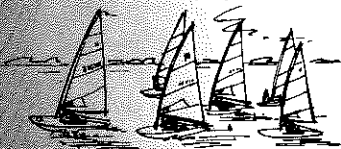


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## **1984 MidWinter Championships**

# **“Consistency Counts”**

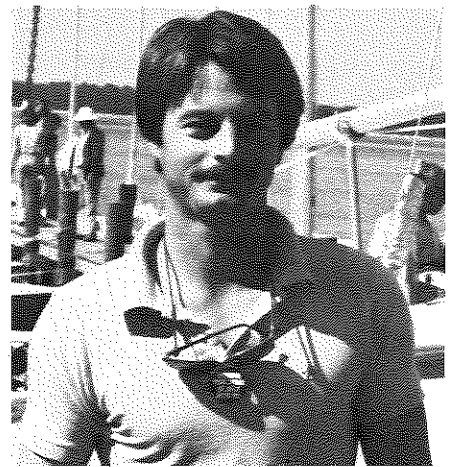
These words of wisdom were not lost on the sailors in this year's Mid-Winter championship. Sailing a consistently good series, “local boy” Chuck Barnes captured the 13th running of this annual event at St. Andrew's Bay Yacht Club.

As the 45 boats' skippers and crew gathered to sail this year's championship, the thoughts of last year's weather was on their mind. Cold, windy, and rainy conditions were not what the sailors looked forward to this year. Indeed, the start of the week looked good as the Ft. Walton Beach warm-up series was sailed in moderate winds, warm temperatures and clear, blue skies. (See story in “The Fleet's In.”) As the skippers began arriving at Panama City, however, the weather looked to be a repeat of 1983. During a 24-hour period during registration and measurement on Monday and Tuesday, over 8 inches of rain fell, flooding some areas, making travel difficult, and dampening the spirits of many who longed to escape the long, hard winter “up north.” Fortunately

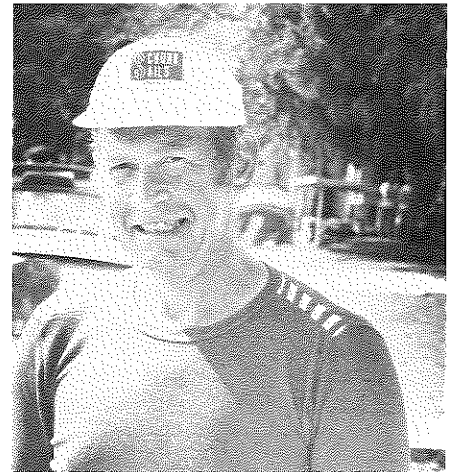
the weather man got the message and, though he was subsequently roasted at the awards presentations, he provided much better weather the rest of the week.

Unfortunately for some crews, the “unknown weather man” turned the wind gauge the wrong way and sent waves crashing onto the clubhouse lawn with 30 mph winds on Wednesday, the first scheduled day of races. While many were relieved that they did not have to worry about an unscheduled swim in the bay's cool water, many more expressed the concern that a sixth race may not be able to be run, thus eliminating the throw-out race that they longed for. Their concern was prophetic as the 6th race, much desired by many crews, was never run, thus undoubtedly affecting the overall results.

Thursday dawned clear, warm and sunny, but, like Wednesday, there was plenty of wind. Deciding on “safety first,” the race committee ran the two scheduled races on the smaller, more protected inner bay in front of the club house.



*Championship Winner, Chuck Barnes.*



*Bob Schneider right before the final race.*

With winds approaching 20 mph, eventual series winner Chuck Barnes jumped out to a clear lead shortly after the start and went on to win the race by a large margin. The early leaders in the series ultimately became the series winners, as might be expected. In fact, in the Championship division, the top six finishers in the first race were the top six overall. And, had you reversed the finishes of Greg Fisher and Greg Reardon in the first race, the overall series finishes would have been identical to those of the first race!

In the Challenger division, eventual winner Bob Schneider finished third behind Jim Cavanaugh and race winner Kevin Bowyer from the GYA.

Race two was sailed that afternoon in steadily increasing breezes that gave the competitors something to talk about later. Capitol District Governor and long-time Scot sailor Harry Carpenter remarked that “The first reach of this race was perhaps the fastest I've ever gone in a Scot!” The wind was not as favorable for

**MID-WINTER CHAMPIONSHIP  
DIVISION 1984**

NAME	BOAT#	RACE#					TOT. PTS.
		1	2	3	4	5	
BARNES, CHUCK	GYA-18	3/4	3	4	3	3	13 3/4
Steve Bellows Jack Kane							
FISHER, GREG	3961	3	3/4	11	3/4	3/4	16 1/4
Craig Leweck Rick Kirby							
REARDON, GREG	GYA-171	2	2	3/4	2	12	18 3/4
Benz Faget Paul Murphy							
EAGAN, BUBBY	3599	4	5	9	4	6	28
Karen Eagan Corky Hadden							
CARPENTER, HARRY	4001	5	4	5	7	13	34
Jerry Anguila Jeff Stamper							
BEAM, PETER	3501	6	8	18	5	8	45
Chris Herbster Christie Elmore							
EAGAN, MARC	GYA-99	28	6	6	6	2	48
Ed Turnipseed Eric Nolte							
MASON, BILLY	GYA-67	9	12	3	9	17	50
HARTMAN, JERRY	3578	8	7	21	8	7	51
COOKE, ALEX	GYA-118	14	11	12	11	5	53
CULVER, ANDY	GYA-10	10	17	10	13	9	59
TAGGART, LARRY	2710	7	9	7	28	14	65
HAMM, JOHN	GYA-60	11	13	14	14	19	71
WHITE, ADAM	GYA-50	17	16	8	28	4	73
GREEN, COURTNEY	3865	12	10	16	28	16	82
GAMBEL, PETER	GYA-26	28	15	2	10	28	83
SALMON-COX, PETER	3524	13	18	26	12	20	89
CLAY, SUE	3605	16	19	17	28	10	90
CALLAWAY, ANDY	3673	15	14	23	28	11	91
BEDNARK, GREGORY	C-10	20	25	15	16	21	97
BATCHELOR, DAVID	2324	18	20	19	28	18	103

KIELY, MICHAEL	3890	19	24	22	15	23	103
MURDOCK, BOB	1720	28	21	13	28	15	105
EVANS, DENNIS	3217	22	28	27	19	22	118
CORNISH, BOB	3096	28	28	20	17	28	121
VIEMANN, LASZLO	3779	21	23	25	28	24	121
STEWART, JACK	1342	28	28	24	18	28	126
EUSTIS, SANDY	3850	28	22	28	28	28	134

**MID-WINTER CHALLENGER DIVISION 1984**

NAME	BOAT#	RACE#					TOT. PTS.
		1	2	3	4	5	
SCHNEIDER, BOB	3262	3	3/4	8	7	3/4	19 1/2
Dory Schneider Steve Nolte							
DEES, JERRY	2708	4	4	6	4	4	22
Granny Dees Joe East							
CAVANAUGH, JAMES	3806	2	9	10	3/4	3	24 3/4
Ben Lee Jay McNeff							
ALLEN, JANE	2282	5	5	5	10	2	27
Ellen McBride Linna Dennis							
MOORE, PAUL	3820	11	7	4	5	7	34
Paul Moore, Jr.							
MACKENZIE, BOB	2865	8	6	2	9	10	35
EVERETT, PHILLIP	GYA-191	7	2	17	2	8	36
BOWYER, KEVIN	GYA-116	3/4	8	12	8	9	37 3/4
HARTMAN, MIKE	3204	6	17	7	3	5	38
CHRISTENSEN, DOUG	1190	17	3	3	6	15	44
LANCASTER, CON	GYA-192	10	17	3/4	17	6	50 3/4
KOLENICH, DAN	GYA-210	12	11	9	12	11	55
JOHANSON, GARY	3671	14	12	13	11	13	63
GRAMINES, TED	1282	13	10	14	13	14	64
SCHULTZ, DICK	1885	9	17	11	17	17	71
GLASS, TED	3617	17	17	16	17	12	79
LYTLE, JOHN	2301	17	17	15	17	17	83

*"Consistency"*

Larry Taggart as he lost a mast, following Doug Christensen's similar breakdown in the first race.

In race two Greg Fisher followed the example set by Chuck in the morning race and jumped out to a large lead right off the starting line. He led the 28 Championship boats around the course with, again, the top series winners following. At the end of the day, Barnes and Fisher were tied for the series lead, but only one-quarter of a point ahead of the steady Greg Reardon, who had consecutive seconds this first day out.

In the Challenger division, eventual series winner Bob Schneider got on track to win the race as first race winner Bowyer faded to eighth. At this point, Schneider was accumulating a small, but comfortable lead on second-place Jerry Dees.

With the sailors clamoring for "more action," the race committee moved Friday's races out to the "big bay"

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The morning race was notable for two reasons: a major mistake and a major shift. As boats sailed to the distant course in a pleasant 5-10 mph breeze, Fisher and Jerry Hartman arrived on the course early and decided to do some "course exploration." As they did, the race committee postponed the race to allow the late arrivers time to make the start. Hearing the postpone, both Hartman and Fisher proceeded up the course searching for that elusive path to fame and fortune. Hartman peeled off and went back to the start, but Fisher sailed on. As the 10 minute gun sounded, Fisher was up the course far enough to nearly touch the windward mark. He returned under spinnaker but started over two minutes late. That mistake in judgement, it later turned out, would cost him the series. While he recovered to eleventh in the 28-boat fleet, it offset his earlier good finishes and moved him away from Barnes and the hard-charging Reardon. For Reardon, it was a case of being in the right place at the right time as the entire fleet, including all the leaders, went to the right "favored" side of the course. Reardon stayed toward the middle and when the major 45 shift occurred, he nearly reached into the first mark and the lead. For the rest of the leaders, it was "see how well you can catch up."

The Challenger division was the "beneficiary" of the shift prior to their start. Essentially, whoever did well at the start won the race. Con Lancaster, sailing "Wrath of Con," did just that.

The two scheduled afternoon races quickly fell into the "good intentions" category as the wind built into the 20's once again. Fisher managed to recover from his mistake in the morning and won the race, showing

good speed and boathandling throughout. Reardon, again, was super-consistent with another second. Taking advantage of a mistake by 1983 NAC champion Bubby Eagan, Barnes literally snuck into third place in the race. Rounding onto the final run, Barnes found himself in about eighth place but Eagan—then in third—helped him out by heading to the wrong mark and taking the next several boats with him. By the

time the mistake was realized, the quick-thinking Barnes had sailed the correct course and finished well enough to keep himself in contention going into the final day of racing.

Inconsistent finishes continued to plague the Challenger division as another sailor took his turn in winning the fourth race. Jim Cavanaugh won, leading Phillip Everett and Doug Christensen to the finish line.

## Mid-Winter Trophy Winners

Frank Pericola Trophy  
Sportsmanship Award  
*Jane Allen*

John Hamm Trophy  
Challenger Division High-point score by St. Andrews Bay YC sailor  
*Jane Allen*

Brenda Pollak Trophy  
Winner of Challenger Division  
*Bob Schneider*

Fred Meno Trophy  
Winner of Championship Division  
*Chuck Barnes*

### Honorable-Mention Awards

The following sailors are mentioned for their honorable(?) achievements

Mike Kiely

*Most graceful unexpected dive off a bow of a boat*

Bubby Eagan

*Least graceful re-entry into a Scot after an unexpected fall into the water trying to fend off another boat.*

Adam White

*Most efficient and safe recovery of a crew who had fallen overboard.*

Harry Carpenter

*For finally winning a Championship trophy after years of coming so close.*

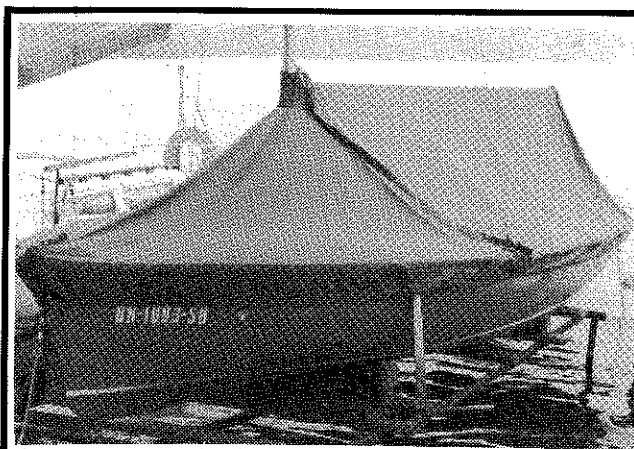
Jerry Hartman

*For coming so close, again, to winning a trophy after coming so close for so long.*

Unnamed sailor

*For unbridled optimism overheard after a race:*

*"We were coming into the weather mark in really good shape and would have really been doing good, but then we hit the weather mark. We had to re-round but it looked like we would be in real good shape. Then we hit another boat while we were re-rounding. But that was ok because no one was near him to hurt us while we did our circles. Then we re-rounded the mark in real good shape because no one was close to us. Then we got going again real good and were catching a lot of boats downwind. We were looking real good. . . until we capsized!"*



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## The Reasons

# Steadfast Friendships Highlight Fast Races

*"It's hard to put into words. Somehow the Mid-Winters is special; maybe more so even than the NAC. A lot of people can, and do, go to the Nationals. But the people who make the sacrifices and drive the distances to come down here are somehow special. That's it, I guess; they're special."*

Mike Kiely  
FS 3890

That's it, too, I think. The people who come to Mid-Winters ARE special. They plan and sacrifice and drive long distances in order to be with the people they care about.

The Mid-Winters are:

- \* Anxiously anticipating the last few miles on the "back roads" that lead to Panama City
- \* Pulling in to the parking lot, wondering who you'll see first
- \* That first smile and wave of recognition as you shake long hours of driving from your tired body
- \* The excitement of rigging your boat after it has sat for months in a dusty garage
- \* Checking out other boats; looking for that "new" rigging idea that's going to make you "super fast"
- \* Wondering what sailors are there and figuring just who you're "sure I can beat"!
- \* Finding out which top sailors are using which sails this year (and wondering if you've got the "right" sails)
- \* Navigating the grounds, docks, and club house of St. Andrews Bay YC and feeling instantly comfortable again (and sort of proud that you know your way around because you're a "veteran")
- \* Seeing Allen Douglass and Bo and Betty Smith and being so grateful that they are willing to do this for us every year
- \* And asking yourself for the hundredth time "Why do they always set lines that so favor the pin end???"
- \* Catching up on the past 6 months of people's lives
- \* Spinning yarns and telling tales before and after races
- \* Sharing the friendship and love of so many good, caring people
- \* Wondering what this regatta would be like without Ted and Florence, Bob and Norma, Jerry, Terry & "Granny" Dees, and Jerry Hartman's famous "Bay Hilton"
- \* Asking are "Bubby & Marc Eagan, Larry Taggart, and Chuck Barnes all here?" And being glad that the competition will be as tough as always because it wouldn't mean as much if it weren't!
- \* Being soooooo glad Harry Carpenter is here because he is so helpful in so many ways
- \* Wondering who the "new kid in town will be this year" (and being glad that our class continues to attract quality sailors)
- \* Spinning yarns and telling tales, again, at the beer-busts and great parties sponsored by people like Paul Schreck and Alfred Schurr
- \* And telling even more stories with friends at Mama Campizi's, Captain Anderson's, and House of Chan
- \* Seeing the top sailors all sitting together, talking, sharing, before the final race; knowing how they must be feeling inside, but still sitting, talking, enjoying. . .
- \* And, of course, feeling the nervousness and awkwardness of that first sail fade

(continued on page 22)

## "Consistency"

Going into the final day of racing there were two people who may have wished NO races were scheduled. Series leaders Greg Reardon, with a four-point lead over Chuck Barnes in the Championship division, and Jerry Dees, with a three-quarters-point lead over Bob Schneider in the Challenger, may well have wished that the drifting conditions that marked the morning of the final day would have persisted and ended the regatta.

The rest of the competitors wanted at least one chance to catch the leaders. Many, including those who faced misfortune – Fisher, Marc Eagan (who capsized in race 1), and Peter Beam – all hoped that the committee and the weatherman would make good on their promises for two races on this final day, thus allowing a throw-out.

As the sailors talked in hushed tones and watched the sky and water plaintively the final morning, the winds of fate were stirring far to the west. Tormenting the leaders, close-challengers, and those who had great distances to drive home, the wind would fill in then die; almost as though it were playing with the increasingly frustrated sailors. After postponing the races for over three hours, it became apparent that two races were out of the question. The pressure was on to have one, final, great race and hope that nearby competitors would finish poorly.

When the final race did finally start, it began in light, shifty winds. The wind stayed shifty, but became steadily heavier until it was blowing about 12-15 in the late stages of the race.

Close-challenger Greg Fisher got the "perfect pin-end start" and led for the entire race. Reardon, who was leading the series, finished far down in 12th, thus losing the lead. If Fisher could put enough boats between him and Barnes in this final race, he could win. But Barnes would have none of it. Sailing another consistent third, and being cheered on by screaming spectators in nearby boats, Chuck Barnes won the series, leaving a saddened Greg Fisher – who had won three of the five races – to gallantly remark: "We were fortunate to win three races,

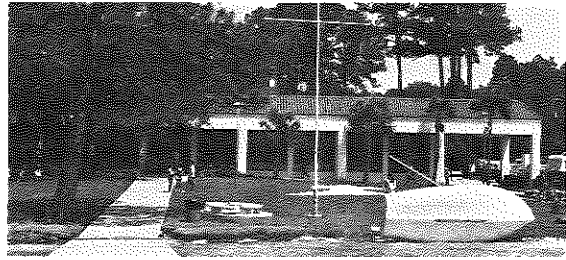
but Chuck sailed very, very consistently and we screwed up yesterday. He didn't make any big goofs, he's a good sailor. He deserved to win the regatta." Indeed, he did, and indeed Chuck proved, again, that "consistency counts."

In the closely-contested Challenger division, Bob Schneider sailed well under pressure to win the race and the series as the series-leading Dees fell to 4th in the final race.

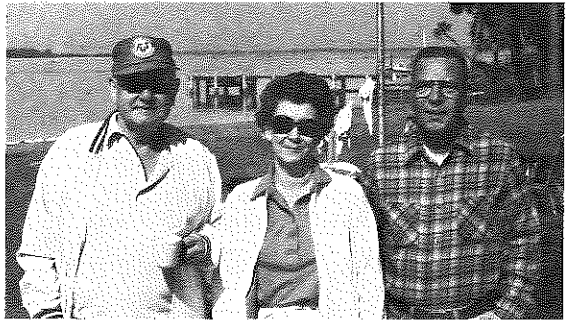
The final standings in the Championship division held up after Greg Reardon's petition for redress from the Race Committee was denied.

At the highly spirited awards presentation, Bob Schneider received a strong ovation as he commented "Who says a family-sailed boat can't win in this class!" But the biggest ovation went to Chuck Barnes, who grew up in town and sailed out of St. Andrews until he moved to nearby Pensacola. It was an ovation that recognized not only Chuck's current success, but his many past near-misses, his positive, helpful attitude towards other Scot sailors, and finally, his ability to sail consistently and win.

*Regatta Headquarters, St. Andrews Bay Yacht Club.*



*Chuck's boat name says it all!*



*Thanks to you, Allen Douglas, Betty and Bo Smith.*



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# Come Sail at the 1984 NAC's

NAC Update: Sailing Conditions, Race Management, Travel Information

## Sailing Conditions

The 1984 North American Championships will be hosted at Royal Hamilton Yacht Club. RHYC's location is ideally suited to hosting an event of this nature.

The Club is situated on a bay of Lake Ontario. The bay is approximately 5 miles long by 3 miles wide. Due to its size, NAC caliber courses will be able to be set in any direction. The wind blows predominantly from the west to southwest at that time of the year. While you would expect light air in that part of the continent in late July to early August, we are told that the wind at that time of year usually averages 8-12 mph. If anything, it is predictable it could be less, but seldom more. (Of course that was said of the NAC's at Lake Norman in '76 and Charlevoix in '77, too! And '83 NAC Regatta Chairman Marc Eagan has cautioned "don't predict the wind!" So...consider this a possibility rather than a prediction!)

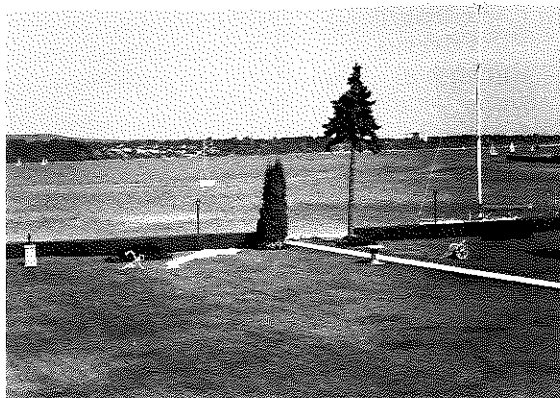
Because the area is a large bay, the wave pattern is generally confined to a small chop. (Again, no promises!)

Being summer, of course, temperatures may be in the 80's. Humidity is not as high as it is in the deep South at that time, but may be a little more than you would expect.

## Race Management

The Race Committee Chairman is Tom Ehman, Sr. Tom has been involved at ALL levels of sailing competition, race management, and judging. I *will* predict that the races will be well-run!

Tom will be ably assisted by members of the RHYC. This club is no stranger to high-quality, important regattas, having hosted many National championships as well as several World championships, the latest being the 1983 Shark catamaran



*Royal Hamilton Yacht Club is situated on a bay of Lake Ontario.*

World's. They are also the defending champion for the Canada's Cup, which will be contested shortly after our regatta.

The protest committee will be comprised of both Canadian Yachting Association and United States Yacht Racing Union judges. At least one member of the panel will be a FSSA member and USYRU certified judge. USYRU rules will be used at the event, and should be no problem since the CYA rules are very similar to USYRU's, and both are based on the International Yacht Racing Rules, with which judges from both countries are very familiar.

## Mooring

The RHYC facilities are outstanding! There will be both fresh-water wet sailing and dry-sailing available. There are three hoists in the mooring area so dry sailing should not be a problem and should be fairly quick and easy.

## Sail and Hull Measurement

As currently planned, there should be room enough to measure two suits of sails at a time. Hopefully this will speed up a tedious, but necessary, process.

Hull and centerboard weighing, spar measurement, and equipment checks will be made as prescribed. Remember, though, that your boat will be receiving a measurement certificate which will allow you to avoid some parts of the measurement process in the future (see Feb. issue of *Scots n' Water* for details).

## Chartering

Because the distance from the host fleet, #20 at Portage Lake, Mich., is about 4½ hours from the host site, and because there are few Scots in that area, chartering will be difficult. If you are interested, however, contact: Pat Barry, (313) 427-0797. We will do our best to help you charter.

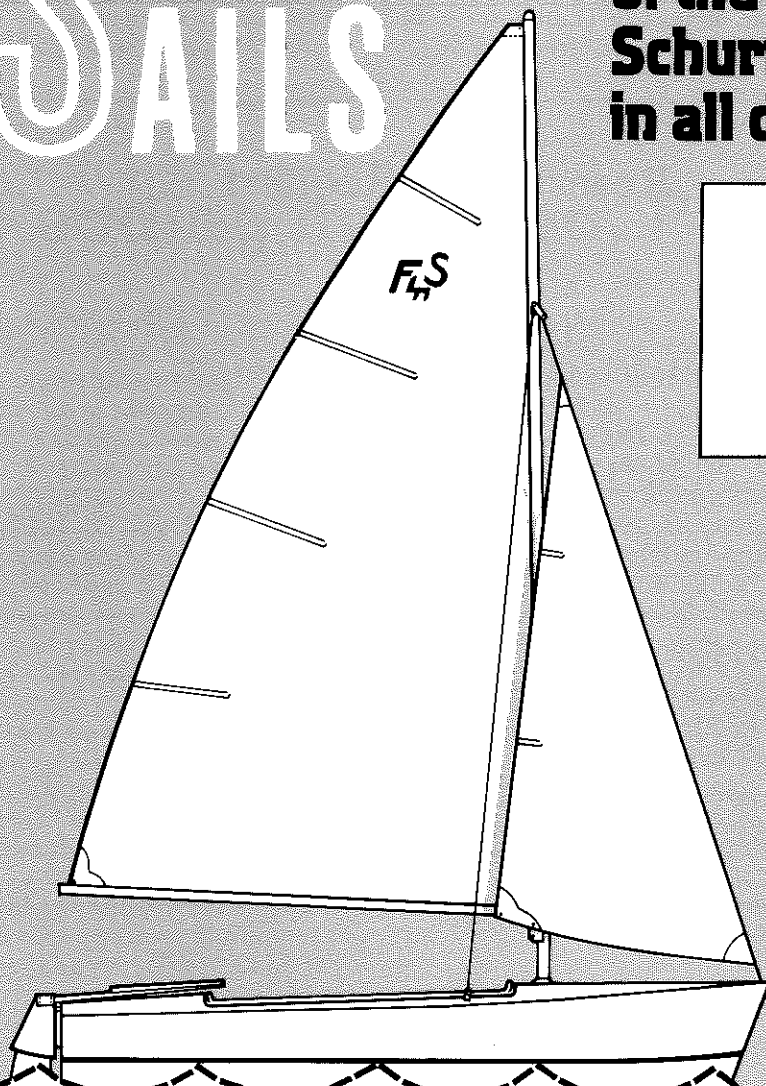
## Additional Crew

If you think that you will need additional crew, please indicate that on your registration form. RHYC has run a large Junior program for many years and we may be able to assist you with pick-up crew. And, they will be the only people that will have "local knowledge" since there are no Scots in the immediate area!



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As you can see from the above list, Boston sails have won most of the recent major Flying Scot regattas. We are proud of this record. And we are just as proud of the middle of the fleet sailors who, with the help of their new Boston sails, were able to climb the ladder in their own clubs. We have two things in mind when we design sails. The first is to make them fast (our testing and regatta results show this). The second is to make them forgiving. We want all sailors to be able to make our sails go fast. Bostons come with a complete tuning guide and access to sailors who know the boat and are willing to help. And, of course, the traditional Boston Workmanship insures you that your Bostons will last. For more information, call or write Larry Klein at the loft.

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## NAC

### Travel Information

### Flight Information

There is an airport in Hamilton, but flights in/out are less frequent

and convenient than those into Toronto, which is about 45 minutes away. Most major carriers fly into Toronto, while flight into Hamilton would be by connection and would be less accessible by all carriers.

*(continued on page 20)*

## Reservation Request

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Address \_\_\_\_\_

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Date of Arrival \_\_\_\_\_ Departure \_\_\_\_\_

Number of rooms desired \_\_\_\_\_

FS '84 NAC Room Rates: \$48.50 + tax CDN for 1 to 4 persons.

No deposit necessary.

Check in before 6 p.m. without deposit.

Make reservations through: Fleet 20, FS NAC.

Cut off date for guaranteed rate is June 28, 1984.

## 1984 Flying Scot North American Championship Registration

Skipper \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State/Zip \_\_\_\_\_

Telephone ( ) \_\_\_\_\_

Boat # \_\_\_\_\_ Fleet # \_\_\_\_\_ Hull color \_\_\_\_\_

Will attend Annual Dinner (8/1) \_\_\_\_\_ Yes \_\_\_\_\_ No

Will attend Awards Banquet (8/3) \_\_\_\_\_ Yes \_\_\_\_\_ No

Registration Fee: \$75 American

Check payable to: 1984 FS "NAC"

Late Registration (after June 25): \$90

Send to: George Kunkle  
6277 Sundance Trail  
Brighton, MI 48116  
(313) 227-6240

# FUNDAMENTALLY SPEAKING

## Reading the Wind, Part I

A few years ago, I worked a seminar in which a participant suffered a most embarrassing moment. After the early morning briefing on the day's sailing activities, the sailors rigged their boats and began to head out for the course. As the sailors slowly glided off the shore in what appeared to be only 1 or 2 mile an hour winds, a Scot unceremoniously flipped. As the embarrassed skipper stood in the apparently calm 3 feet of water and easily righted his boat – amid a chorus of good-natured catcalls and guffaws – many asked the obvious question: Why? This article will look at that most perplexing of topics for most sailors, how to read the wind.

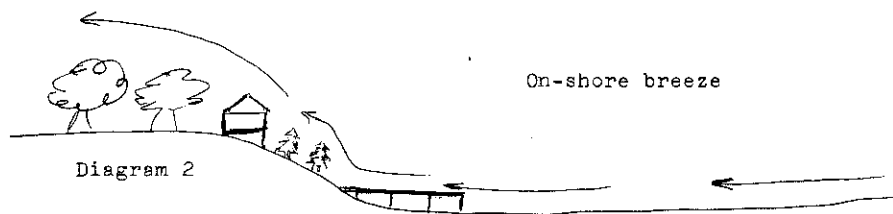
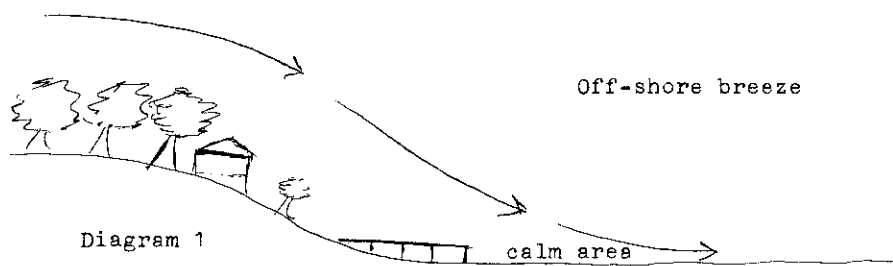
Because the wind is invisible, many sailors are never really sure where it is coming from. Obviously, though, nothing in sailing can be more important. Since the wind is our fuel, all sailors need to know where it is coming from, and at what velocity, at all times. For many, the good sailor's ability to "read" the wind is as mystical and magical as picking the "right" stock in which to invest. Actually, though, the good sailor combines both a knowledge of wind and weather theory and experience in order to make those educated guesses which, more often than not, seem to be accurate. This month we will look at some basic theory of how the wind works.

Perhaps the most helpful way to view the wind is to look at it as a *fluid*. As such, it bends and flows much the same way as water might in similar circumstances.

The perspective of the wind when sailing on the water is much different than the perspective you can gain by looking at the wind on the water from a higher elevation, say from the top of a nearby bluff. There

you see that the wind moves in patterns across the water; patterns that can be better studied from on high.

The fellow who so unceremoniously capsized in apparently calm wind perhaps did not understand the difference in how the wind acts near shorelines. As wind comes over the typically higher structures and buildings on the shore, it drops to the water level. But that drop is gradual and may take many more feet to "drop" than one might expect. Thus, while the water near the shore looks calm, there is a point where the wind starts to drop that may catch the unaware sailor off-guard. (See Diagram 1) This off-shore breeze requires, then, a look farther out into the lake so that the sailor has an idea what the wind is really doing, not what it seems to be doing near the shore.

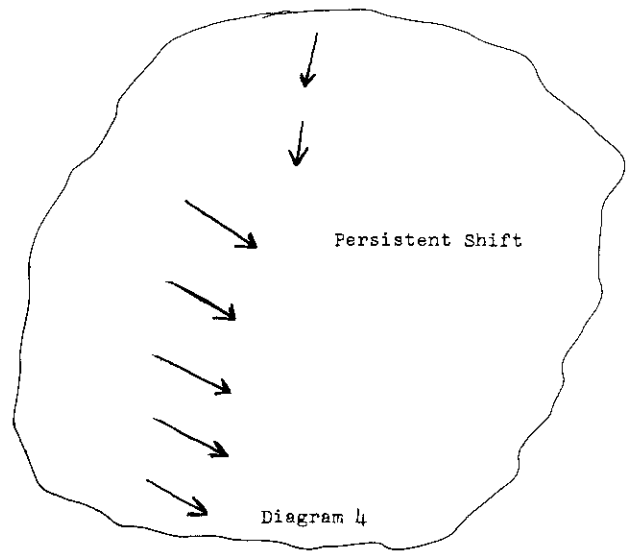
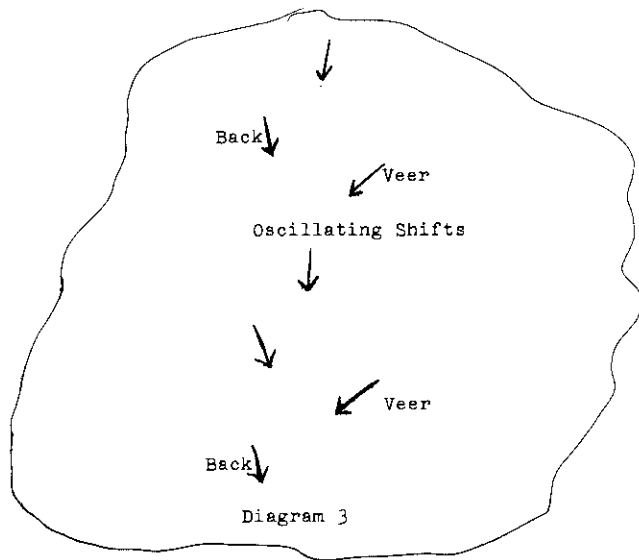


On-shore breezes are easier to understand since the wind direction and velocity can be more accurately determined while standing on the dock or on shore. While the wind again bends, in this case upwards, it does so only when it hits solid objects, thus you can "read" it more accurately, at least until it begins to go up and over the trees and buildings. (See Diagram 2)

Once out on the lake the wind, as you undoubtedly have realized, does not stay all that consistent. It changes angles and velocity, often with seemingly little rhyme or reason. While it may be difficult to predict at first, you should learn to identify what the wind is doing when it changes directions.

Wind changes can be classified into two major groups: *oscillating* and *persistent* changes. Oscillating winds are those that come from generally the same direction down the lake, but change headings from 5-10° from the average wind direction. If you time them, you may find that oscillating winds often shift in a timed pattern, say every two or three minutes. Knowing that can make the shift less unpredictable and more manageable. (See Diagram 3)

We can label either type of shift direction change with the same terms: *veering* or *backing*. A veering wind shifts in a clock-wise direction from the original wind. A backing wind shifts counter-clockwise. (See Diagram 3)




---

## *Fundamentally Speaking*

---

Persistent shifts in wind are those that move away from the average

wind direction a fairly significant amount, usually more than 10°, often as much as 30-40°, and occasionally as much as 180°! They also move from the average for significantly longer periods of time, maybe as long as the rest of the race or until you finish your sail home. (See Diagram 4)

As wind flows down the lake, it not only shifts, but it also is affected by any land masses, such as islands and shorelines. The wind, like any fluid, bends and may change direction, sometimes quite drastically. Actually, though, these changes are more predictable than you may have once thought, once you understand

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the idea that the wind flows around and over objects. For example, you have probably noticed that there is very little wind in the lee of an island. Diagram 5 shows why. And you may have noticed that you may sometimes sail on a different course near the shore than farther out on the lake, especially nearer the windward shore. Again, the diagram shows you how the wind bends. (See Diagram 6)

Finally, you should know that as a puff of wind hits the water, thus increasing velocity, it does not hit in the same way over the entire area. The wind actually "fans out" over the water. Thus, the wind near the edges of the puff will vary in direction than that at the center. (See Diagram 7)

While all of these concepts may seem difficult to master, they really aren't — as long as you think of the wind as a fluid. When sailing with this knowledge, you can begin to understand and even predict what

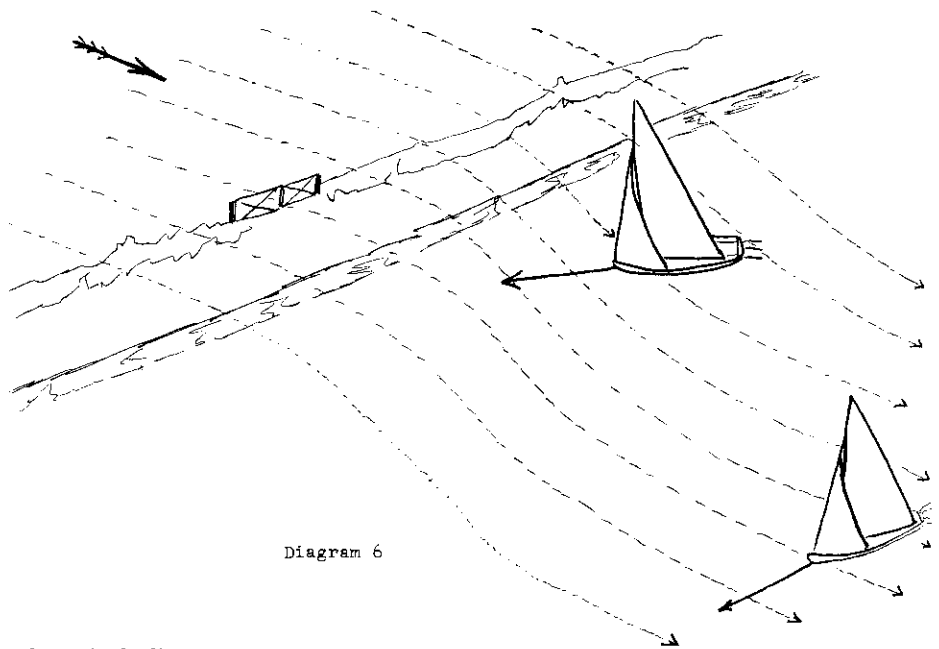


Diagram 6

the wind direction is going to be, thus making your sailing less anxious, more enjoyable, and perhaps, even safer. And, in some cases, certainly less embarrassing!

Next month we will examine some easy, effective ways to actually read what the wind is doing both before you leave the shore and out on the water.

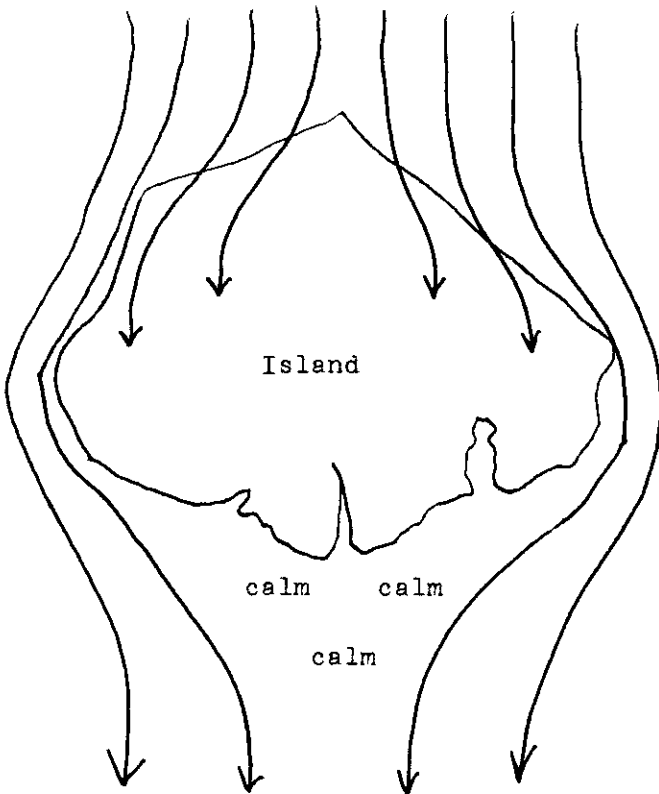


Diagram 5

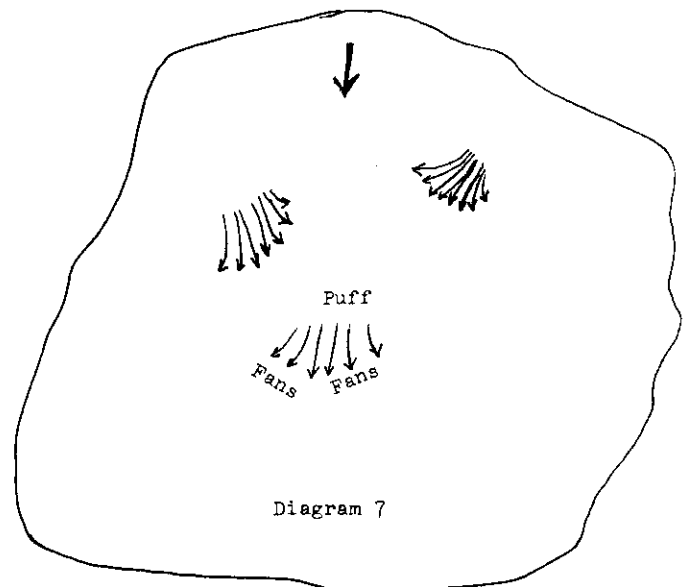


Diagram 7



# Minnows and How to Hook Them

Getting kids hooked on sailing is challenging, but can be a lot of fun.

---

*Jerry Hartman,*  
*FS 3578*

---

We in the Flying Scot class are extremely fortunate to have a boat that has such a wide variety of uses, from cruising and pulling skiers to competing with some of the finest sailors in the country. Being a comfortable, stable boat, it is ideal for sailing and racing with small children. I would like to share some of my sailing experiences over the last several years with my children, Melissa and Mark.

I didn't learn how to sail until later in life and our children were 4 and 5-years old at the time. But the year after I learned, I got them out into the boat. Since their first experience seems to be so critical to their later feelings about sailing, I tried to anticipate their concerns and find ways to relieve them. I started by picking a warm, calm day. In the boat, I began by trying to assure them that the boat really was safe. Simply telling them the boat would float was not enough! Not convincing them as easily as I had hoped, I told them to swim while I mulled over the problem. Not wanting to waste my time while thinking, I turned

the boat on its side on shore and began to wash the bottom. Seeing the boat tipped over, even though intentional and on land did nothing for their confidence! Live and learn! After that, I tried a different, more enjoyable approach. With the boat upright, but still on the shore, I had each child sit on opposite rails and hold onto the shroud. Then, using the spinnaker halyard, I rocked the boat from side to side. By playing "teeter-totter" they found that rocking the boat was not only safe but fun.

With that initial experience, I learned the most important lesson on getting kids interested and reducing their fear: keep the beginners active, either mentally or physically. I tried to teach them a common-sense way of learning terminology, such as "the outhaul hauls the sail out," "a boom can make the head boom" and "the down haul hauls the sail down." I would point to a part of the boat and they would see who could name it first. After several minutes (and the bickering ceased!), we would have a water fight and everyone would win.

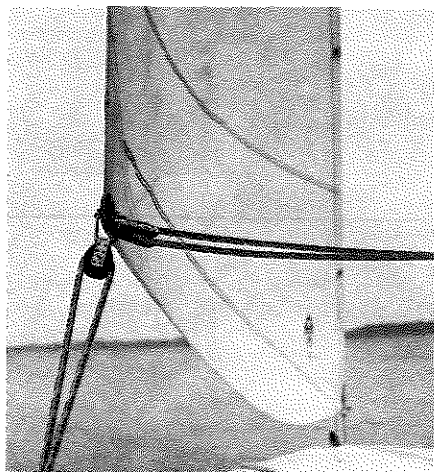
I tried to have the kids visualize the changes that can be made to the sails by steering in ways that they would understand. We would make believe that the mainsail was a pillow cut in half, without feathers, except

for one or two which could be used to tell the tale of the breeze. I would adjust the outhaul to make the pillow fluffy or flat and the downhaul to make the pillow flat in different places. "Why?" they asked. My reply, "fluffy water needs a fluffy pillow."

As I continued teaching them to sail over the next few years, I looked for as many ways as possible to relate sailing theory and practice to things that they understood. When the "Pac Man" craze hit, I developed the "Pac Man" analogy of windward sailing: If you sail into the jaws of the wind, it will eat you up! They really seemed to relate to ideas like that!

I continued to pick only the nicest days for sailing for a few years. While encouraging them, I let them move along at their own pace. I let them helm as long as they wanted to or until they became too tired. We tacked and jibed a lot and, as they became more confident, did some planing, which they found very exciting. To keep them interested while crewing, the crew got to use the "puff-finders" (sunglasses) and was encouraged to count down the time before a puff hit. On our small lake, the "puff-finder" was as important as the helmsman and was kept very busy.

Throughout the entire experience I always tried to make them see that sailing is fun, not just work. We



often took swim breaks. To make it easier to get back into the boat I extended a pair of looped-end lines over the transom. I also lashed the tiller down and pulled up the rudder so it wouldn't break our toes while trying to get back into the boat.

By the time Melissa was nine she liked sailing, but had developed other interests she wanted to pursue. Mark, on the other hand, was about half hooked. He wasn't quite big enough to be my only crew so we often

recruited a neighbor boy to "co-star." Having a friend along made it more enjoyable for Mark, although it was often difficult to find a willing friend because in central Illinois, hundreds of miles from "real" water, people spend a lifetime never learning to sail. Most of them "never saw one of them thare sailboats."

When Mark and I sailed we would alternate helming, according to the wind conditions. During the next two years Mark helmed as much as 90 percent of the time. We didn't win any fleet championships, but he did manage to win two back-to-back Michelob Cup regattas, and it was tremendous for his morale.

By the time Mark was 11 he weighed 100 pounds, but still was not strong enough to sheet the jib and spinnaker when it started to blow. I rigged up an extra purchase for the topping lift and jib. For the jib I used an old 1/4" spinnaker sheet and twin blocks on the jib clew (see photo). This works extremely well enabling him to cleat, and more importantly, uncleat when a "black whammy" comes through. The only drawbacks are a slower reaction time because of the

extra line. But we are always under control! The extra purchase to the topping lift was made by attaching the existing block on the mast to the spinnaker pole and adding a block with a becket to the mast and using some extra 1/4" line. Both methods are relatively inexpensive, easy to make and use, and quickly convert back to single purchases when desirable.

I think that I've been successful in hooking this 'minnow' as Mark really enjoys sailing and racing with me. Last year we went to a few away regattas and did real well. We managed to win the Egyptian Cup 25th Anniversary Regatta along with the Ted and Florence Glass Perpetual Trophy, which was the greatest moment in sailing for both of us. Mark will be 12 and 110 pounds this year and we are planning to attend many regattas.

It's true that there were times when a whole lot of yelling and pouting was going on, especially until I became smarter in teaching Mark and Melissa, but I think "hooking" them was well worth the effort and has

it's an  
upwind  
battle  
without  
your help



Every minute  
counts between  
now and the start-  
ing gun on July 31,

1984. Our sailors are building momentum—training, tuning, competing here and abroad—so they can sail to the top at the Games on our home waters. But they need your help. Our Olympic hopefuls aren't funded by the government subsidies that keep sailors in other countries afloat. Please send your tax-deductible contributions to the **Gold Medal Fund, Box 209, Newport, RI 02840.** Thanks.



U.S. OLYMPIC YACHTING COMMITTEE  
of the  
United States Yacht Racing Union



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## Minnows

proved to be more rewarding than I ever imagined. Why not try "hooking a minnow" yourself this summer?

*Jerry is a fine sailor who has won more than his share of the silver during the past several years. Jerry attends numerous regattas each year and often serves as the un-official regatta host and regatta headquarters with the famous "Bay Hilton" motor home.*

## NAC

(continued from page 14)

### Driving Information

Hamilton is easily located on maps and can be found about 4½ hours east of Detroit and about one hour west of Niagara Falls. Maps will be provided to pre-registrants.

### Customs Information

Contact with the Canadian Customs Authority has been made. They understand and are alerted to our arrival at that time of year for this regatta. Their communication with Regatta Chairman Ib Bentzen-Bilkvist indicates that the only procedure that may be necessary as we enter the country is the completion of form E99. They indicate that this is readily completed at the time of importation.

They have also provided the Regatta Committee with enough handouts of "Visiting Canada? Do's and Don'ts" for all members who pre-register. These will be sent, with a map, upon receipt of your pre-registration.

Significant directives include:

\* DO Carry identification  
Declare ALL goods  
Have vaccination certificate for all pets

\* DON'T Bring in handguns or prohibited weapons  
Bring in drugs, other than prescription drugs, and be prepared to provide proof of prescription

# CAVEAT EMPTOR

**FS 1899** — Douglass, white hull, hinged mast, normal accessories and trailer. Boston sails. Used very little, very good condition. \$3,300. Contact Ernest Nussbaum, 6009 Johnson Ave., Bethesda, MD 20817. (301) 530-7316.

**FS 489** — Customflex. Red hull, white deck. Trailer and motor. \$4,000.00. Contact Ernest Spring, 45 Grande Lake Dr., Port Clinton, OH 43452.

**FS 755** — 2 mains, 2 spinnakers, 3 jibs, trailer, lifting bridle. Yellow hull, white deck. Very pretty boat in excellent condition. Contact Carroll Stribling Jr., 120 S. Central, St. Louis, MO 63105. (314) 863-6900 (office) or (314) 721-5485 (home).

**FS 3059** — Douglass, white hull and deck. Excellent '82 Hood sails used little, extra Schreck jib, North spinnaker, Harken fittings, T-J Co's custom outhaul, Cunningham, Waco 360 degree centerboard control, '83 custom cockpit cover. Galvanized tilt trailer, 4 HP Evinrude '78. All in very good condition. \$4,500. Contact Florus Black, 1021 B Tartan Dr., Palm Harbor, FL. 33563. (813) 784-0340.

**FS 2567** — Customflex white with red stripes. Spinnaker, Pamco trailer with spare tire. Motor mount cockpit cover. Dry stored in winters. Good condition. \$4,000. Contact Howard R. Marvel, 136 Arrowhead Dr., West Lafayette, IN. 47906. (317) 463-5827.

**FS 473** — Douglass, white hull and deck. Hull, spars and rigging in good condition. Needs new sails. Gator tilt trailer. Boom tent. Tent with mast up. Trailer has spare. Motor mount, outboard motor. \$2,700. Contact F.E.

Fox, 13847 Tan Tara Drive, Sun City, AZ. (602) 933-3369.

**FS 1961** — Customflex, red hull with white deck, 2 sets of sails and spinnakers. New motor bracket, anchor, paddle, 4 preservers. \$3,000. Contact Tom McKenna, 221 W. 82nd, New York, New York (212) 362-0646.

**FS 3402** — Customflex, white hull, red waterline stripe. Murphy & Nye main, jib and spinnaker. Spinnaker never used. Harken blocks. Teak trim. Pamco galvanized trailer. Mast hinge, bridle, boom tent. \$5,000. Contact Marc Elliott, 133 S. 21st St., Terre Haute, IN. 47803. (812) 235-4597 (home) or (812) 232-0018 (office).

**FS 1476** — Douglass, white hull and deck, galvanized trailer. Main, jib and spinnaker. Needs some work. \$1,800. Also, Schreck main, jib and spinnaker. \$200. Contact Bill Davis Jr., 905 David Langan Dr. East, Mobile, AL. 36608.

**FS 2782** — Customflex, white hull and deck. Murphy and Nye sails. Pamco tilt trailer, Harken blocks, boom vang, usual equipment. Dry sailed, stored indoors in winter. Good condition. \$4,000. Contact Marv Lamborg, 1455 Meadow Lane, Yellow Springs, OH. 45387. (513) 767-1804.

**FS 1217** — Red Hull, White Deck. Re-built to TJ Sales Rigging for Racing. Has essentially new Hood main and jib. Includes spinnaker and tilting gator trailer. Sailed very little in last few years. Matt Bombery (616) 780-4517, Michigan.

## Regatta Reports Made Easy

Now that you've advertised your race, don't forget to write it up and send it to Scots n' Water!

Please include as much of the following in your report as possible:

- Name of event, location, dates.
- Number of competitors & races held.
- Top 5 winners (10 if major regatta), their boat number, fleet number, home town, crew name(s), and finishes.
- Anything interesting about the races, activities, etc.
- Pictures — b & w or color & whether you need them returned or not.

If you need any further information, contact: Canada Customs, Windsor Office, (519) 254-9202, ext. 254-255 during business hours.

### Additional Information

Information on the area, vacation attractions, and housing — both hotel and camping — was published in

the May issue of *Scots n' Water*. (Remember: cut-off date on guaranteed hotel reservations is June 28.)

If you need any additional information, please contact: Ib Bentzen-Bilkvist, 3313 Yellowstone, Ann Arbor, MI 48105, (313) 761-6303.

Come sail with us! You'll agree that "Ontario Offers More in '84"!



# THE FLEET'S IN

## 1984 Mid-Winter Warmups

Fair winds and sunshine was the name of the game at Fort Walton Yacht Club for the 1984 Mid-Winter Warmups, March 31-April 1.

Pensacola sailor Chuck Barnes bested the fleet of 18 Flying Scots with three firsts. Barnes, with crew Steve Bellows and Jack Kane, took the lead fairly early in the first race, but was pressed hard by Bill Davis with crew Ken and Amy Kleinschrodt and by Mike Johnson, Jr.,

with crew Tom and Leslie Ehman. Davis finished second, and Johnson third. The second race featured more of the same while Barnes took another early lead and then was pressed by Johnson and Davis.

The third race featured light winds for the full olympic course. Barnes followed Bobby Goree for the first three legs but took the lead on the final downwind leg. Johnson and Davis were both caught on the wrong side of a shift and finished sixth and eighth in the Sunday race. Bob Schneider, with crew Dorie Schnei-

der and Doug Tindall, sailed a consistent series and ended up third overall.

1. Chuck Barnes	Pensacola, FL	2 1/4 pts.
2. Mike Johnson, Jr.	Ft. Walton, FL	11
3. Bob Schneider	Bayville, NJ	12
4. Bill Davis	Mobile, AL	17
5. Jess Borthwick	Ft. Walton, FL	17
6. Jerry Hartman	Mahomet, IL	19
7. Bobby Goree	Alexandra City, AL	24
8. Andy Culver	Pensacola, FL	30
9. Jack Stewart	Alliance, OH	30
10. Ardy Calloway	Eufaula, AL	34

## CBYRA Championships

Flying Scots were once again one of the most active of the 23 classes competing in the Chesapeake Bay Yacht Racing Association (CBYRA) One-Design Championship. Beginning with the Azalea Festival in April at Norfolk, VA., and concluding with the Pumpkin Patch in October at Galesville, MD., 169 competitors were scored in 14 regattas. The standings were determined by a formula which measured an individual's actual performance in relation to both the competitions he entered and the total number of competitors who sailed in the championship. Of 29 CBYRA members who participated in the Flying

*Are you reporting your  
regattas?*

*See the regatta report form, page 20.*

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## Fleet's In

Scot class, the following 10 qualified, with Dennis Morris winning the series.

1.	Dennis Morris	FS 1096	Fleet 97
2.	Larus Newby	FS 3553	Fleet 42
3.	John Barnes	FS 1039	Fleet 97
4.	John Clickener	FS 3600	Fleet 137
5.	Warren Minners	FS 2814	Fleet 97
6.	Robert Neff	FS 2793	Fleet 97
7.	John Burnside	FS 2303	Fleet 97
8.	Joan Burnside	FS 3723	Fleet 97
9.	John Lyde	FS 2301	Fleet 42
10.	Bill Blair	FS 1346	Fleet 42

## River City Regatta

Flying Scot Fleet #131 took to the water again for the March 10-11 River City Regatta on the St. John's River in Jacksonville, FL, but could not best Fleet #150's Geoff Spencer and Terry Neidel. The contest results were much dependent upon superior and very careful wind reading and excellent anchoring technique! Pleasant to non-existent winds and an incoming tide plagued both the races on Saturday and Sunday's 21-mile distance race (which counted as two races). With the exception of Orlando YC's Geoff Spencer, places

in the races changed so many times that a bookmaker would have lost his mind trying to predict the final outcome.

1.	Geoff Spencer	#24	3 3/4 pts.
2.	Terry Neidel	3068	13
3.	Bob Parry	2711	14
4.	Denis Burgoon	2298	25
5.	Max Creighton	1831	26

## Ehman

(continued from page 6)

Challenger Series at the 1975 NAC." While that might not sound significant to some, it came following 2 successive NAC Championships and showed that Tom found the competition, even if below his prior level, more important than the winning itself.

Tom currently resides in Newport, RI, where, when he has the time, he still indulges his twin passions of playing hockey and sailing. He and his wife, Leslie, are active in the J 24 fleet, where, as is typical of them, they not only have been highly successful in racing, but have contributed a great deal to improving the social climate of their local 'J' fleet.

To many, this may serve as an introduction, but to many more, perhaps, this profile is really a statement: Welcome back, Tom! It's good to see you again.

## Friendships

(continued from page 10)

away during the week to be replaced by the exhilaration only sailing can bring (and feeling happy that you are out on the water instead of back at the office like the rest of the "civilized world"!)

\* Being glad you came and telling everyone "See you at the Nationals" as you begin that long, lonely journey home.

The reasons are many, but they all point to one, clear conclusion: You're right, Mike, Mid-Winters *are* special.

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

### SERVICE

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?

### QUALITY

Which sailmaker as one of the top one design sailmakers in the country upholds the highest quality standards in the business, using only the finest and fastest materials available?

### 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

Regattas are listed by District. FSSA members are usually welcome at all FSSA regattas as guests, but check with the individual regatta chairman to confirm.

## CAPITOL DISTRICT

The following open regattas will be held in the Capitol District during 1984. Events marked with an \* are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association (CBYRA). Contact the host fleet, shown in parentheses, for details or contact any of the following: Governor Harry Carpenter, 214 N. 11th Street, Oakland, MD, 20815; CBYRA Representative Larus Newby, 3105 Edgehill Rd., Alexandria, VA, 22302; District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA, 23464.

**June 16-17** — District Championship & Glenmar Annual Regatta. Glenmar SA Middle River, MD. (64) Contact John Shettle, 1916 Greenberry Road, Baltimore, MD 21209

**June 23-24** — Annual Regatta\* Norfolk Navy SA, Norfolk, VA (137).

**July 4** — 4th of July Regatta, GRSA, Richmond, VA (155)

**July 14-15** — Plaid Crab Regatta\* Podickory YC, Annapolis, MD (146)

**July 21-22** — Annual Regatta\* Warwick YC, Newport News, VA (137).

**July 21-22** — Maryland State Invitational Regatta. Deep Creek Lake, Western Maryland. Championship & Challenger divisions. 3 races; 4 awards/division. Contact: Audrey MacMillan, 1264 Rolling Meadow Rd., Pittsburgh, PA, 15241. (421) 221-2380.

**Aug 11-12** — Annual Regatta\* Fishing Bay YC, Deltaville, VA (137).

## CAROLINAS DISTRICT

The following regattas qualify for the Carolinas District Helmold Trophy. More information can be obtained from Ted Ward, 2412 Farthing St., Durham, NC 27704 (919) 477-3587.

**May 5-6** — Great 48 Regatta, Lake Norman YC. Contact: L.F. McLaughlin Box 6113, Spartanburg, SC, 29304. (803) 579-2689.

**May 26-27** — High Rock YC Regatta, Southmont, NC.

**June 9-10** — NC District Championships, Lake Townsend, Greensboro, NC.

**June 16-17** — N. Carolina Governor's Cup, Carolina Sailing Club. Come tune-up with as many as 42 Scots from all over the country!

**July 14-15** — Oriental Sailing Social, Oriental, NC.

**Sept. 15-16** — Mayor's Cup Regatta, Lake Townsend YC, Greensboro, NC.

**Oct. 6-7** — Virginia Inland SA Regatta, Smith Mt., Latie, VA.

**Oct. 13-14** — S Carolina State Championships, Hilton Head Island, SC.

## GULF DISTRICT

The following are regattas for the Kentucky-Tennessee area. Contact Jack Easley, 2617 Pleasant Green Rd., Nashville, TN 37214.

**July 28** — Touch of Class. Ladies Only. Percy Priest YC, Nashville, TN.

**May 26-28** — Southern Regional Championships. Combine your plans to visit the 1984 World's Fair with the FS Southern Regionals. 5 races. Southern YC, New Orleans, LA. Contact Larry Taggart, SYC, 105 N. Roadway Drive, New Orleans, LA 70124.

## GREATER NEW YORK DISTRICT

**June 23-24** — Greater New York District Championship, Candlewood Yacht Club, New Fairfield, CT. Sponsored by Fleet 24. Contact: Tom McKee, 11 Dogwood Dr., Ridgefield, CT, 06877, (203) 438-3671 (H).

## FLORIDA DISTRICT

Fleet 131, The Rudder Club, Jacksonville, FL, invites your participation in any of the following regattas. Contact Denis Burgoon, 1670 Atlantic Blvd., Jacksonville, FL 32207. (904) 398-1670.

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

**Sept. 1-2** — Labor Day Regatta (FSA sanctioned).

**Fall Series** — September 22, October 6, 20, November 3.

**Nov. 10-11** — Sandy Douglass Regatta (FSSA and FSA sanctioned).

**Dec. 1-2** — Gator Bowl Regatta (FSA sanctioned).

## MICHIGAN-ONTARIO DISTRICT

**June 23-24** — District Championship. Klinger Lake, Sturgis, MI. Contact Doug Christensen, 1346 Wines Dr., Ann Arbor, MI 48103 H: (313) 662-4940 W: (313) 358-5455

## MIDWESTERN DISTRICT

**June 9-10** — Egyptian Cup Regatta. Crab Orchard Lake SC. Contact Barbie Clutts, Rt. 1, Carbondale, IL 52901 (618) 549-5959.

**August 4-5** — Annual Ephraim Regatta, Ephraim, Door County, WI, FS Fleet 44 Sponsor. Contact: Tom Tollette, P. O. Box 817, Appleton, WI 54912, (414) 739-9181.

## NORTHEAST DISTRICT

**June 16-17** — Pre-season warm-up. Duxbury YC. Fleet 124. Contact Neil Smit, 11 Sagamore Rd., Duxbury, MA 02332. (617) 934-2974.

**July 27-29** — Mid-summer series. Duxbury YC. 5 races. Contact Neil Smit.

**August 5-11** — Quincy Bay Race Week. Tentative dates. Fleet 58, Squantum YC, Wollaston, MA. Races in Quincy and Hingham Bays. Contact Earl Sunderland, 55 Cary Ave., Lexington, MA 02173. (617) 861-7668.

**August 17-19** — NE District Championships. Fleet 105, Cohasset YC, MA. 5 races. Contact Ray Kasperowicz, 172 South Main St., Cohasset, MA 02025. (617) 383-9158.

**August 17-19** — 1984 Border Regatta. Trident YC, 1000 Islands, Gananoque, Ontario, Canada. Friday afternoon fun sail and picnic. 3 races. Sandy will be there! Contact Ken Wright, 53 Hancock St., Lexington, MA 02173. (617) 862-0389.

**Sept. 8-9** — Massapoag YC. Fleet 76. Sharon, MA. 5 races. Contact Randy Rubenstein, 26 West St., Sharon, MA 02067. (617) 784-5517.

**Sept. 15-16** — Sandy Bay YC. Fleet 11. Rockport, MA. 2 races, FS vs. Rhodes 19 (Ed note: no contest!). Contact Skip Montello, 41 Virginia Lane, Newburyport, MA 01950. (617) 462-3756.

## OHIO DISTRICT

The following Ohio District regattas are open to any FSSA member. The Fleet One Trophy will be awarded to the skipper who accumulates the most total points for number of boats beaten in all regattas.

**June 9-10** — Berlin Reservoir. Youngstown, OH. Contact Herb Dakin, 17895 Whisper Lane, Lake Milton, OH 44429.

**June 30-July 1** — Ohio District Championships. Cleveland YC, Lake Erie, Cleveland, OH. Open to all FSSA members. Contact Paul Nickerson, 6403 Luclda, Parma, OH 44129. (216) 749-1481.

**July 7-8** — Clear Lake. Fremont, IN. Contact Jim Horein, 7034 Melody Lane, Fort Wayne, IN 46804.

**July 14-15** — Great Scot Regatta. Cleveland, OH. Contact Paul Nickerson.

**Sept. 8-9** — Harvest Moon Regatta. Atwood Lake, Canton, OH. Contact Paul Stupkovich, 515 Browning N.W., N. Canton, OH 44720.

**Sept. 15-16** — Fleet 1 Regatta. Cowan Lake, Wilmington, OH. Contact John Danks, 1024 Ligoria Ave., Cincinnati, OH 45218.

## PACIFIC DISTRICT

**July 20-22** — Midsummer Regatta, Fort Worden State Park, Port Townsend, Washington. Contact Barbara Caro, 3400 97th Ave., SE, Mercer Island, Washington 98040 (206) 232-1713

*(for more regatta listings see page 24)*

# NEW FSSA MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
Sust.	Prairie		William R. Faurot	1921 Ft. Union Drive	Sante Fe	NM	87501
915	Capitol		Virginia S. Cain	NISHA 4614 Roxbury Dr.	Bethesda	MD	20814
97	Capitol		Lawrence J. Perez	11928 Ledgerock Ct.	Potomac	MD	20854
3728	Northeast		William B. Stearns, III	Federal Furnace Rd.	Plymouth	MA	02360
3485	Northeast		Edward Joubert	43 Flint Locke Dr.	Duxbury	MA	02332
Sust.	Midwestern		Carlyle Ott	Rte. 4, Box 198	Marion	IL	62959
1338	Gulf		Jon R. Schmidt	P.O. Box 1029	Hammond	LA	70404
3227	Gulf		Don Anderson	4623 Huntridge Dr.	Roswell	GA	30075
3877	Greater New York		Jack T. Orr	Ohevhah Place	Danbury	CT	06810
3827	Greater New York		Robert M. Trider	12 Eden Rd.	Turnersville	NJ	08012
3159	Ohio		Dale Parks	5384 Bahama Terrace	Cincinnati	Ohio	45223
5869	Ohio		Karl VanderHorst	303 Rocky Ford Dr. S.	Gahanna	Ohio	43230
215	Ohio		Richard L. Frankland	4134 Lockwood Blvd.	Youngstown	Ohio	44511
3950	Ohio		David G. Hauck	4907 Smoketalk Lane	Westerville	Ohio	43081
0	New York Lakes		John F. Soule	Box 339 RDI	Redwood	NY	13679
2261	Carolinas		W. Mark Davidson	3905 Peppertree Place	Raleigh	NC	27604
3822	Carolinas		Ruth Little	3501 Turnbridge Drive	Raleigh	NC	27609
2836	Carolinas		Neal Cheek	102 Deerwood Ct.	Chapel Hill	NC	27514

## Starting Line

### PRAIRIE DISTRICT

**July 28-29** — Prairie District Regatta. Fleet 89, Perry YC. Lake Perry, KA. Contact Keith Fager, 8727 EBY, Overland Park, KA 66212. (913) 341-6358.

### OTHER REGATTAS

**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.

**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 divisions. There will be two races on Saturday, one early Sunday. For information contact: Audrey MacMillan, Vice Commodore, 1264 Rolling Meadow Rd., Pittsburgh, PA 15241. (421) 221-2380.

**November 10-11** — 1984 Sandy Douglass Regatta, Rudder Club of Jacksonville, FL. Contact: Denis M. Burgoon, J. D., 1670 Atlantic Boulevard, Jacksonville, FL 32207. (904) 398-1670.

*Read About  
1984  
North  
Americans,  
page 12*

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