

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 8 DECEMBER 1984



- **The “Discovery” of Boat #0**
- **Highlights from the Annual Meeting**

Flying Scot® Sailing Association

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COVER PHOTO:

Boat #0 sails on Lake Erie nearly 30
years ago.

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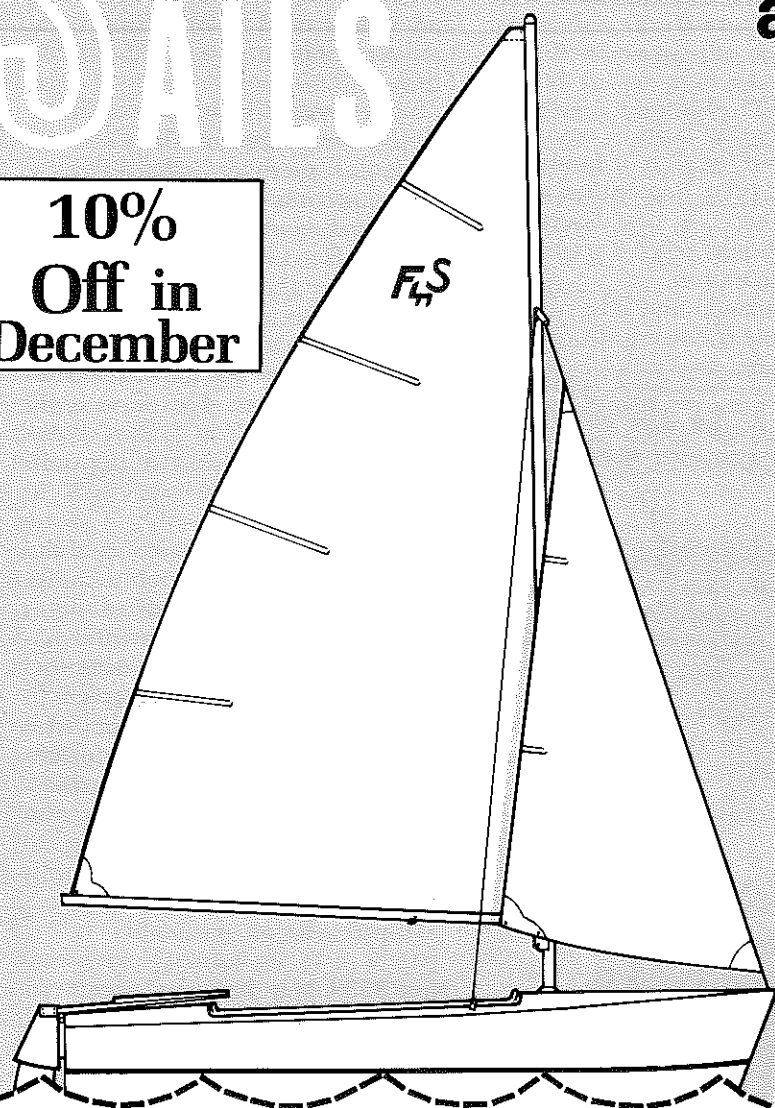
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Off in
December**



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84 Midwinters 1st both divisions, 7 out of top 10 championship
84 Nationals 3rd championship, 1st challenger
84 Carolina Districts 1st
84 Michigan Districts 1st*
84 Ohio Districts 3rd
84 Southern Regional Championships 1st, 3rd
84 Harvest Moon top 3
83 Sandy Douglass Regatta 1st

*Main and Jib only

The reason our sails are consistently fast and continue to win is because we never stop designing and testing new shapes and materials. This insures our ability to deliver faster sails to you.

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Once again this year we are offering a 10% discount off the price of our Scot Sails. But don't miss out, this offer is good only through the month of December.

10% off during the month of December.
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IMPORTANT NEWS

1985 NAC Information

It's not too early to set your sights and mark your calendar for the 1985 North American Championships to be hosted by Fleet 7 from August 12-16. Riverside is located on Long Island Sound in southwestern Connecticut — the Gateway to New England and less than an hour away from New York City by car or train.

Fleet 7 has hosted the NAC's on four previous occasions, most recently in 1978. Participants in those regattas can attest to the hospitality of Fleet 7 and Riverside Yacht Club and the always "interesting" and challenging sailing conditions on Long Island Sound in August.

Future issues of *Scots n' Water* will provide details on accommodations and other arrangements.

Publication Deadlines

Please keep in mind the **revised publication dates for 1985**. There

will be six issues, coming on a more regular bi-monthly basis. They will be mailed about the first of **January, March, May, July, September and November**. The U. S. Postal Service willing, you should receive yours by the 15th of the month.

Regatta chairmen and advertisers take note of the following deadlines for information:

Issue	Deadline
<i>Issue</i>	<i>Deadline</i>
March '85	December 26
May '85	February 26
July '85	April 26
September '85	June 26
November '85	August 26

FS Used Boat "Hot Line" Established

Do you want to sell your boat in a hurry? Have you wanted to find a

used boat quickly for a prospective new fleet member? Now you can!

At the suggestion of several members of the association, President Hal Walker has announced that a "Hot Line" to aid members in finding and selling used Scots has been established. The number is (803)252-5646.

While *Scots n' Water* will continue to list Caveat Emptor ads (\$5 for 50 words), all members who advertise in that section will also have their name and boat listed *automatically* with the Hot Line. In addition, if a member wants to list only with the Hot Line, there is just a \$5 charge, one time only, for that listing. There will be **no charge for inquiries** from prospective buyers. This service will be publicized both in *Scots n' Water* and in various national sailing publications as part of our effort to promote the class.

For the system to function effectively, however, it is imperative that the Hot Line be informed as soon as a boat changes hands. The information on the boat number and former/new owners must be given to the Hot Line by the person who placed the listing. Correct information is essential for FSSA records.

As with Caveat Emptor ads, you can send your Hot Line listing directly to the association office with your \$5 check.

Happy selling!

New FSSA Membership Directory

As previously indicated, a new membership directory will be published for the first time since 1981. **If you want to be in the directory, you must have your dues in on time!**

Remember: \$17 of your annual \$25 dues are tax deductible! (The other \$8 pays for your issue of *Scots n' Water*.)

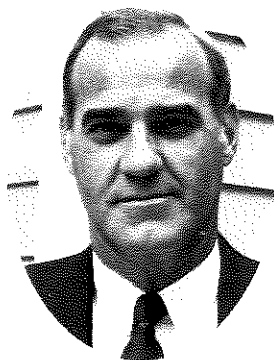
Fleet Captains & District Governors' Reports

All fleet captains and district governors are encouraged to submit a year-end report on fleet membership, activities, regattas, and fleet/district champions to the FSSA office as soon as possible.

Also, please notify the FSSA office if there has been a change in your fleet officers or district governor from 1984 to 1985. This is very important for effective communication!

Officer Profile:

J. Edgar Eubanks Executive Secretary



Ed Eubanks was born and raised in Spartanburg, S.C., where the largest body of water within access was the public swimming pool. Thus, Ed grew up with the impression that sailing was something only the wealthy and privileged could afford. (Recently, he noted that after purchasing Flying Scot #3901 and really getting into sailing he is convinced that his early impression was not too far from the truth!)

Ed has served as executive secretary of the FSSA for nearly eight

years. During that time, the association has grown considerably and the activity level of the class and the office has increased greatly.

Ed is president of J. Edgar Eubanks & Associates, Association Management Services of Columbia, S.C. He has been in the organization management field for nearly 20 years and has had his own company for nearly 14 years. The company provides administrative and manage-

(Continued on Page 5)

ment services to various organizations such as the Flying Scot Sailing Association. Its clients include national manufacturing trade associations such as the Diamond Core Drill Manufacturers Association, the Industrial Diamond Association, the Slide Fastener Association (zipper manufacturers), the Automotive Lift Institute and others. The company also manages several state associations. In all, the company manages eight national associations and four state associations. Over the years, Eubanks and the company have won numerous awards for excellence in the field of association management. The Flying Scot Sailing Association is the only recreational group they manage and is, by his own admission, Eubanks' favorite.

"The Class of the Classes," which phrase I'm proud to say I coined, is truly that," Eubanks said. "FSSA has, without a doubt, the nicest group of people in America as members, and I count some of my very closest friends among its members."

Ed is married to MaryAnn Smith of Estill, S.C., and they live in Columbia with their two children Ann Louise, 14, and Ed Jr., 12. The entire family is active in Shandon United Methodist Church of Columbia where Ed is former chairman of the administrative board and former chairman of the finance committee. He also serves as chairman of the board of visitors of Columbia College, a Methodist women's college in Columbia, which happens to be MaryAnn's Alma mater. In fact, she is currently serving as president of the Alumnae Association.

Last summer, the Eubankses purchased Flying Scot #3901 from Harry Carpenter and are thoroughly enjoying sailing for the first time. "This is the first thing the entire family has been able to do together that everyone of us enjoys," Eubanks said.

A few weeks ago, Ed joined Fleet 48 at Lake Norman, N.C., and went up for a weekend of racing in their club series. Even after lots of in-boat advice and instruction from FSSA President Hal Walker, the best 3901 could do with Ed as skipper and the children as crew was last! "Only one way to get from here," says Eubanks!

Ed is now trying to get a fleet started in Columbia and has taken several of his friends sailing in the Scot. "Another Scot owner, Alan

Jackson of Camden, has agreed to join, so we need only one more boat and we'll apply for a charter," Ed said. This would give FSSA two fleets in South Carolina. (There is a very active fleet on Hilton Head Island)

Eubanks says the most difficult part of his job as executive secretary is getting members to realize that FSSA headquarters must be notified when they change their address, buy a new boat, sell their old boat, etc. "Also, be sure you complete the invoice form where we ask for fleet number because we cannot assume

that just because you live in the vicinity of a fleet, you are a member of the fleet. If you keep us informed, we'll keep the records straight," Ed said.

FS 3901 will be racing in the mid-winters in '85 and this should be a real enticement for other "not-so-expert-yet" sailors. "If you enter this year, you'll be almost assured of not coming in last!" Eubanks says. However, Ann Louise and Ed Jr. are determined that they'll be able to whip their skipper into shape before next April!

ASSOCIATION SPOTLIGHT



Don Hott Honored

Immediate Past Commodore Don Hott was awarded the Executive Secretary's Cup at this year's North American Championship. The cup is emblematic of the person who gave unselfishly of his time and talent for the good of the association during the past year.

Don has served the association in many ways during his membership. Most recently Don served as the main catalyst on the revised "Official Plan" for the Flying Scot. This project, begun to update the old plan and more accurately reflect the currently-rigged Scots, took countless hours and coordination of talent. Don provided the leadership and enthusiasm necessary to work on this project with builder Eric Amman.

Don's dedication to the class can easily be seen by the fact that he has

attended every NAC run in the history of the Class! Thanks, Don, for your efforts. And congratulations!

Association Members Head Up America's Cup Challenge

FSSA members Chuck Kirsch and Tom Ehman Jr. are heading up the America's Cup challenge to be made by the New York Yacht Club, keeper of the Cup for the past 132 years before it was won by Australia this summer.

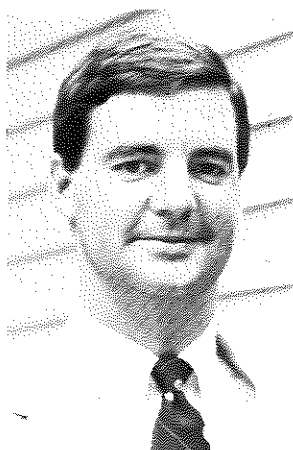
Syndicate organizer Chuck Kirsch, a Michigan resident, announced that Tom Ehman Jr. has been appointed executive director of the syndicate and will be in charge of coordinating all aspects of the challenge.

The group plans to spend about \$12 million to return the Cup to the United States in January 1987. The money, the most ever in the history of the race, will be spent to design, construct, and test America II. One boat is currently constructed and on its way to Australia for sea trials this winter. The crew list is being compiled and will be followed by exhaustive testing to determine the final crew members.

This challenge, the first received by the Australians, will be one of as many as eight from the States. Additionally, several other countries are expected to challenge, necessitating an elimination series to determine the final challenger against Australia.

Good luck to Chuck, Tom, and their syndicate! Bring us back the Cup!

Bulletin Board



Ehman

FSSA Secretary Tom Ehman recently announced that he will be leaving his post as Executive Secretary of the United States Yacht Racing Union. He has been in this top post for the past five years. Under Tom's stewardship, USYRU has achieved positive financial stability and significantly broadened both its constituency and its program of services to sailors. His presence will undoubtedly be missed.

Tom will immediately assume his duties as executive director of the America II syndicate.

We have all benefitted from Tom's outstanding work at USYRU and will miss his contributions to the sailing world. But we look forward to his help in returning the Cup. Congratulations and good luck, Tom!

The Bulletin Board accepts any announcements of interest to our membership. Send them in to your Editor!

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1984 Roll Call of Champions

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Florida
Gulf
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Michigan-Ontario
Midwest
Northeast
New York Lakes
Ohio
Prairie
Texas

Harry Carpenter
Paul Newton
Geoff Spencer
Ken Kleinschrodt
Dave Beaney
Pat Barry
Jay Lott
Mike Ellis
Graham Hall
George Fisher
Jim Calvert
Richard Wade

Mid-Winter Championship

Championship Division
Challenger Division

Chuck Barnes
Bob Schneider

North American Championship

Championship Division
Challenger Division

Greg Fisher
Dan Kolenich

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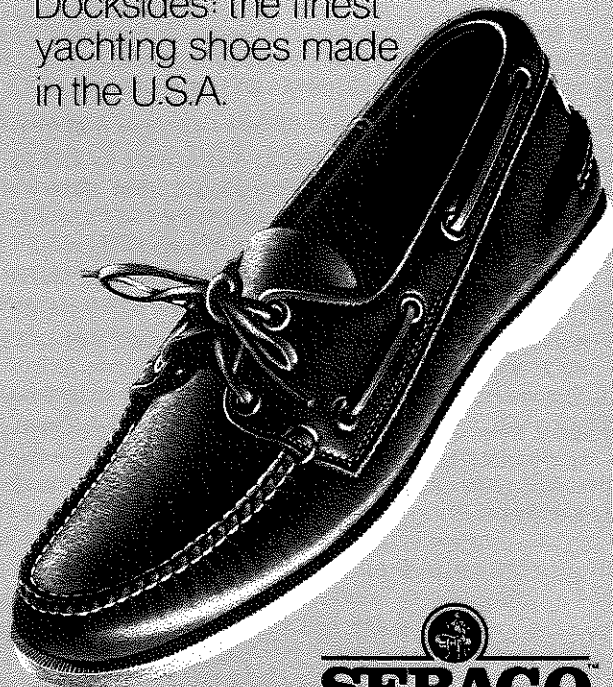
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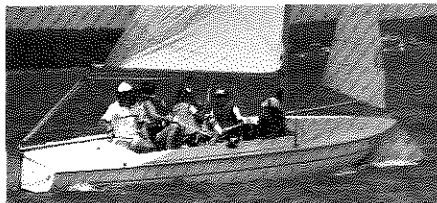
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Fleet of the Year

Fleet 48 Takes Honors



Fleet Captain Mike Duncan and family racing together

Nestled comfortably on the heavily treed shores of North Carolina's largest lake, Lake Norman Yacht Club's Flying Scot Fleet 48 has been named 1984 Fleet of the Year. Making this announcement at the Annual Meeting held in August at the North American Championship, First Vice-President Jack Stewart reported that the quality of Fleet 48 that earned it

this honor over six other fine nominees has only grown since its previous recognition in 1981.

The members of Fleet 48 sail in a beautiful area of North Carolina far from the madding crush of major cities. They enjoy unsurpassed sailing area on Lake Norman's 33,000 acres of water. Bounded by 500 miles of shoreline, there are picturesque coves and bays for both day explorations and weekend camping. Known as North Carolina's "Inland Sea," Lake Norman offers beauty that all sailors can appreciate and sailing conditions that racers from other areas would envy.

Because they are so isolated from the "outside world," Lake Norman

YC has developed into a world unto itself. The attractive clubhouse is surrounded by acres of beautiful grounds. On a point some distance from the club building is a complete, self-contained camping area that would rival that found in most state parks. Enclosed within the small bay on which the club is located are excellent mooring facilities for the larger, wet-sailed boats as well as extensive dry-sailing with numerous launch facilities for the several popular one-designs that call LNYC home.

Fleet 48 currently has 34 dues-paying members, with 12 new members in the past three years playing a key role in keeping the fleet active. With any successful fleet, there is at least one successful "fleet builder." In Fleet 48 there are several.

Receiving much credit for her effort at promoting the Scot in the area is Irmgard Schildroth. The local Scot dealer, Irmgard and her husband, George, are able to sell not only the fine daysailing and racing characteristics of the boat, but also its use as a "cruiser," since they often

(Continued on Page 11)

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!).

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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.

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Tom Ehman, Owner

Two Tales of Scot #0

A Surprise Meeting

Gordon K. Douglass

FS 3000

The young man's interest in the details of the Flying Scot's rigging caught my attention. Although the Syracuse Boat Show was about to close for the night, I entered into conversation with him. At first glance, his appearance, with flowing beard and shoulder-length hair, was not that of the typical sailor. Hippy? Bike-rider? Amish farmer?

In reply to my question about his obvious interest in the hardware of the Scot, he replied that he owned a wooden Flying Scot. A *wooden* Scot? Knowing that, often, we are asked what year we converted the Scot to fiberglass — a confusion caused by the original molded -plywood construction of the Highlander — I told him we never had built the Scot in wood.

"But I have a wooden Flying Scot," he told me, "built of strip planking, with mahogany trim."

"And with a mahogany centerboard trunk?" I asked him.

Light dawned. My mind switched back 26 years to the time of my building the Flying Scot prototype. After having designed the Flying Scot, soon after I left Douglass & McLeod, Inc., I next had to find out what sort of boat I had created, and the only way was to build a prototype for actual trial.

I was working alone in a two-car garage, having not yet established myself with a new organization. For a one-off operation such as this, strip-planking construction offered two great advantages. One advantage was that an easily-built skeleton mold would be adequate because the full-length narrow planks would fair themselves around the forms. The other was that by edgemailing the narrow planks as I went, I could complete the construction without assistance. That is how and why I built the prototype that way; and it was the stranger's

(continued on page 10)

A Dream Deferred

John Soule

FS 0

Ever since I was a young boy I have dreamed of sailing, although for me the dream remained essentially just that — a dream — until recently.

While growing up I spent my summers at my family's camp on the east side of Cross Lake, in central New York. I remember watching in awe the few sailboats that would occasionally sail by. I thought how wonderful it would be if they came to our dock needing to make a repair or for some other reason so that I might assist them and get a closer look at their (what seemed to me) exotic vessel. I always wondered where they had come from and where

they were going. I figured it must be just my bad luck that all of the sailors no doubt lived on the other side of the lake. It seemed the closest I could come to sailing was to take the flat-bottomed row boat out on the roughest day I dared and, with one oar over the stern, steer my imaginary sloop down the lake with the waves. I must say even this was quite exciting for me! So exciting, in fact, that many a time I became so caught up in my downwind voyage that I paid for it dearly with a much longer and tiring row back home.

Eventually, for one reason or another, my sailing dream was put aside, but lingered fondly in the back of my mind. By the time I had become a somewhat "grown-up" working person and could have afforded to pursue my sailing dream, I had become thoroughly enthused with motorcycling, racing dirt bikes in particular. That sport took all my spare time and attention for a good ten years.

In more recent years, however, my consciousness has led me to a more self-reliant lifestyle. My wife, Cheryl, and our children Jennifer, 12, Lucas, 9, and Malena, 3, and I have been running a small farm in northern New York, in the Thousand Islands area. We use our team of

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An early sail by "Sandy" on FS 0, 27 years ago.

A Dream

work horses to harvest hay, collect maple sap, and work the land. We also raise a few dairy replacement heifers and milk goats. We live without electricity or telephone. I also supplement our income by restoring horse-drawn vehicles and repairing wooden wheels.

Occasionally I work an outside job, such as the one I had last fall. I worked at Hutchinson's Boat Works, in Alexandria Bay, hauling out boats for winter storage. That's when the dream came back. Being around the water brought back a lot of memories. Soon I found myself inspecting the sailboats and asking questions. I began taking out books from the library and, yes, even began saving some money!

It was lucky for me that my wife was very encouraging. This didn't surprise me as when I first met her she was making plans with a friend for a Caribbean cruise. At that time she, too, put aside her dream of a sailing cruise to come join me on my farm in the north. With a mutual deferred dream now rekindled, we put effort into finding a boat.

We had in mind starting out with at least a 16 to 20-foot day sailor, preferably with a small cabin and hopefully able to fit the whole family. One day, while visiting my parents in Syracuse, I checked their newspaper and found "*For sale. 19 ft mahogany sailboat. Best offer.*"

I called and was told it was a Flying Scot, had a trailer and all necessary equipment, but was in need of repair and refinishing. We were off to see it!

When we arrived we found it in a lot at a large auction house. It had been tipped off its trailer by high winds and lay there sadly, partly on the ground and one-quarter-full of water. The owner, who also owned the auction house, assured me that it had only been like that a short while; he had stored it in a building until recently. Having dealt with antique buggies in the past, it did not take me long to pull out my jack-knife and go poking about. It was solid! The more I looked, the more I liked. I was impressed by the workmanship that must have been in-

involved in piecing the inch-wide mahogany strip planking together.

I was impressed, but Cheryl was quick to point out "but it doesn't have a cabin!"

I replied, "I can build one." (Don't worry, friends, I have abandoned that idea!)

The auctioneer and I agreed on a price and I gave him a downpayment and a handshake. He said he bought the boat as part of an estate. He, himself, knew nothing about sailing but was told it was a Flying Scot.

"What is a Flying Scot?" I asked myself. I became determined to find out. At the library I read a Flying Scot was "a one design racing sailboat suited for family day sailing." That sounded good to me.

A friend of mine from work had gone to Syracuse to set up boats for the boat show. When he returned, he told me there was a fiberglass Flying Scot there. I was very excited and went down the next day to see. Sure enough, it looked just like mine except that it was made of fiberglass. Standing next to it was a friendly-looking gentleman explaining to an on-looker how speed was increased when sailing across the wind rather than directly with the wind. It was all new to me, but it made sense. I then noticed the pin he was wearing. It said "Sandy Douglass — Designer and Builder of the Flying Scot." "Wow," I thought, "this is the guy I want to talk to!"

I told him I had a wooden Flying Scot. He smiled kindly and said, "No, you couldn't. The Flying Scot was designed for fiberglass and has never been built of wood." He went on to suggest that I probably have a Highlander made of plywood.

I was a little shocked at this. I by no means felt qualified to argue the point but replied "Well, it may be a Highlander, but it's not plywood. It's made of mahogany and looks just like this boat here."

It does? Are the strips of mahogany so wide?" he asked.

"Yes", I said.

He became very excited and asked me all kinds of questions and then finally proclaimed "You've got the prototype!"

"I do?"

"Yes. Your serial number is double aught."

I said I wondered why there was a zero on the mainsail.

At this time (mid-March 1984) I must admit that I have still not sailed her, but I do have plans. I am going to refinish the boat, copying the colors as they currently are. I intend to stain and varnish the interior, transom, gunwhales and other exposed wood on the deck. I will then glass the bottom of the hull and paint the rest of the hull white and the deck blue.

I plan to sail the boat with my family on the St. Lawrence River, Black Lake, and at least once on the birthplace of my dream, Cross Lake. I may even use it to do some fishing!

I may have yet to sail it, but the dream deferred has had quite a fine beginning, hasn't it?

Ed. note: John has joined the Association so we will be able to keep track of his success restoring FS #0. We will hopefully hear, and see, more of our first boat in the future.

A Surprise

mention of strip-planking which brought the light.

"You must have the Flying Scot prototype!" I exclaimed, "number 0!"

"Yes, the mainsail has a '0' on it," explained John Soule, the new owner of the one and only. He explained further that he had bought the boat at the auction of a large estate, and that neither he nor the auctioneer knew what it was that he was buying.

The history of the prototype has been written and published (see "*Highlights of Scots n' Water*"). Once I was convinced that I had a good boat, I set to work to prepare the hull and deck for serving as plugs for building the first molds; and once this task was accomplished, I sold the boat for the much-needed cash she would bring. What is, to me, the most remarkable part of the story is that I built the boat as lightly as I dared, in an attempt to equal the estimated weight of the fiberglass boats, and would have been pleased if she had lasted more than a couple of years. Instead, 26 years later, old Number 0 keeps going!

Fleet of the Year

cruise in their Scot as well as actively race it.

Other fleet builders include members Paul Newton, editor of *Scots n' Water* from 1981-83; USYRU Senior Judge John A. S. Brown III (you know him as Jack); and, of course, current FSSA President Hal Walker.

LNYC boasts an extensive club racing program that begins in early April each year. Once the season has started, the club runs 38 races, held every two to three weekends, with as many as four races sailed between both days. Once the members make the drive and are there camping, why not race? *A lot!*

By scheduling the races a few weeks apart, the club encourages not only local participation, but traveling to other regattas, pleasure sailing and cruising. (Indeed, this schedule even permits a sailor to go to *extremes* once in awhile and care for his home during the sailing season!) Further encouragement to participate comes in the awarding of numerous trophies. Each race weekend constitutes a mini-series for which there are awards. Additionally, at the end of each year the club awards trophies to the top finisher in each fleet based on their best scores sailing a minimum of 60 percent of the races.

The Fleet also has a separate Fleet Championship which is determined not by the yacht club schedule but by the member who beats the most other Fleet 48 Scots in four invitational races sailed on Lake Norman during the year. Under this system, the fleet champion for four years running has been Dave Alkire.

Fleet 48 is an active supporter of FSSA regattas, having hosted the North American Championships in both 1976 and 1981. Each year they also host the "Great 48" Invitational. This fine event attracts Scotters from all over the country and consistently sees over 30 boats on the starting line. As with all good regattas, contestants come not only for the racing, but also for the social activities and camping.

Fleet 48 actively supports a Junior racing program, both within the SAYRA and at LNYC. The AMOS Junior Quarterfinals were sailed in

Scots at LNYC this summer. There is also a Junior Flying Scot day, when the advanced Juniors sail the club races one Saturday, with another junior and the boat owner as crew.

In the off-season the fleet hosts winter shore sessions, where the more experienced fleet members conduct seminars on the racing rules, tactics, and boat speed. These winter sessions also have included topics on cruising, safety, and repair.

The social program includes not only the friendly gatherings and camping on the race week-ends, but also a summer picnic and fleet cruise.

Many members who do not regularly race attend this outing, providing both support and interest in the fleet.

Lake Norman Yacht Club and Fleet 48 have many opportunities that perhaps many fleets do not. But what they have that is *most important* — interested and energetic sailors — most fleets *do* have. Combined with a well-conceived racing and social program, your fleet, too, could become Fleet of the Year next year!

Contributing to this story were First V-P Jack Stewart, Fleet Captain Mike Duncan, and Editor Pat Barry.

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

Which sailmaker? **SHORE!**

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WIN.**



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1984 Annual Meeting Minutes:

The 1984 Annual Meeting of the Flying Scot Sailing Association was called to order at 1330 hours by President Hal Walker at the Royal Hamilton Yacht Club, Hamilton, Ontario, Canada, on Wednesday, August 1, 1984.

Twenty-nine fleets answered roll call; in addition seventeen fleets were represented by the proxy committee. A quorum was present.

Treasurer's Report

The Treasurer's Report was given by Treasurer Bob Hellendale who reported to date our income exceeded our expenses by about \$8,500 on a budget of about \$55,000. Our net worth currently is about \$17,000 compared to \$11,000 at the beginning of the year.

The Treasurer expects we will not be so strong at the end of the year due to less revenue at that time. Our next year's budget will be about the same as this year's; revenues about \$56,000 and expenses about \$50,000. Our current cash balance is about \$17,000. (1985 Budget is printed below.)

President Hal Walker reported that the Board of Governors passed on budgeting for a new membership roster this year. Also budgeted is \$2,000 for class advertising. President Walker reported our current membership at 1744 as of the end of July, which isn't good compared to over 4000 boats.

FLYING SCOT SAILING ASSOCIATION 1985 BUDGET

	'84 BUDGET	EST. '84 ACTUAL	'85 PROPOSED
ADMINISTRATIVE REVENUE			
Dues	\$44,000.00	\$44,000.00	\$45,000.00
Roster & Handbook	100.00	50.00	50.00
Highlights of S & W	-0-	3.00	-0-
Interest	1,000.00	1,200.00	1,200.00
Transfer Fees	250.00	100.00	100.00
Boat Numbers	1,500.00	1,500.00	1,500.00
Royalty Labels	1,600.00	2,000.00	1,800.00
Other	150.00	600.00	600.00
Handbook & Roster Advertising	500.00	-0-	500.00
S & W Advertising	6,000.00	6,000.00	5,400.00
Merchandise for Resale	1,000.00	700.00	700.00
Trophy Income	-0-	500.00	-0-
TOTAL	\$56,100.00	\$56,653.00	\$56,850.00
ADMINISTRATIVE EXPENSES			
Management Fee	\$20,000.00	\$20,000.00	\$20,000.00
Telephone	700.00	600.00	600.00
Postage	4,000.00	4,500.00	4,000.00
Office	2,000.00	2,500.00	2,500.00
Travel	2,000.00	2,000.00	2,000.00
Subscriptions & Dues	100.00	100.00	100.00
Miscellaneous	200.00	1,000.00	1,000.00
Paper & Copies	1,000.00	1,200.00	1,200.00
Board Meetings	1,000.00	1,000.00	1,000.00
President's Expenses	200.00	200.00	200.00
Printing (Other)	1,500.00	1,500.00 (1)	-0- (1)
Print and Mail S n' W	11,000.00	13,000.00	14,000.00
Roster & Handbook	1,000.00	1,000.00 (1)	2,500.00 (1)
Editor's Fee & Expenses	2,500.00	2,500.00	2,500.00
License & Tax	15.00	15.00	15.00
Merchandise for Resale	300.00	1,200.00	1,200.00
NAC Advance	200.00	-0-	200.00
Liability Insurance	300.00	300.00	300.00
Audit & Accounting	650.00	685.00	700.00
Bank Charges	25.00	25.00	25.00
Governor's Mailings	1,000.00	500.00	500.00
Trophy Expenses	-0-	500.00	-0-
Advertising	-0-	-0-	2,000.00
TOTALS	\$49,690.00	\$54,325.00	\$56,540.00

(1) Should be combined for '85

Fleet of the Year

First Vice President Jack Stewart reported seven entries for the Fleet of the Year Award. Fleet 48 won the 1984 award. (See story in *Scots n' Water*.)

Class Expansion Task Force

Second Vice President Paul Moore reported on the Class Expansion Task Force. This consisted of activities by Governors and fleets to attract new members. Also included is a plan to place advertising in selected sailing magazines. (See complete report in *Scots n' Water*.)

Measurement

Measurer Larry Taggart submitted three recommendations for approval. All passed. They are:

1. The maximum length and angle of the rudder are not critical measurements.
2. Hold downs and lifting devices for rudders are permitted.
3. A first year owner of a Flying Scot may purchase two spinnakers during the first year.

(See article on these in *Scots n' Water*.)

Scots n' Water

Editor Pat Barry reported that the first issues "have gone pretty well." He needs more material than just racing since the "hard core racers can't keep the class going alone." He asked for reports from the Governors. He reported on the schedule of coming issues.

Executive Committee

The President reported on the Executive Committee meeting as follows:

1. The Flying Scot Mid-Winter competition is scheduled for April 2-6, 1985, at Panama City, Fla.
2. The 1985 North American Championship will be held at the Riverside Yacht Club, Riverside, Conn., the week of August 12th, 1985.
3. No Junior North American Championships were held during the 1984 NAC. President Walker will ask Alan Douglass to hold the Juniors in the Gulf area sometime this fall.
4. The Executive Committee, with the approval of the Board of Governors, recognized Sandy Douglass by appointing him "Honorary Past Commodore."
5. President Walker will appoint a "Used Boat Clearing Office" to expedite the placing of used boats with prospective owners.

Suspension of Fleets

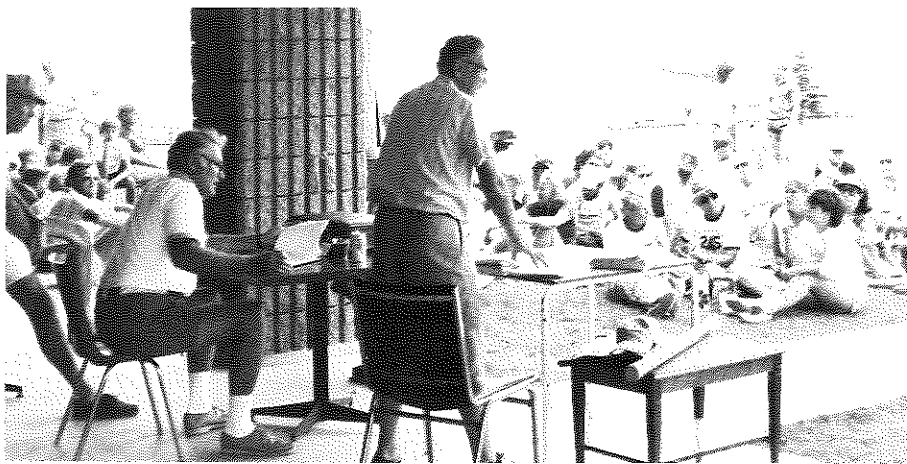
It was voted to suspend the following fleets:

Fleet 36	Northeast District	Dorval, Quebec
53	N.Y. Lakes	Whitney Point, NY
141	Prairie	Northern, CO
143	Ohio	Andover, OH
146	Capitol	Podickory, MD

New Business

1. The Treasurer moved the approval for new owners to purchase two spinnakers the first year. The motion was seconded and passed.

(Continued on Page 15)



President Hal Walker calls the annual meeting to order.

From the Measurer

On the way home from the NAC in Hamilton, after visiting Toronto and Niagara Falls, my crew, Peter Merrifield, and I decided to accept Harry Carpenter's invitation to make a "slight detour" and view Flying Scot manufacturing operations at the Gordon Douglass Boat Company in Deer Park, Md. After leaving the interstate highway, we soon learned why Harry chuckled when he was giving us directions — his route took us over a two-lane mountain road, a road which we reached after

dark and in a light fog. His directions were good though, and we had little trouble finding their plant on Cemetery Lane (that is, after we passed it in the fog and turned around in the only place we could find — the neighboring cemetery after which Cemetery Lane is named). We spent a somewhat uneasy night at the plant in my van.

The next morning, company president Eric Amman and his wife Mary served as our hosts for a complete tour of their facility and the

local sailing area. When I asked Eric about being located next to a cemetery he quipped, "Well, the neighbors do not complain much!"

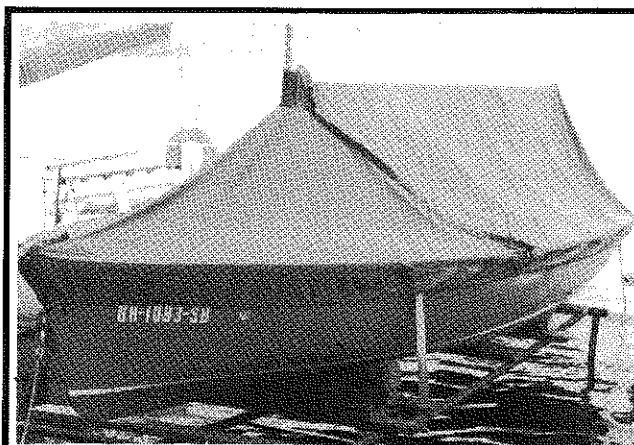
This was my first visit to the plant, and I must say that I was very impressed — and pleased — with the controls used to ensure uniformity in our boats. I was also surprised to learn that many fittings on a Flying Scot are custom made at the Douglass factory. As a Flying Scot owner, I am happy to note that we are fortunate to have a quality boat and a quality builder who is concerned about his product.

There were two **Chief Measurer's Rulings** approved at the NAC Governing Board Meeting:

- The rudder angle and maximum blade length are not critical measurements; and,
- Control lines and hold downs on rudder blades are permitted.

At the Annual Meeting, **SPECIFICATION ARTICLE S-IV-SAILS Paragraph 3** was amended to include an extra spinnaker in addition to the extra mainsail and jib which may be added to a boat's inventory in the first twelve months. Further, the updated **OFFICIAL PLAN** was approved. Special gratitude goes to Don Hott and Eric Amman who, over the course of the past year, put in many hours revising the Plan to include the changes brought about by the Running Rigging Amendment as well as the "state of the art" standard Flying Scot as delivered by the manufacturers. Thank you Don and Eric for a job well done!

(Continued on Page 15)



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FSSA Task Force on Class Growth

Purpose: To recommend actions resulting in continued growth of the Flying Scot Sailing Association.

Authority: Appointment by the FSSA President at the 1984 Mid-Winters, Board of Governor's Meeting.

Areas of Consideration:

Points of contact with Flying Scot owners and prospects include:

- A. Membership and mailing list.
- B. Warranty cards from builder.
- C. Registration transfer requests.
- D. Ad inquiries sent to builder.
- E. Personal contact by owner/members.

Agents to take action:

- A. District Governors
- B. Fleet Captains
- C. Members
- D. FSSA Executive Secretary's Office

Recommended action:

- A. A formal program should be placed in effect through the District Governor aided by articles in the *SnW* and a direct mail bulletin to the membership. Information should be supplied outlining the benefits of FSSA and the need to support it by becoming members.

This program should include instructions to make personal contact with non-member owners and interested prospects. Such activities as inviting the non-members to fleet activities as guests and taking prospects out for a sail should be included.

- B. The FSSA Executive Secretary should institute a positive program to notify the appropriate Fleet Captain or the District Governor of each new owner of a new boat or transferred boat. An ownership package should be mailed by the FSSA office to the new owner, including the name of the Fleet Captain in that area, a membership application, a copy of *SnW*, and a short letter expressing the association's interest in the new owner as well as the benefits of supporting FSSA. Care must be given to determine that this action is not taken in the case of a current member changing boats.

Appropriate additional expenses born by the Executive Secretary's office to effectively execute this part of this program should be billed to the FSSA and included in the budget.

- C. An advertising program to place ads in selected sailing magazines should be budgeted and executed. An initial amount in the \$3,000.00 range should be considered with results studied before continuing this ad program.
- D. This program should be monitored by an FSSA officer or member appointed by the president of FSSA. Progress reports should be made.

ATTACHMENT #1 TO FSSA TASK FORCE ON CLASS GROWTH

- A. 1. Assign volunteers to write *SnW* articles. Ask Board of Governors to volunteer, ask editor, *SnW*, to schedule each for an article. Each article should focus on a specific activity, however, doesn't need to exclude other activities. For example: Could report on a picnic sail as well as plans of a watermelon race. Could describe plans for capsized drill followed by crew skippered fun race.

2. An article should emphasize making opportunities for guest sails, an organized event for fleet members to bring guests for a sail and refreshments such as wine and cheese or a picnic. During the winter months fleet meetings may include FS films or talks of interest to guests.

- B. 1. A questionnaire should be included with the new owner package to determine valuable information pertaining to attracting new owner-members, such as "how did you learn about Flying Scots?" and "where did you obtain information on the boat?" etc., "were you informed about FSSA?" etc. This questionnaire should be coordinated with the editor *SnW* if not prepared by him.

2. Record of this activity should be maintained by the executive secretary and reported to the Board of Governors at such meetings. Its effect should be evaluated for program enhancement or change as necessary.

- C. 1. This advertising program could be administered by Douglass Boat Co., utilizing their contacts as well as coordinated with their own ad program to prevent overlap.

2. Ads should emphasize family aspects of the Flying Scots, showing that although she's the finest racing sailboat going, she's the most comfortable and safe day sailor on the water.

- D. 1. Consideration should be made to appoint a publicity officer. This would be a new office requiring a change in the constitution.

2. If not a new office, this job description could be added to an existing office.

3. As a temporary measure the duty could be assigned to a governor or member showing interest and having expertise in the field.

ATTACHMENT #2

To: The Officers, Governors, and Members
Flying Scot Sailing Association

From: J. Edgar Eubanks, Executive Secretary

Among the new programs we will begin during the coming year to increase membership in our association are the following:

1. We will send all Governors notice of new owners of Flying Scots in their district on a regular basis so they can urge them to join.
2. We will send Fleet Captains a list, as we have it, of all paid members in their fleets well before the Annual Meeting so those fleets in danger of suspension can recover before the notice goes out.

In addition, we urge the following:

1. That all Fleet Captains and Fleet Secretaries emphasize to their members that they let us know to which Fleet they belong. Many times a new member will leave the space on the Membership Application blank and this information just doesn't get to us.
2. That each of you let us know when you move, or when you buy a new boat. And to urge the person buying your boat to let us know of the transfer. It is a helpless feeling to receive an irate letter from someone who is no longer receiving mailings and to find that they have moved and not let us know.

Minutes

2. The updated "official plan" of the Flying Scot was accepted by the membership.

Nomination Committee

The Nomination Committee Report was presented by Immediate Past Commodore Don Hott. No nominations were made from the floor. The slate of current officers was elected by acclamation.

Announcements

1. President Walker reported on the recent drowning of Joan Burnside while she was sailing a Flying Scot at Riverside Yacht Club recently.
2. President Walker reported the efforts of USYRU to publicize the hazards of overhead wires to sailors.

The meeting was adjourned by President Walker at 1353 hours.

Respectfully Submitted,

*E. Paul Moore, Jr.
Second Vice President*



President Hal Walker shows his true colors.

From the Measurer

After arriving at the Royal Hamilton Yacht Club, I proceeded to the NAC registration table. When I introduced myself, I was immediately informed that both the sail and boat measurers were looking for me. There was, as it always seems, certain problems discovered during our NAC measurement process. I shall briefly list the ones which I feel are of general interest, as well as some which were observed and the "violators" cautioned. I am constantly amazed by the few skippers who have problems and use the "I didn't know that was not permitted" excuse, and those who do not ensure that their boats and/or sails meet our Specifications and Official Plan prior to leaving for such a major event as a NAC, particularly when our rules are fairly explicit. Please ensure that your boat, sails and equipment do not fall into any of the categories noted below — remember that our requirements refer to conformance to the **spirit** as

well as to the letter of all rules and specifications. Ignorance will no longer be an acceptable excuse for non-compliance!

- Jib foot roach pushing the maximum allowable measurement;
- Lower jib batten below minimum measurement;
- Leech lines in mainsails;
- Date of manufacture not on sails;
- Solid numbers not on sails;
- Sails' numbers not in agreement;
- Jib tack pin below minimum (note: with use, this pin can get closer to the deck as the pivot plate wears into the toggle plate, but the Specification must still be met);
- Attempts to fair centerboards;
- Centerboard shims: not fiberglass; **not** at the very top or the very bottom of the trunk; extending beyond the contact points; use of excessively wide glass (maximum should be two inches or less);
- Molded waterline grooves sanded out or filled in;
- Fillers used to fair bow strip and/or centerboard gasket strips;

- No bow molding strip; no gunnel molding;
- Rounding of squared fiberglass bow section;
- Floatation strapping not meeting specifications;
- No whistle or sound device.

Our rules are designed around a premise of safety and the ability of skipper and crew to win races on their own capabilities, not to make a boat inherently faster than one's competitors. What is winning if we are not all playing basically the same game? By way of this notice, I ask all sailmakers and all boat builders to forward to the Chief Measurer any out-of-the-ordinary construction request for compliance interpretation. Remember the **WARNING** explicitly stated in several places in our Handbook — if it's not covered by our **Specifications, Official Plan** or published **Chief Measurer's Rulings**, it's illegal!

We have a good one design boat and strong class association — let's keep it that way! **Good Sailing!**

Eagan Wins Mallory Cup

Long-time Scot sailor wins in a deadheat.

The United States Yacht Racing Union's recent Mallory Cup championship proved what his fellow Scot sailors have known for years: Marc Eagan is one fine sailor!

Racing for the award, which signifies the top men's skipper in the United States, Marc demonstrated both consistency and an ability to handle the pressure that comes with such a prestigious event.

This year's Cup was sailed in Barnegat Bay, N. J. Host Bay Head Yacht Club provided the facilities and ran the event from September 8-13, 1984. Competing were seven teams representing the various geographical regions that make up USYRU.

To qualify for the championship regatta, Marc and his crew, Corky Hadden and Beau Le Blanc, had to qualify by sailing and winning not

only their yacht club eliminations, but their Area D Quarterfinals and Semifinals as well. With both the quarters and semi's sailed in the Scot, Marc had an advantage that was too much for his competition as he won those events without having to sail the final race in either.

Not only did Marc invest a week of time sailing the championship series, but like all fine sailors he also spent time preparing for the event. Arriving a week early, Marc and his crew stayed with long-time Scotters Ralph and Ethel Manee in whose "backyard" the regatta would be sailed. During that week they sailed Scot 4000 and learned about the area. With Ralph's coaching on the "local conditions" Marc soon learned what he needed to know to compete with the other championship sailors who had qualified.



Eagan

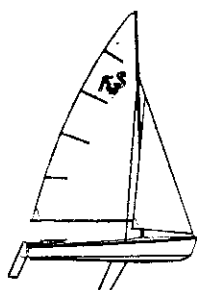
The racing was tight throughout the series as no one seemed to be able to obtain a decisive edge in the fleet of Holder 20's that was used. Marc led the series after the first two races but many crews were close behind. At the end of the fourth race he was still in first, but only by a point, over the hard-charging Gollison brothers from Long Beach, Calif. After Marc's worst race, a sixth

(Continued on Page 18)

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THE FLEET'S IN

Regatta chairmen and participants:
If you have sent in your regatta report, and it hasn't been run, be patient! It will appear!
If you haven't sent in your report, why not? Send it in!

VISA Challenge Match

FS Fleet 71 was challenged by Rebel Fleet 27 to compete on Smith Mountain Lake, Va., in a round-robin regatta sailed June 2-3. Eight skippers and crew participated in the event that was sailed with good winds, averaging about 10 knots.

This event consisted of six races with two, four-boat fleets. No skipper could sail his own boat. Each skipper sailed three races in Flying Scots and three races in Rebels. For each race, each fleet had two Scot skippers and two Rebel skippers competing. Boats were exchanged after each race.

The Flying Scot sailors won the event with the help of a fine performance by John MacMillan of Lynchburg. John had three firsts among the six races to finish first overall. Bob Richards, Bruce Ogden, and Willie Robertson also helped the Scot fleet with some steady performances.

When all the sailing was finished, everyone was worn out, but a lot smarter from the experience of sailing boats other than their own.

Fleet 71 hosted a celebration party afterwards and also conducted a short business meeting in which John Ullman was elected Fleet Captain and John MacMillan, Fleet Secretary. Willie Robertson was presented the Fleet Championship Trophy for 1983.

William H. Robertson

Capitol District Championship

The 1984 Championship was sailed June 16-17 in conjunction with the Glenmar Annual Regatta on Middle River, Baltimore, MD. A smaller than usual turnout (only 10 Scots) did not detract from the competitive sailing and good fellowship.

Two races on Saturday were sailed in moderate winds with Harry and

Karen Carpenter claiming both victories. The other places were closely contested, with those of us at the back of the fleet constantly exchanging places. That evening the Scot racers gathered for dinner and story telling.

Sunday brought scattered light rain, very light wind and choppy seas. Harry and Karen sailed off to an insurmountable lead, capturing both the race and the regatta. This was Harry's fifth championship and the fourth in a row. Accolades to John Shettle and Fleet 64 for hosting an excellent regatta and providing outstanding hospitality.

John Clickener, FS 3930

	#	Fleet	Finishes			
Harry Carpenter	3901	6	1	1	1	
Bob Neff	2793	97	2	2	2	5
John Shettle	3334	64	3	3	4	
Joan Burnside	3723	97	5	4	7	
John Clickener	3930	137	6	7	3	
Carol Van Wie	3300	97	4	DSQ	2	
John Lytle	2301	42	8	6	6	
John Barnes	1039	97	7	8	8	
John Burnside	2303	97	9	5	9	
Bill Breakey	2418	64	10	9	10	

Michigan-Ontario District Championship

Fine hospitality, great wind, and excellent sailing conditions highlighted this year's Michigan-Ontario District Championship held June 23-24.

Hosting their first major regatta, the members of Fleet 9, at Klinger Lake in Sturgis, Mich., showed that with some planning, and a good group of people, it's possible to host a regatta that many will remember for a long time.

The sailing conditions on the beautiful 900 acre lake were excellent, with winds ranging from 10-20 mph both days of the five-race regatta. Capitalizing on his knowledge of small lake racing, Fleet 20's Pat Barry and Martin Ehman, from Portage Lake, won the regatta with four firsts and a third. Sailing in conditions very unlike the open water sailing to which they are accustomed, Fleet 16's Trina Bresser, with crew Ken Bresser and Paul Lee, from Detroit Yacht Club, finished a strong second. Local Fleet Champions Bill and Cathy Barnes demonstrated great skill as they held the boat down well with their light weight and captured third place. Local sailor Rick Gullen, who recently moved to Lexington, Kentucky, returned home to capture fourth with Cathy O'Sullivan crewing. The fifth place trophy went to District Governor Doug Christensen, with crew Dick Cook and Barb Wehr.

(Continued on Page 18)



Participants and winners at Michigan-Ontario Districts.

Eagan Wins

in the fifth race, Golison took a one point lead over both Eagan and Jack Slattery of Hull, Mass. Golison, however, took himself out of contention in the series with a DSQ in the sixth race. With a first in that race, Eagan was back in the series with a slight advantage over Slattery.

In the final race, with only a two point lead, Eagan needed to finish no worse than third if Slattery won the race. As Marc rounded the final mark in fourth, it appeared the Cup was slipping away as Slattery had first in command. But the big break occurred when the boat directly ahead of him, skippered by Steve Erickson (who had just won a Gold Medal as crew in the Star class at the Olympics) sailed into bad air and was forced to cover another boat to protect his position. This gave Eagan, coming up the left side of the course, just enough of an opening to maneuver past Erickson and finish third.

But wait! There was more! Two protests had to be heard, both of

which might have affected the final standings. To Marc's relief, they were resolved in a matter that left the series merely tied. Marc won on the tie-breaker, having finished ahead of Slattery more often during the seven race series.

Marc, who had placed fourth last year — again with Hadden as crew — attributed his team's win to consistency. "At the Mallory Cup," he said, "where representation from around the country is of such high caliber, good starts and fast weather legs are important. If you're not in the top three places for most of the series you don't have a chance."

Sailing out of Bay Waveland YC, in Bay Waveland, Miss., Marc is a product of the fine junior sailing program at his club and throughout the Gulf Yachting Association in general.

Marc's success in the Scot class is well-known among those who have raced in the class for several years. Marc has won virtually every major race in Scots, including Midwinters and two NAC's. He has also crewed to an NAC win with brother Bubby, in 1983, and to a third in this year's NAC.

Perhaps more important are the many non-racing contributions Marc has made to the Class over the years. Whether helping fellow sailors, running races, or chairing regattas, like the 1983 NAC, Marc's ready smile and friendly disposition are always evident and appreciated by all who know him.

Congratulations to Marc, Corky, and Beau for a fine win! You did yourselves, and us, proud!

Information for this story was contributed by USYRU and the Asbury Park Press.

Fleet's In

The festive "picnic" atmosphere of the regatta made it pleasurable for all and provided a pleasant contrast to the highly-intense conditions that often accompany championship regattas. If your club has not hosted a District Championship for fear of not doing it "right," talk to the folks at Klinger Lake. They found out that effort, good attitude, and nice surroundings produce fine regattas.

1. Pat Barry	FS 4010	Fleet 20	3	1	1	1	6
2. Trina Bresser	CFS 12	Fleet 16	2	3	2	3	12
3. Bill Barnes	FS 3176	Fleet 9	4	2	3	2	5
4. Rick Gullen	FS 2889	Fleet 9	1	7	5	4	6
5. Doug Christensen	FS 1190	Fleet 20	8	5	4	5	3

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FS 1594 — Lofland, white with red stripe. Tilt Trailer, 1 set racing sails, 1 set storm sails, 1 spinnaker. Motor mount, dry sailed. Good condition. Many extras. \$2,800. Contact Al Sholl, 6064A W. Britton Rd., Apt. B, Oklahoma City, OK 73132. (405) 722-6064.

FS 1993 — Douglas, white hull. Fully Harken race equipped. Actively raced. Two full suits of sails; one set of almost new extremely fast Norths. Waco 360 centerboard fitting, tiller extension, mast fly, single ended ultra effi-

cient spinnaker halyard, outboard sheeting and much more. Very fast, boat-winner of fleet spring series. \$4,275. Contact Philip Honig, 3518 Woodward Street, New York, NY 11572. (516) 541-3232 (days), (516) 766-3862 (evenings).

FS 17 — 3.6 outboard, 4 sails, galvanized trailer, needs Balsa floor relaminated and some T.L.C. \$1,900 or best offer. Contact Harry Esterly, River Road, Booth Bay, Maine 04537. (207) 882-7017 (days), (207) 633-2554 (evenings).

FS 3060 — Douglass, white hull, off-white deck, red boot top. In excellent condition, race equipped. H.D. galvanized Sterling trailer and many many extras. \$5,500. Also 3 hp British Sea Gull motor \$400. Contact Norm Stickney, 123 Greenwood Lane, Monroe, CT 06468. (203) 261-0082.

FS 2518 — 1974 Douglass. 1976 National Champion. Blue hull, white deck, 2 suits of sails (light and heavy). All sheets, and halyards, boom tent, cover plus spinnaker, trailer and mooring buoy. Dry sailed. MUST SELL. Asking \$4000/make offer. Contact Orrin Shane, 1020 23rd Avenue S.E., Minneapolis, MN 55414. (612) 331-9341 (evenings).

FS 3824 — Douglass, ivory with blue trim. Excellent condition, sailed in fresh water only. Motor mount, trailer, Schurr sails, 16 lb. anchor. New lines and accessories. \$6,500. Contact Gary Weiner, 12 Shetland Rd., Fionham Park, NJ 07932. (201) 575-3310 (work) or (201) 377-4783 (home).

The Starting Line

REGATTA CHAIRMEN:—Note the changes in publication schedule and the submission dates for publication of regatta entries. Regatta notices should include:

Date of event

Location

Any pertinent details

Contact person

Their name, address, phone number

MID-WINTER CHAMPIONSHIP

April 2-6 — 1985 Mid-Winter Championship. St. Andrews Bay YC, Panama City, FL. 6 races, 1 throw-out. Registration April 2, 3. Race 1, April 3. Contact Betty Smith, P.O. Box 406, Panama City, FL 32402. Entry form and accommodations in January & March issues.

1985 NORTH AMERICAN CHAMPIONSHIP

August 12-16 — 1985 North American Championship. Riverside YC, Riverside, CT. Registration and Measurement August 10-11. 3 race Elimination Series August 12-13, followed by 5 race Championship and Challenger Series August 14-16. Entry form and further information in upcoming issues.

CAPITOL DISTRICT

July 13-14 — 1985 Capitol District Championship. Tentative dates. Host Fleet 42, Potomac River. Contact Dennis Morris, 7412 Elgar Street, Springfield, VA 22154.

Index to Articles, 1984

In addition to the regular columns run each issue, which include *Important News*, *Association Spotlight*, *The President's Column*, *From the Editor*, *The Starting Line*, *The Fleet's In*, *Caveat Emptor* and *New Members*, the following are articles and features run during 1984.

Class Management

FSSA District Governors	May
FSSA District Champions	December
1984 Annual Meeting Minutes	December
Measurer's Notes	February
Membership Survey	February
New Perpetual Awards	March

General Information

"Two Tales of Scott #0"	December
"In Harmanee with All: Scot #4000"	September
"Understanding the Terms: Rigging"	February
"Understanding the Terms: Sails"	March
"Reading the Wind, Part 1"	June
"Reading the Wind, Part 2"	September

Safety

"Hypothermia: Killer Cold at 70°"	March
"Danger: Powerlines"	May

Pleasure Sailing/Cruising

"Minnows and How to Hook Them: Teaching Kids to Sail"	June
Grenadines Cruise Information	September
"In Praise of Serendipitous Sailing"	October

Racing and Boat Handling

1984 Midwinter Championship results	June
1984 North American Championship results	October
"Upwind in Waves"	February
"Downwind Techniques in Heavy Air"	March
"Coming Off the Canvas: Recovering from a Bad Start"	July
"Understanding the Rules"	May
"A Rules Quiz and Review"	July
"Learning the Rules"	September
"Protest Procedures"	May
"A Regatta Checklist"	

Note: Reprints of all 1984 articles are available.

Send all requests to the Editor and include \$1.00 for each reprint requested.

A complete list of ALL articles in Scots n' Water from 1981-84 is available. Just drop your Editor a note indicating you want one.

New Members

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
4029	Capitol		A. Margaret Carson	3244 Grace St. NW	Washington	DC	20007
3975	Capitol		Daniel Crane	Rt 222, Box 247	Trexlerstown	PA	18087
2398	Carolinas		George K. Anderson	5847 New England Woods	Burke	VA	22015
3766	Carolinas		FNB, Inc.	PO Box 8	Tuxedo	NC	28784
0386	Carolinas		Ray Boone	325 Donald E. Gore Dr.	Wilmington	NC	28403
1979	New York		Jordan Meyers	3544 Knight St.	Oceanside	NY	11572
0726	New York		Guenter Ruecker	20 Hycliff Rd.	Greenwich	CT	06830
4108	New York		Michael Callahan	2176 Mohansic Ave.	Yorktown Hts.	NY	10598
4041	New York		George Marmar	120 Terrace Pkwy	Lincoln Park	NJ	07035
3299	Gulf		Stephen Curnutte	3525 West End 3C	Nashville	TN	37205
4027	Gulf	133	Joe B. Hurst, Jr.	1722 N. Spruce	Little Rock	AR	72207
3035	Gulf		Raymond D. Symmes	109 Margo Trail	Rome	GA	30161
3124	Michigan-Ontario		Al Heilman	3030 Duke St.	Kalamazoo	MI	49008
Assoc.	Mid-Western	114	John Savino	20 S. Mill Rd.	Addison	IL	60101
3953	Mid-Western		Mr. & Mrs. Jon C. Halverson	1120 Chestnut St.	Grand Fork	ND	58201
2563	Northeast		Jim Lyons	38 Howe Rd.	Cohasset	MA	02025
1489	Northeast		Peter Chapman	58 Old Coach Rd.	Cohasset	MA	02025
3466	Northeast		Frank Boucher	16 Winslow Lane	Wareham	MA	02571
3301	Ohio		James W. Wiggin	590 Russell Rd.	Mansfield	OH	44903
4018	Ohio		Jeff Smith	128 W. Fifth St.	Chillicottle	OH	45601
0079	Ohio		Thomas A. Krauskopf	3617 Ribbon Dr.	Indianapolis	IN	46227
2567	Ohio	0001	Donald Mates	3117 Fairfield Pike	Springfield	OH	45502
3957	Prairie		Michael Bohannon	5744 S. Clay	Springfield	MO	65807
2160	Texas	138	Edmund S. Childs	1715 Southwick	Houston	TX	77080

FSSA District Governors

CAPITOL DISTRICT

Dennis Morris
7412 Elgar St
Springfield, VA 22151
703-256-4276

CAROLINAS DISTRICT

Robert H. Murdock Jr.
1404 Oakland Ave
Durham, NC 27705
704-286-0093

FLORIDA DISTRICT

Denis M. Burgoon
1670 Atlantic Blvd.
Jacksonville, FL 32207
904-398-1670

GULF DISTRICT

Jerry Dees
412 Frederick
Fairhope, AL 36532
205-925-0872

GREATER N.Y. DISTRICT

Lawrence McCarthy
67 Great Hill Road
Ridgefield, CT 06877
203-438-5008

MICHIGAN-ONTARIO DISTRICT

Doug Christensen
9215 McGregor Road
Pinckney, MI 48169
313-426-3510

MID-WESTERN DISTRICT

Jerry Hartman
408 E. White Street
Champaign, IL 61853
217-359-8721

N.E. DISTRICT

Mike Kiely
1670 Atlantic Blvd.
Jacksonville, FL 32207
904-398-1670

N.Y. LAKES DISTRICT

Cynthia Rea
924 Nottingham Road
Jamesville, NY 13078
315-445-0194

OHIO DISTRICT

Paul Nickerson
6403 Luelda
Parma, OH 44129
216-749-1841

PACIFIC DISTRICT

Tim C. McCarthy
Box 414
Diamond Spring, CA 95619

PRAIRIE DISTRICT

Keith W. Fager
8727 EBY
Overland Park, KA 66212
913-941-6358

TEXAS DISTRICT

Bill Berry
2301 West Shannon
Deer Park, TX 77536
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