

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVII, NUMBER 1 JANUARY 1985



- **Sailcloth Selection**
- **Membership Procedures**

Flying Scot® Sailing Association

P.O. Box 11187
Columbia, S.C. 29211
803-252-5646

PRESIDENT: Dr. Hallam Walker*
P.O. Box 2185, Davidson, NC 28036
(704) 892-1276

FIRST VICE PRESIDENT: Jack Stewart*
88 Overlook Dr., Alliance, OH 44601
(216) 823-7885

SECOND VICE PRESIDENT: E. Paul Moore*
317 Country Club Dr., Ballwin, MO 63011
(314) 227-6700

SECRETARY: Thomas Ehman, Jr.
P.O. Box 209, Newport, RI 02840
(401) 849-5200

TREASURER: Robert Hellendale
21 Shoal Point Lane, Riverside, CT 06878
(203) 637-4129

MEASURER: Lawrence Taggart
5809 Memphis St., New Orleans, LA 70124
(504) 482-7358

EXECUTIVE SECRETARY: Ed Eubanks
P.O. Box 11187, Columbia, SC 29211
(803) 252-5646

COMMODORE: Allen M. Douglas*
P.O. Box 752, Panama City, FL 32401
(904) 785-7500

IMMEDIATE
PAST COMMODORE: Donald C. Hott*
P.O. Drawer 520, Keyser, WV 26726
(304) 788-2500

DESIGNER: Gordon Douglass
P.O. Box 28, Oakland, MD 21550
(301) 334-4841

*Denotes Executive Committee Members

Scots n' Water

34090 Parkdale
Livonia, MI 48150

EDITOR, Scots n' Water: Pat Barry
(H) (313) 427-0797
(O) (313) 451-6600

For ad rates and copy of advertising contract,
write to:

FSSA
P.O. Box 11187
Columbia, S.C. 29211

Cover Photo:

High winds and big seas mark a fast windward rounding at the 1984 Ohio District Championship.

CONTENTS

January 1985

Volume XXVII, Number 1

4

IMPORTANT NEWS

5

LETTERS TO THE EDITOR

6

THE FLEET REVIEW

Focus on Fleet 1, Lake Cowan, Ohio. Sandy Eustis, FS 3850.

THE GOVERNOR'S REPORT

Featuring the Northeast District. Mike Kiely, FS 3890.

8

A SAILMAKER'S CHOICE

Sailmaking has increasingly become a science requiring knowledge of sailcloth design. Greg Fisher, FS 3961.

11

FSSA MEMBERSHIP PROCEDURES

13

FUNDAMENTALLY SPEAKING

14

THE FLEET'S IN

17

FLEET 7 TO HOST 1985 NAC

The Greenwich, Conn., fleet has hosted four other NAC's. Robert Black.

18

CAVEAT EMPTOR

19

FSSA MIDWINTERS

Panama City, Fla., is again the site for this annual regatta.

20

NEW MEMBERS

FSSA DISTRICT GOVERNORS

Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published monthly except Feb., April, June, Aug., Oct., and Dec. by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXVII, No. 1. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201 and additional mailing office.

Postmaster: Please send change of address to FSSA, P.O. Box 11187, Columbia, South Carolina 29211.

SCHURR SAILS

**We are continuing our
Winning Ways both on
and off the water.**

On the water our sails have won many championships and regattas. Our win list proves this. Just look at how things stacked up this year.

83 Nationals 1st All 3 divisions
84 Midwinters 1st both divisions, 7 out of top 10 championship
84 Nationals 3rd championship, 1st challenger
84 Gulf Districts 1st every race
84 Carolina Districts 1st
84 Michigan Districts 1st*
84 Ohio Districts 3rd
84 Southern Regional Championships 1st, 3rd
84 Oriental Sailing Social top 4
84 Harvest Moon top 3
84 Sandy Douglass Regatta 1st, 2nd
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.

Off the water our service is something we have always prided ourselves in. We will always back up our products. And if your sails should need servicing, you can rest assured it will be done promptly.

In 1985 we are looking forward to becoming your sailmaker. We are positive we can provide the services and advice necessary to get your boat and sails in winning tune. If you belong on our win list please drop us a card and let us know, we look forward to hearing from you. At Schurr Sails we can *deliver* Performance, Quality and service at a reasonable price.

Order your suit of Schurr Sails before '85 racing starts.

Please fill this order for Flying Scot Sails # _____
Number color ☐ Red ☐ Blue ☐ Black ☐ Green
Price includes bag, battens and royalty.

<input type="checkbox"/> Main & Jib	\$500.00
<input type="checkbox"/> Main	345.00
<input type="checkbox"/> Jib	155.00
<input type="checkbox"/> Spin: Cross Cut	230.00
<input type="checkbox"/> Spin: Triradial	300.00
<input type="checkbox"/> Windows Each	15.00
<input type="checkbox"/> Telltale Windows	10.00
<input type="checkbox"/> Brummels on Spin	10.00
<input type="checkbox"/> Mainsail Reef	35.00

Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone (____) _____

Send to:

SCHURR SAILS

- ☐ Enclosed is payment in full (Schurr pays the freight).
☐ Enclosed is a 50% deposit. Sails sent C.O.D. for balance.

490 S. "L" Street • Pensacola, Florida 32501 • 904-438-9354

Sails, covers, repairs. Prices subject to change.

IMPORTANT NEWS

Fleet Meeting Ideas

It seems that many fleets have a winter or early spring fleet meeting to socialize and plan the season's activities. Many fleets have prevailed upon expert sailors (in any class, not just Scots) and local sailmakers to speak and share some of their knowledge. These folks are usually very interested in doing so and usually will be glad to just for the good will created, and they seldom charge a fee. Fleets that have had guest speakers or mini-seminars are usually quite happy with the outcome and the "draw" it creates. Why not try it?

Also available, and ideal for a situation like a fleet meeting, is Graham Hall's film of the 1982 NAC's at Marion, Mass. It covers many of the races, has a running commentary, and is very instructive as well as entertaining. If you are interested in seeing the film, contact Graham at 85 East State St., Gloversville, NY 12078 or call him at (518) 725-8534.

Gordon Douglass Boat Co. also has a new promotional videotape

created by Graham. It is used at boat shows in many places in the country. Contact your local Scot dealer or Douglass Boat Co. for details on availability. You might also ask about the new tape Graham is doing for people that already own Scots.

FS Production Continues Strong

Harry Carpenter reports that demand for new Scots is continuing strong with orders for eight boats at a recent show alone! It appears that GDBC will have no trouble selling out its full production schedule of about 125 boats per year again this year.

On the Western front, our new builder — WestScot — has requested four numbers from the Association and will soon have over 10 boats built in their first year of production. They recently began supporting the class through their advertisement in *Scots n' Water* and advertised in the November issue of *Sail Magazine*.

Revised "Highlights of Scots n' Water" Available

Just the thing to warm a cold winter night with thoughts of warm summer sailing is the recently revised *Highlights of Scots n' Water*. The *Highlights* contain articles of value to all Scot sailors, no matter how experienced or how they use their boats. In it you will find appealing articles from 25 years of publication.

You may obtain the revised edition from the Gordon Douglass Boat Co. The cost is only \$7.50 plus \$2.50 for shipping and handling.

Scots Featured in National Publication

Recent FS NAC winner Greg Fisher wrote a fine article entitled "Pinching Someone Off" in the October issue of *Yacht Racing & Cruising*. The article, found in the Winning in One-Designs column, featured pictures of the Scot in action. Anyone who is interested in racing techniques should read this fine article. It's not as malicious as the title might sound!

Article Call

Now that you've had time to mull over the past sailing season and have thought about next summer, why not let your editor know about any article ideas that would be of value to you. Be it racing, pleasure sailing, or cruising, I'll try to accommodate. Send your ideas or requests to me!

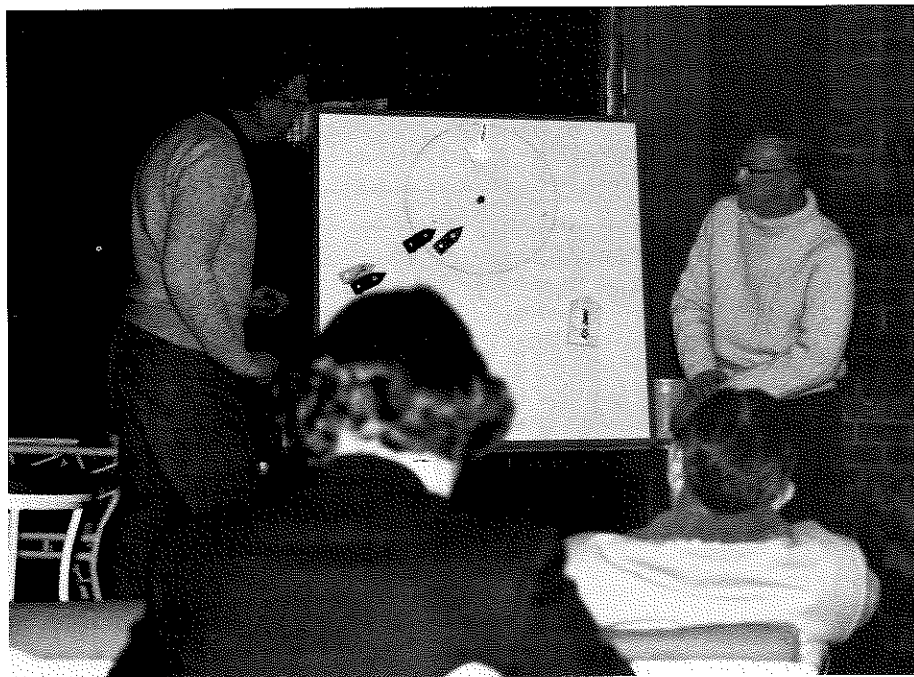
Are you proud of your fleet? Do you know an association member who we *all* should know? If so, drop me a note. Two new columns will feature a "fleet of the month" in "The Fleet Review" and important or interesting members of our association in "Member Profile." I don't know everyone, folks. Help me out!

Publication Deadlines

Regatta organizers should take note of the fact that we now will be publishing six times per year. The appropriate deadlines are:

May issue	February 26
July issue	April 26
September issue	June 26

As always, I will hold notices of regattas for "The Starting Line" open until the last possible moment. Call, if necessary!



Don Sweet and Hal Walker instructing at a Fleet 48 Winter "Shore Session."

Letters to the Editor

To the Editor:

What a pleasure it was for Mary and me to read the article about the Manees, Ethel and Ralph, in the September 1984, issue of *Scots 'n Water*. The story is not only about a charming couple who represent our ideals of friendship and sportsmanship. More than this, their great success in promoting the Flying Scot should be an inspiration to all of us in showing us which features of the Flying Scot really are most important to buyers.

For us the Manees are old friends as well as competitors. (We jokingly say we are cousins because we happen to own Shelties from the same kennel.) Over the years we have shared the memories of many a close race, one of which was their "memorable experience" in which the Manees placed second in the 1967 NAC at Montreal. The experience was equally memorable for Mary, Eric and me because we and the Manees were tied for first place going into the final race.

Early on a golden sunny summer morning, Mary, Eric and I sailed out onto miles-across Lake St. Louis. Away from the shore we found a soft but steady southwest wind. For once we were out early, for that crucial last race. When we checked the wind some minutes later, — what's this? A bearing on shore told us that the wind had veered about five degrees. After another 10 minutes the wind had veered still more. Another 10 minutes, five degrees more. Obviously the wind slowly but steadily was veering toward the northwest. Ho ho!

With this in mind we started at the starboard end of the line, had a good start and, as soon as we could, tacked onto port tack. The Manees either had noticed the wind shift or wanted to cover us, because they, too, tacked onto port several lengths to weather but unable to take our wind. All of the other boats held their starboard tack, and no doubt were happy as larks to find, as the minutes passed, that they steadily but slowly were being lifted. We and the Manees, just as steadily, were headed, headed, headed. The difference was that the starboard tack boats, without realizing it, were sailing a "great circle" course and not getting much closer to the weather mark.

We sailed on and on, neither boat able to gain an inch. We passed the half-way point and continued on our way. (I thought we were right, yet at a distance the fleet appeared to be pointing so high and getting closer to the mark) — and we still had such a long way to go. Should we tack to get closer to the fleet? (And if we tacked, would Ralph follow?) The time was approaching to consider the lay-line to the mark. (At that time the Manees had a 50-50 chance to win the race and the series.) I judged we had not yet reached the lay line. Perhaps Ralph thought we had. In any case, they tacked away from us, leaving us all alone on the big lake, a mile or more from the fleet. (I knew our course was something of a gamble, but also thought we were on the right course — providing that the wind held and continued to veer.)

At last the time came to tack for the mark. (In theory we should be in the lead, yet the Manees appeared to be so far ahead of us and most of the fleet by now had tacked for the mark.) We still had a long way to go. These were tense minutes. Would we fetch the mark — and in the lead? When we finally reached it, comfortably but with little to spare, we found we had gained 50 to 100 yards on the Manees, and they had a lead of a quarter of a mile on the next boat. And that was that. We naturally were elated, yet I know that each of us was a little disappointed that Ralph and Ethel had not won after coming so close to winning the NAC.

The Awards Dinner and ceremony at the handsome Royal St. Lawrence Yacht Club, one of Canada's finest, came up to our highest expectations. The cocktail party, held in the garden before dinner, offered me the opportunity to meet "the elder statesman of Montreal sailing" whom the Manees describe as a feature of the awards presentation. Commodore Stevenson, our Master of Ceremonies, truly was a distinguished-looking white-haired elder yachtsman.

My memory flashed back to 1940 when, sailing with the International 14's, Mary and I had some good scraps sailing against a friendly young Canadian, Reg Stevenson. When I was introduced to white-haired Commodore Stevenson, "Commodore Stevenson," I exclaimed, "this is indeed a pleasure. I used to sail against your son, Reg."

The Commodore smiled broadly as he told me, "I'm Reg!" We had a good laugh over my forgetting that 27 years had passed.

When, after a delicious dinner, Commodore Stevenson, as MC, called Mary, Eric and me up for the ceremony of hanging our gold medals around our necks, he told me, "Sandy, this is one time when you'll have to bow to me."

Gordon K. 'Sandy' Douglass
FS 3000



CUSTOM FITTED COVERS

*In stock ready to go
*Made by one design

YACHTCRILLIC • CANVAS • URETHANE COATED NYLON

MOORING full deck over the boom (pictured)

COCKPIT boom tent that covers from mast to transom

TRAILING/MOORING use for trailing and/or fits with mast up for mooring

BOTTOM protects bottom & sides while trailing with nappac canvas flannel-lined

• NOW • MONOGRAMMING • Prevent loss by monogramming your name or boat number on your present or new cover.

EXCELLENT WORKMANSHIP • SATISFACTION GUARANTEED

For more information and samples: OR See your local dealer



The Sailors' Tailor

191 BELLECREST • BELLBROOK, OHIO 45305 • (513) 848-4016 • SANDY

The Fleet Review

Fleet 1, Lake Cowan, Ohio

Sandy Eustis
FS 3850

Flying Scot Fleet One, chartered in 1957, is now beginning its 29th season at the Cowan Lake Sailing Association. Located about 40 miles northeast of Cincinnati in rolling southern Ohio farm country, Lake Cowan is man-made and small by almost *anyone's* standards! It covers only about 750 acres, with a sailing area of less than a mile in length by less than a half mile in width. It is almost completely wooded and has 10 horsepower limit on outboards — being located in a state park has some advantages!

The CLSA is a family-oriented club with complete facilities including a clubhouse, children's playground, and picnic and camping facilities all of which are beautifully situated on a hill overlooking the lake. Each of the 200 members spends two days a year serving on an organized work party, which helps to keep the dues under \$200 a year.

The seven month sailing season runs from early April until the end of October. CLSA activities include race-oriented training programs for both teens and adults, a summer sailing camp for the Juniors, and, of course, a complete schedule of races.

The CLSA holds a single race every Sunday afternoon, with special three-race holiday series. Separate weekend regattas are also held for eight active one-design fleets and two affiliated university sailing clubs. A busy schedule, indeed! Racing interest is most active in all the Douglass-designed boats — Scot, Thistle, and Highlander — and in Lasers and Snipes, as well.

In the summer months there can be as many as 70 boats starting a race under six starting signals at consecutive five minute intervals, plus another 30-40 daysailors enjoying

the lake at the same time! If you can imagine a postage stamp sized lake that necessitates three laps per race,

sailed in a very small area, with sudden wind velocity and direction shifts, with boats of all sizes and purposes mixed together, you *may* be able to picture the kind of semi-organized "demolition derby" we sail in. It makes for consistently "exciting" racing with large position changes on nearly every leg of every race.

After several years of decreasing Scot participation, Fleet 1 has enjoyed a great renaissance since 1978. Fleet involvement has grown from an anemic four to five active mem-

The Governor's Report

The Northeast District

Mike Kiely
FS 3890

I am honored that our editor asked me to write the first of these new "Governor's Reports."

My main concern since taking office has been how to make the FSSA more responsive and less expensive for its members. Another concern I've had is in getting the more than 50 percent of all Scot owners who do not belong to the association to join the rest of us. As Governor, I would like to see our class become the finest one-design class in sailing and the Northeast District one of the most active in the association.

In the N.E. District we have an annual Governor's Meeting for the fleet captains and any Scot owners who wish to come. At this meeting, usually held in February, we hash out the sailing schedule for that season. We try to let all the fleets and individuals know the major events as early as possible so that vacation plans can be made early. I personally feel that the more people who attend our events the more enjoyment that can be had by all. (So come this year, when you are notified!) We are blessed with one of the most beautiful sailing areas in the United States and with such a rela-

relatively short sailing season, we really try to get the most out of it.

In 1985, the District Championship will be held at Rockport, Mass. Hosted by Fleet 11, it will be held in one of the most picturesque sailing areas anywhere. We want to invite any and all Scot owners to join us in early August, just prior to the N.A.C. at Riverside, Conn.

One of the unique events we have in the Northeast is the Rhodes 19 and Flying Scot Challenge Regatta in Rockport. There are two races, one for the Rhodes 19 Silver Cup and the other for the Gusto Cup offered by the Scot fleet. There are only two races and only two winners. Second place is the same as last in these two races as it is winner-take-all. An interesting sidelight is that since the Gusto Cup was started in 1981, no Rhodes 19's have won either cup, although the racing is very close. While the Rhodes has an advantage going upwind in a good breeze, due to its keel, the Scots plane away under spinnaker. The regatta has been favored with a mixed bag of weather, from very light to very heavy, and still the Scots have dominated!

I have met an awful lot of Scot sailors in my six years with the boat, and I can truly say that I've not met a better group of people. I wish to say hello to you all and invite you to come and sail with us in the beautiful Northeast! □

bers to a current energetic fleet of 35. With this recent growth, Fleet 1 has taken a more active role within the Ohio District and the FSSA. We hosted the 1983 District Championship and are perhaps most widely known for the 25th Anniversary Regatta in 1982. Our annual Fleet 1 Regatta in September is the largest in the Ohio District, attracting over 30 entrants in each of the past three years.

Sandwiched between all the sailing there are numerous parties and weekend gatherings. No discussion of Fleet 1 would be complete without a mention of our famous pig roasts! These are held for each event that is hosted at Lake Cowan. While it is *not* true that Scotters come to our regatta in spite of the frustrating conditions just to enjoy the parties, we have learned it does help to emphasize social activities and racing in equal amounts.

Fleet 1 extends a cordial invitation to "Come sail with us!" We hope to see you at the 30th Anniversary Regatta in 1987. In the meantime, keep your spinnakers full and your bilges empty! □

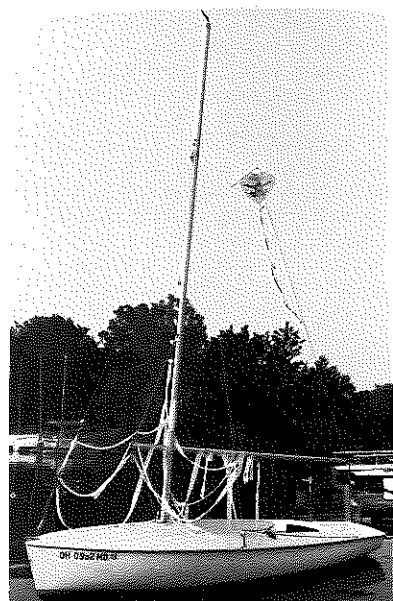
ANATOMY OF A PRANK

*'Twas the night of the regatta
And down on the boat,
Toilet paper was unrolling.
Mischievous Afloat!*

*The beer cans, they rattled
As they went up the shroud,
The 'kite' in the rigging
Would have them laughing aloud.*

*So many tricks on our friends
We will play,
Do they really know who?
'Oh, Yes!', So they say!*

*Revenge will be sweet
For the Leipper's someday,
But a 1st for regatta
Will do for today!*



Here it is at Last!

The perfect way to keep up with all your issues of Scot's 'N' Water.

A High Quality Vinyl Notebook Binder With The Flying Scot® Emblem Right on the Front Cover.

New Issues of Scot's 'N' Water will go straight in the binder with its prepunched holes and older issues can be easily added to the collection with the assistance of a hole puncher.

FOR ONLY \$6⁰⁰

Florida Residents add 5% Sales Tax.

Please Add \$2.00 Shipping & Handling.

Send Check or Money Order to:

**C. B. Enterprises
P. O. Box 385
Pensacola, FL 32592**

BOSTON SAILS



BOSTON'S new MAIN, JIB and SPINNAKER designs are an unbeatable combination. Our traditional BOSTON workmanship insures you that your BOSTON's will last. Tuning guides are available.

Ask about our Fleet Discount.

BOSTON SAILS, INC.
38807 Harper Ave.
MT. CLEMENS, MI. 48046
313-468-1488

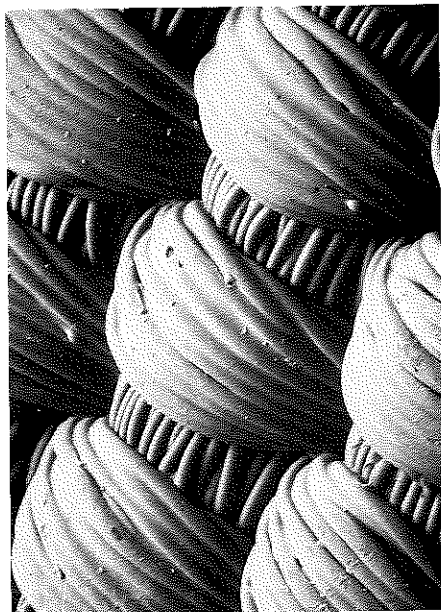


Figure 2

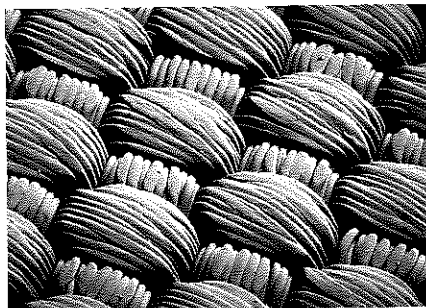


Figure 3

Photos courtesy of Howe and Bainbridge, Inc.

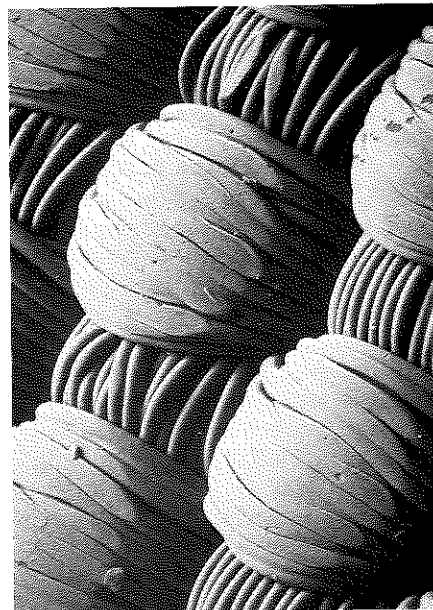


Figure 4

This is the first of a three-part series on sails and sailmaking. Topics will include sailcloth, and main, jib and spinnaker design and use.

A Sailmaker's Choice

Good sails require the "right" fabric.

Greg Fisher
FS 3961

Perhaps nothing fascinates sailors more than how their sails are made. Long an art, sailmaking has increasingly become a science; one that requires knowledge of the rapidly changing technology of sailcloth design. While the most intricate aspects of this process may not be necessary for the casual daysailer or even fine racer, a working knowledge of sailcloth, its uses and its limitations, is helpful in deciding which sails to purchase and in knowing how their shape changes in concert with the sail's design as the wind velocity varies.

Sailcloth Weight

Before a sailmaker begins the design process for any sail, he must first select not only the design of sailcloth best suited to his needs, but also the weight and finish of that particular cloth. The number of choices are many and only after some "good old-fashioned" sail testing can the sailmaker make the best choice.

Most sail cloth is named by **weight**, in ounces, such as 3.8, 4.4, 4.5, 4.75 and so on. Interestingly enough, these weights refer mostly to the *design* of the cloth; the weights are basically only relative measures. Cloth designs vary in their **weave** — the size and the number of vertical yarns (the 'fill') and horizontal yarns (the 'warp'). See figure 1. These various designs are members of several fam-

ilies of cloth: mainsail, genoa, and blade fabrics.

Cloth Families

To understand genoa vs. mainsail cloth design, let's first look at the stresses exerted on a main and on a

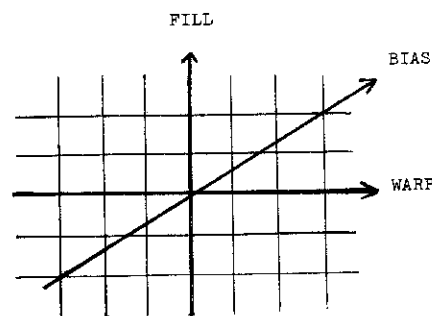


Figure 1

genoa. The main is supported on its luff and foot by spars and thereby loads up the pressure on the leech. The cloth used on mainsails, where the loads are parallel to the leech, must be stronger in this direction (the fill). The vertical yarns would then be larger or more numerous or both. See figure 2.

A genoa is supported only along the luff and develops tremendous loads from the clew towards the luff as well as the leech. Therefore, a more balanced weave is required, resulting in nearly equal stretch on the diagonal (the "bias") as well as up the fill. See figure 3. This balanced weave is achieved by weaving an equal size and number of yarns on the fill and warp. A tight weave helps to lessen the stress on the bias, or the stress between the clew and

forestay. Remember that genoa and mainsail cloths are designs of cloths, and are not necessarily limitations to their use. Surprisingly, several sailmakers use 4.75 oz. cloth—a genoa design—in the construction of the Flying Scot main. Since the Scot main is a fairly low-aspect ratio sail (longer boom relative to the mast), the loads will not be as great on the leech. Instead, keeping the middle of the sail from becoming too full becomes a major concern.

A blade fabric is basically a combination of the mainsail and genoa family of cloths. See figure 4. These materials are very tightly woven, but have larger yarns running up and down the fill to help support the leech. The blade family is the newest in sail cloth design and has already proven itself to be the most popular.

One cloth is not any better than another . . . the sailmaker must choose a cloth suited for his design.

We feel it is ideally suited for the Flying Scot mainsail because the tight weave helps keep the middle of the sail from becoming too full. The oversize yarns in the fill also keep the leech from opening up due to cloth stretch which would allow the sail to lose power. In some classes, such as the Rebel, the genoa cloth is

(continued on page 10)

SHORE SAILS

Dominates the 1984 Season

1st and 2nd overall; North Americans

1st and 2nd overall; Ohio Districts

2nd overall; Midwinter Championships

1st and 2nd; Buckeye Regatta

1st and 2nd overall; Whiskey Sour Invitational

1st overall; Governor's Cup

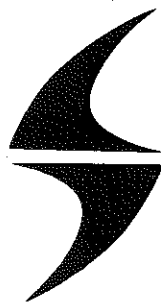
2nd overall; Cowan Lake Fall Invitational

The 1984 North Americans was the culmination of a successful year for **Shore Sails**. A predominately light air affair, **Shore Sails** demonstrated versatility at the highest level. The only thing in common with the top two boats were their sails, **Shore Sails**. Differences in number of crew, boat age and total crew weight pushed the sails to the edge for these two boats, and the sails responded.

From the rough weather at the Midwinters, to the fickle inland conditions of the Governor's Cup, to the steady breezes of the NA's, **Shore Sails** performed. Let them perform for you.

Call Greg Fisher or Craig Leweck at the loft or look for us on the regatta circuit. Consider us your personal sailmaker.

**WE WILL
HELP YOU
WIN.**



SHORE SAILS

330 West Spring Street

Columbus, Ohio 43215

(614) 221-2410

Sailmaker's

still very popular as it allows the main to open up on the leech and ventilate itself so that the boat will be easier to hold down in a breeze.

Sailcloth Finishes

After choosing the design of the cloth and a particular weight, the sailmaker must then select the finish he will use. The finish basically predicts the cloth's relative "stretchiness"; this is described on a scale of "soft" to "extra firm."

The finish of the cloth can be achieved in two ways but the most popular process is *resin impregnation*. Impregnation refers to the resin being worked into the weave of the cloth to stabilize the cloth and minimize movement and, thereby, stretch. Sails built from very firm cloth hold their designed shape over a wide range and are very durable. The advantage of softer weaves is that they are easier to read in lighter winds. This is not to say that one finish is any better than the other, just that the sailmaker must choose a cloth suited for his design.

The second method of finishing sailcloth is called coating. This is where resin is applied to one side of the cloth. The cloth finish in this method is called *yarn temper* or "*du-roperm*." The low-stretch characteristics of these fabrics are ideal for high performance sails, especially jibs, and especially in heavier breezes. And while it is true that they are harder to read in light wind, placing tell-tales along the luff helps to overcome that limitation.

Many sailmakers build the Scot jib from yarn temper cloth to help minimize stretch, while others have chosen extra firm impregnated cloth for slightly lighter weight, easier readability for the light air, and in the belief that the Flying Scot needs to allow for just a little bit of stretch. The stretch will allow the jib to open up and the slot to become wider which allows the boat to be more easily steered. Again, the blade material is ideal here, whether finished as yarn temper or impregnated, because a jib that does not become fuller in heavy air is definitely at an advantage.

Mylar Technology

The latest and most controversial fabric on the market is Mylar. Although there are numerous styles and designs of mylar cloth available, the most popular is a "scrim weave." This cloth has a wide weave scrim laminated to a thin sheet of mylar. The mylar helps to minimize the stretch in all directions and the scrim provides the tear resistance, durability, and extra support up and down the fill. This produces a material which is, in some ways, very similar to the blade fabrics.

Although mylar's history has been darkened with problems such as delamination, excessive tearing, and ultraviolet degradation, recent developments have improved mylar to the point where it is not unusual to see mylar headsail even on a cruising boat. Almost every big boat that does any type of racing has at least one or two mylar headsails in its inventory and Grand Prix racers almost never use a sail that is not mylar.

One-design use has not expanded due to most classes declaring mylar illegal. While the Flying Scot class has not outlawed mylar, other classes find problems in defining mylar as woven material and have developed

Mylar has come a long way and, as research develops, you may someday find yourself using "plastic" sails on your Scot!

a "wait and see" attitude; one which has inhibited development in one-design use.

Mylar has come a long way and, as research develops, you may someday find yourself using "plastic" sails on your Scot!

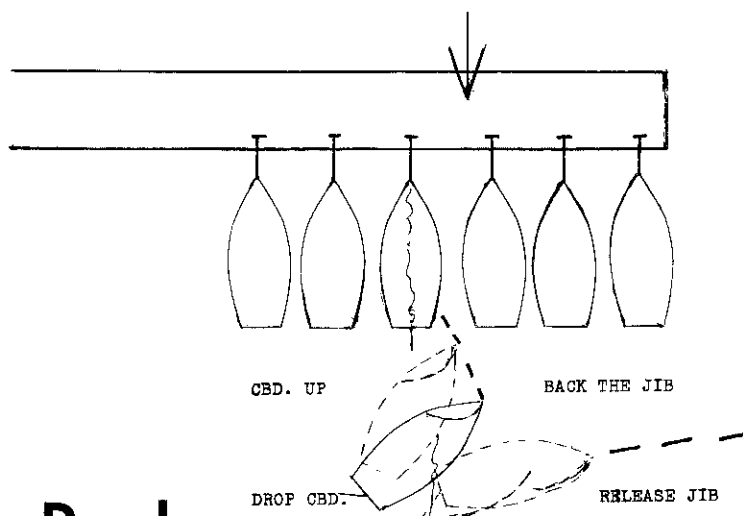
Knowing how sailmakers make their choices from the numerous array of materials available to them will tell you a great deal about how they see your boat and how they have designed their sails. This should allow you to not only be a better consumer, but also a better sailor as you continue to learn how to get the most from your boat's engine: its sails.

* * * * *

Greg is a former Collegiate All-American who has carried on his winning ways in the Scot class. With his most recent win at the 1984 N.A.C., Greg has established himself as not only a fine sailmaker, but also an excellent sailor. Greg owns Shore Sails Midwest in Columbus, Ohio.

Unless you have paid your 1985 FSSA dues, this will be your last issue of Scots n' Water.

FUNDAMENTALLY SPEAKING



How to Back a Scot Out of a Slip

Gordon K. 'Sandy' Douglass
FS 3000

Many yacht clubs, such as our Deep Creek Yacht Club, present a recurring problem to small-boat sailors resulting from our long pier extending at a right angle to the prevailing wind. Such a pier offers safe mooring to many boats lying abreast, trailing before the wind. Before races we often will see a dozen Scots in a row.

Not all of these boats will be ready to go at the same time, and herein lies the problem for any but the outermost boat. Backing out of a slip is not easy. The problem comes from the nature of sailboats to luff into the wind. The skipper who orders his crew to cast off and shove the boat astern may find that even before he has backed clear of the adjacent boats, his own boat has fallen off enough to fill the sails. Soon losing its sternway, the boat charges ahead and, despite his best efforts with the rudder hard over, the skipper finds his boat luffing up into the other boats.

How should this maneuver be carried out? What is the proper procedure for backing out of a slip? First of all, it is not enough merely to have the main sheet slack. Because

the next course will be a beam reach to clear the other boats, the main sheet must be run out, in advance, to where the sheet still will be slack even with the boat beam to the wind. If the sheet is not run out in advance, the mainsail will drive the boat ahead and into the other boats — the last thing we want to happen.

Most important to this maneuver is the position of the centerboard. Contrary to the common belief that

the centerboard gives control when it is down, that belief is only partly true. The centerboard does give control when we want the boat to go to the windward. It prevents the boat from sliding off sideways. But when we are trying to leave the slip we want the boat to slide off instead of luffing. We want the boat to slide off, and without any board down this is what she will do.

The correct way to leave the slip, then, involves:

1. The main sheet should be run out to give it plenty of slack so that the main will not fill.
2. The centerboard should be raised all the way up.
3. The crew should give a hard shove directly astern, then come aboard and prepare to back the jib on the onshore side, but not before the boat is astern of, and clear of, the other boats.
4. The skipper should steer the boat to keep it moving straight astern and head to wind but, if anything, tending to fall off in the direction of the open water.
5. Once the boat is clear astern of the others, the skipper pushes the tiller to head the boat out, the crew backwinds the jib to throw the bow away from the shore, and then, as soon as the boat is safely in the clear, he trims the jib and lowers the centerboard while the skipper bears away and sheets in the mainsail.



The Duncans and McLaughlins cross tacks on Lake Norman

THE FLEET'S IN

Ohio District Championship

The Ohio District Championships attracted nineteen Flying Scots to do battle with each other and Lake Erie. Fleet 12, the host, in Cleveland is one of the few Fleets that sails in truly open water. As some biggies rolled in from the northeast while boats were being launched the winds shifted to the north creating a bruising confusing chop most participants won't soon forget.

With winds steady at 15 to 18 knots, boats sailing with three were better able to power through the 4 to 5-foot chop. George Fisher started a perfect series with a perfect start and led all the way around the course with Craig Leweck and Rick Baugher close behind. The constant sail trim needed to balance the boat, power through the slop and steer the waves had many saying later this was the toughest race they had ever sailed. The surfing downwind helped to temporarily relieve the upwind agonies.

The second race started with the same conditions but by now some of the Lightweights figured out how to play the chop. Fisher, Leweck, and Baugher built early leads. Then the winds relaxed to 12 knots and shifted

back to the northeast allowing lighter crews to gain full control of their boats and observant skippers to play the now favored right side of the Olympic Triangle. Though the top three held on, the next ten positions proved the fleet was well balanced.

The main topic of discussion before Sunday's race seemed to be bruises. The two point spread between fourth and seventh places was in the back of some minds. The winds had lightened but remained from the northeast overnight and the daytime thermal shift to the north was right on schedule at the start. As the final race started, the leaders all jammed the pin end with only George Fisher getting away clean. While others cleared the line on port tack, Paul Nickerson started just above the confusion on Starboard and went left with Fisher into the persistent shift. When they tacked to sail the lift, only Craig Leweck and Bill Kobel were close. With winds at 10 to 12 and a rolling chop, boat speed was the name of the game. Leweck overtook Nickerson at the gybe mark, and the leaders pulled away from there. Meanwhile, the action back in the fleet was for third

through fifth overall. So tight was the racing that tie-breakers determined each place.

Fleet 19 was awarded the Fleet Championship Trophy for best overall finish, scoring its top three boats.

The open waters of Lake Erie taught every one a little respect for the lake, the Flying Scot and themselves.

Paul Nickerson FS 3911

1 G. Fisher	3961	1	1	1	2 1/4	B. Gerling, G. Fisher
2 C. Lewick	742	2	2	2	6	R. Kirby, B. Evans
3 R. Baugher	3666	3	3	10	16	J. Baugher, P. Boyer
4 H. Carpenter	4019	5	6	5	16	K. Carpenter
5 T. Hohler	3883	8	4	6	18	C. Czaplinski
6 D. Solomon	2950	6	5	7	18	J. Solomon, R. Bartlett
7 P. Nickerson	3911	13	7	3	23	C. Nickerson
8 J. Leipper	1858	4	9	13	26	R. Leipper, F. Boyer
9 J. Brzytwa	659	12	8	9	29	C. Canepa
10 P. Salmon-Cox	3524	7	11	11	29	J. Schneider, S. Hunt

FSSA Southern Regional Championship

A record 162 boats representing 15 one-design classes participated in Southern Yacht Club's Annual One-Design Regatta which featured the FSSA Southern Regional Championship on Memorial Day Weekend, May 26-28. The five race event this year had particular significance as the regatta was dedicated to John G. Weinmann, U. S. Commissioner General to the Louisiana World Exposition, and to the World's Fair. In return, Mr. Weinmann dedicated a new perpetual trophy specifically for the One-Design Regatta. The Commissioner General's Trophy is to be presented annually to the winner of the class having the greatest number of participants.

The award, a 2 1/2 foot tall solid crystal replica of a sailboat, was awarded to Eldon Harvey IV, who captured the Scot portion of the regatta. (Not a member of the FSSA, Mr. Harvey was not, however, awarded the Regional Championship.)

The Louisiana World Exposition was present in all phases of the regatta. The flag raising ceremony was attended by numerous foreign dignitaries and flags from their nations flew colorfully from the Clubhouse yardarm. The Presidential Yacht, Sequoia, was the scene for visiting dignitaries. Finally, nine sailors from the visiting British naval vessel, H.M.S. Bristol, sailed in the regatta.

Not only did the regatta attract the most participants ever, it also drew from greater distances. In ad-



Downwind Sailing. Paul Nickerson photo.

dition to sailors from neighboring states, skippers representing Alabama, Florida, Illinois, Maryland, and Pennsylvania attended.

While the winds were predominantly light and shifty, the sailors on the three different race courses were pleased with the regatta and true Southern hospitality. While defending NAC champ Bubby Eagan won the regatta, examination of the results show how close the racing was in the top three positions.

Consistent with the entire regatta, even the trophies were special: they were gold, silver, and bronze World's Fair medallions mounted in engraved plaques.

Larry Taggart FS 2710

1 B. Eagan	New Orleans, LA	4	1	6	2	3	15.75
2 S. Sonnier	New Orleans, LA	1	2	1	7	6	16.50
3 C. Barnes	Pensacola, FL	3	5	4	3	2	17
4 P. Gambel	New Orleans, LA	5	9	10	1	1	25.50
5 G. Reardon	Mandeville, LA	6	6	5	4	8	29
6 L. Taggart	New Orleans, LA	10	4	3	5	9	31
7 H. Carpenter	Oakland, MD	8	10	9	10	5	42
8 T. Hohler	Pittsburgh, PA	7	15	12	8	11	53
9 C. Green	Biloxi, MS	14	15	14	6	4	54
10 T. Glass	Springfield, IL	13	14	13	9	10	59

Biloxi YC Regatta

The 10th Annual Biloxi Yacht Club Invitational Regatta was also the site of this year's Capdeville Regatta. The an-

nual team regatta is one of the Gulf's premier Scot regattas and is always hotly contested. This year's version was held July 21-22 and saw the Southern YC team of McNair, Killeen, and Lovell best a highly competitive fleet of southern Scots.

In addition to the team racing, an Open Class event is run as well. FSSA Measurer Larry Taggart completed the sweep of the regatta for Southern YC.

GYA Magnolia Cup Winners:

- | | |
|--------------------|---|
| 1. Southern YC | Shelly McNair
Danny Killeen, Jr.
Andy Lovell |
| 2. Bay Waveland YC | Judy McKinney
Tom Duffy
Dennis Stieffel |
| 3. Gulfport YC | Leslie Weatherly
Wallace Weatherly
Adam White |

Open Class Winners:

- | | |
|--------------------|------------------|
| 1. Larry Taggart | Southern YC |
| 2. Bob Effinger | Ocean Springs YC |
| 3. Holly D'Aquilla | Long Beach YC |

NORTHEASTERN DISTRICT CHAMPIONSHIP

The FSSA Northeastern District Championship was held August 17-19, 1984, at Cohasset, Mass. Hosted by Fleet 105, the regatta was marked by moderate winds and sparkling weather. While

Fleet 105's Mike Ellis emerged as winner, the racing was close and no skipper won more than one race during the series.

Mike Kiely FS 3890

1. M. Ellis	Fleet 105	4	2	5	1	2	13.75
2. M. Kiely	76	1	8	4	4	3	19.75
3. R. Kasperowicz	105	8	3	3	2	7	23
4. M. Terry	76	11	4	2	6	1	23.75
5. B. Flynn	76	5	5	6	5	4	25
6. B. Hellendale	7	2	1	8	10	5	25.75

55th West River SC Regatta

The 55th running of the Annual Regatta at the West River Sailing Club offered events for everyone. While racing was the main event of the August 31-September 2 regatta, the social side of sailing was not ignored as an informal cocktail party Friday night preceded the Saturday night festivities, which were complete with a steele band to add to the party atmosphere.

The first racing event of the weekend was a race from Annapolis to West River. This annual highlight was blessed with good weather as Frank Gibson worked his way to first place.

Saturday and Sunday featured the normal 'round-the-bouys racing as 108 boats from 12 classes took the starting gun. The Scots were the largest class

FLYING SCOTS® NEVER DIE . . .

they just need a few parts now and then.

When your boat needs a part, we have it and will ship within 24 hours. And because you own a Scot, you are on open account.

We build new boats to order, call or write for information.



We supply covers, trailers and other accessories designed and built specifically for the Flying Scot®.

We have the updated version of *Highlights of Scots n' Water*—\$9.50 post paid.

Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m., Saturdays between 9 a.m. and 11 a.m. or write

GORDON DOUGLASS BOAT CO., INC.
CEMETERY STREET
DEER PARK, MD 21550

GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



Builders of the
FLYING SCOT®



Atwood Yacht Club winners, left to right: Nickerson, MacKenzie, Baughers, Blonski and Carpenters.

Fleet's In

with 17 boats. Using the high point scoring system, Bob Neff, FS 2793, won the division.

The final event of the festive weekend was a single-handed free-for-all against all boats under 23 feet. Skipper John Barnes represented the Scot fleet in fine fashion as he fought off a barrage of water balloons and several unusually rigged boats. Flying his spinnaker single-handed, John had a chance to win it all until the loss of his hat and subsequent rescue of same pulled down his finish.

With so many different activities, all sailors found it an enjoyable and interesting weekend, both on and off the water.

Long Distance Race:

1. Frank Gibson
2. Bob Kaplan
3. Irving Staats

Triangular Course:

1. Bob Neff	1	2	6	45 1/4
2. Jeff Stamper	2	1	8	43 1/4
3. John Shettle	10	3	1	40 1/4
4. John Clickener	6	6	2	40
5. Frank Gibson	3	5	9	37

GYA JUNIOR LIPTON CUP

Seventeen yacht clubs from throughout the Gulf Yachting Association were represented at this year's annual Junior Lipton Cup Regatta, symbolic of the junior championship of the GYA. Hosted by defending champion Southern Yacht Club in New Orleans on August 18-19, the regatta set a new attendance record

for participation. Clubs represented ranged from St. Petersburg, Fla., to Lafayette, La. With the Scot being the official inter-club boat of the GYA, all participants sailed a Scot.

Racing under the usual GYA rules of a different skipper for each of the three races, well over 80 junior sailors were tested by the light and shifty northerly breezes.

Larry Taggart FS 2710

1. New Orleans YC	Gilbert MacLachlan	1	5	2	7.75
	Tim Halbert				
	Stefan Schulze				
2. Gulfport YC	Tom Matthews	8	1	1	9.50
	Phil Haige				
	Adam White				
3. Southern YC	Kam Mitchell	5	3	3	11
	Christian Gambel				
	Andy Lovell				
4. Pass Christian YC	Mike Yarborough	2	6	6	14
	Julie Gooch				
	Chuck Yarborough				
5. Pensacola YC	Greg Craddock	7	2	9	18
	Jack Kane				
	Andy Culver				

ATWOOD YC "HARVEST MOON"

Sailing on what is perhaps the most challenging lake in the Ohio District — or anywhere, for that matter — 28 Scots gathered to test their will and their skill on September 8-9. Sailing under sunny skies, with warm temperatures, and with uncharacteristically strong winds, the skippers found the course both "interesting" and challenging.

With beautiful surroundings and a fine weekend of social gatherings, top skippers return year after year to compete in the often-frustrating conditions. Cautioned to remember that "the race isn't over until it's over" by the locals, skippers are still frequently amazed at

the results of races. Boat speed means little as tactics, local knowledge and LUCK often determine the ultimate winner.

Returning after a one year hiatus, Harry Carpenter improved significantly on his finish two years prior and won the regatta. Crewed by wife Karen, they demonstrated an uncanny ability to pick the right places to sail, a vital skill in a three-race series where one bad finish ends your victory chances.

Class officers in attendance included VP Jack Stewart, Ohio Governor Paul Nickerson, and Editor Pat Barry.

1. H. Carpenter	Deep Creek YC	3	1	1	4.50
2. P. Blonski	Edgewater YC	1	4	5	9.75
3. R. Baugher	Berlin YC	5	2	3	10
4. B. McKenzie	Muncie SC	2	3	7	12
5. P. Nickerson	Edgewater YC	6	5	6	17
6. P. Barry	Huron Portage YC	13	6	2	21
7. D. Solomon	Atwood YC	9	11	4	24
8. B. Kobel	Berlin YC	7	9	9	25
9. P. Boyer	Berlin YC	11	10	8	29
10. B. Cornish	Atwood YC	4	13	13	30

Regatta Chairmen:

Have your regatta reports
printed in "Fleet's In."

Mail reports to: Pat Barry,
34090 Parkdale, Livonia,
MI 48150.

Fleet 7 to Host 1985 NAC

Robert Black

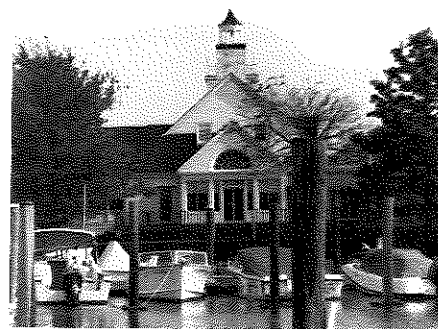
Fleet Seven in Greenwich, Conn., is busily making plans so that the '85 NAC's are the best yet. Fleet Captain Mike Smith and the skippers of this active and congenial fleet extend their warm invitation to the racing and festivities slated for August 10th to 16th.

Fleet Seven is no stranger to the NAC, having hosted the 1978 and three previous NAC's (1962, 1968 and 1973). As was the case in the past, nearby Riverside Yacht Club will provide its facilities for launch-

ing and mooring the boats and for feeding the participants.

Fleet Seven was established in 1960, when Chuck Rettie and Lew Howe bought their first "Scots" — sail numbers 27 and 28. In addition to Howe and Rettie, active members of the Fleet include Bob Vance, past FSSA president and commodore, and Bob Hellendale, current national treasurer.

The 50 or so skippers sail out of Riverside Y.C. and neighboring Old Greenwich Y.C., both located in the Town of Greenwich, Fairfield County, Conn. The two clubs enjoy natural harbors on the north shore of Long Island Sound, with New York City on the western horizon.



Riverside Yacht Club

There are normally about 20 qualifiers in a 24-race series, running from May through October. This year's winners were resident Englishpersons David and Maggie Beaney, whom you may remember among the top 10 finishers in this year's NAC.

As serious about after-race congeniality as they are about performance on the race course, fleet members hold an after-race get together each Sunday to "critique" the race and to share the winning strategy of the day's hero.

Co-chairmen of the 1985 NAC will be Mike Smith and John Denne, who have an enthusiastic staff of

The WestScot Corporation

2080 West 2200 South
Salt Lake City, Utah 84119

Builders of The Flying Scot®
in the *Western* United States

- Scots built to order
- Spare Parts Available
- Complete Line of TeeNee Trailers in stock:
Boat, Utility, Motorcycle

Call: (801) 972-0350
or
973-6493

Mon-Fri: 8:00 a.m. - 5:00 p.m.
Sat: 9:00 a.m. - 11:00 a.m.

Licensed by The Gordon Douglas Boat Co.



Mark Your Calendar

**1985 FSSA
MidWinters**

April 2-6, 1985

Panama City, FL.

See page 19.

volunteers to ensure the best in racing and activities. The experienced one-design race committee from Riverside will oversee the courses and rules, being sure to neutralize any "home field advantage." In charge of the key function of food and entertainment are Hope and Jim Farrell. Manning the measurer's scale and tape will be Horst Tebbe, who will work closely with launching and mooring master Chuck Edgar. David and Regina Monteith will manage finances and the all-important trophies for the events, while Rick and Iris vanRijssen will be in charge of the programs. The Charter Committee will be chaired by Jane Black.

Joining co-chairmen Smith and Denne in a six-member Steering Committee will be veterans Lew Howe, Chuck Rettie, Bob Vance and Bob Hellendale.

See you at Riverside next August!

CAVEAT EMPTOR

Used Boat Hotline. Want to list your boat quickly? Place it in the **Used Boat Hotline**. (Those who list with Caveat Emptor are automatically listed.) **Call 803-252-5646.**

FS 1993 — Douglas, White hull. Fully Harken race equipped. Actively raced. Two full suits of sails—one set almost new extremely fast Norths. Waco 360 centerboard fitting, tiller extension, mast fly, single ended ultra efficient spinnaker halyard, outboard sheeting & much more. Very fast boat—winner of fleet spring series. \$4,275.00. Days-(516) 541-3232, Eves. (516) 766-3862. Philip Honig, 3518 Woodward St., New York, NY 11572

FS 1093 — Douglas, Reconditioned last winter. White with blue trim. Lt. beige deck. New Hood sails, lines, etc. Motor, trailer and many extras. Ready to sail! \$4995.00. Bill Gramley, P. O. Box 1563, Aurora, ILL 60506, (312) 859-3455 or (312) 844-8735.

FS 3679 — 1982 Douglas built, excellent condition, SOBSTAD SAILS in top shape, all equipment, tee-nee trailer. Contact: Jeff Conrad, Mary Austin Place, Norwalk, CT 06850

FS 489 — Custom Flex Trailer, Boston Sails, \$4,000. Call or write: Jeremy Boatyard Yacht Sales, 403 Lake Shore Dr., Port Clinton, OH (419) 734-2171

FS 1820 — Blue hull, white waterline, white deck, good condition. Harken cleats and blocks. Good M & N main, jib; old main, jib, spinnaker. Boom tent, ladder, well equipped. Tilt trailer w/new lights, spare. \$3500. CONTACT: Sam McManie, 2411 Wild Vale Dr., Jackson, MS 39211, (601) 366-4323

GO FAST Super Schreck Sails

You can't beat 46 years of sailmaking and 58 years of sailing. Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and many others.

**Our prices are fair
and our delivery is prompt.**

Get the edge over your competition now with your own set of Super Schreck Sails. Call about our Special Yacht Fleet discounts.

FSSA Midwinters, Panama City, Florida

Here Before You Know It!!

The 1985 Mid-Winter Championship is not as far away as you think. April will be here before you know it! Make your plans now to join in all the fun.

Six races will be sailed at St. Andrews Bay Yacht Club in Panama City, FL. If all six are run, there will be a throw-out. Skippers will select between Championship and Challenger divisions.

All sailors must have paid 1985 FSSA dues. Sails will be measured.
Awards: 1-7 Championship Division
1-5 Challenger Division

Mid-Winter Schedule

Tuesday, April 2

Registration

Sail Measurement

Board of Governors Meeting

Wednesday, April 3

Morning: Registration

Sail Measurement

Afternoon: Race 1

Oyster Party

Thursday, April 4

Race 2 & 3

Cocktail Party

Friday, April 5

Race 4 & 5

Fish Fry

Saturday, April 6

Race 6

Awards

Housing that is convenient to the yacht club includes:

Bayside Inn

711 W. Beach Dr.
Panama City, FL 32401
(904) 763-4622

Howard Johnson's

4601 W. Hwy. 98
Panama City, FL 32401
(904) 785-0222

Ramada Inn

3001 W. 10th St.
Panama City, FL 32401
(904) 785-0561

REGISTRATION

Skipper _____ Fleet No. _____

Address _____ Sail no. _____

City _____ State _____ Zip _____

Crew _____ Division _____

Registration fee \$40.00 (\$35.00 if pre-registered by Mar. 31) Make checks to "Mid-Winter Regatta Fund" & mail to:

Mrs. Betty Smith, P. O. Box 406, Panama City, FL 32402

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.

New Members

FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
3201	Capitol		Robert J. Post, Jr.	Box 581, Lake of the Woods	Locust Grove	VA	22508
4033	Capitol		Dick & Carol Clark	3027 N. Dickerson St.	Arlington	VA	22207
Assoc	Capitol		Robert Gruber	3938 Dowling Ave.	Pittsburgh	PA	15221
2482	Greater New York		Keith Smith	37 Jones Park Dr.	Riverside	CT	06878
2882	Greater New York		Tyler L. Bishop	2 Fifth Ave.	New York	NY	10011
	Greater New York		Richard Rettig	402 Pennview Apts.	Binghawton	NY	13901
	Greater New York		Peter B. Mitchell	320 E. 42nd St.	New York	NY	10017
	Greater New York		David Dellenbaugh	245 N. Cedar Rd.	Fairfield	CT	06430
3051	Gulf		Michael Allen	6036 Oak Harbor Dr.	Mobile	AL	36609
	Gulf		Sandy Scott	4 Shirley Shores Dr.	Tavares	FL	32778
1598	Gulf		Thomas Goree	105 N. Central	Alexandez City	AL	35010
2826	Michigan-Ontario		Jim Morris	2717 Laurel Hill	Ann Arbor	MI	48103
2306	Midwestern		Kevin T. McCullough	16235 18th Ave. N.	Plymouth	MN	55447
0378	Midwestern		Ronald Bierbaum	4311 Nancy Pl.	Shurenia	MN	55112
1413	Ohio		Robert D. Fannon, Jr.	3818 Briardwood Dr.	Columbus	OH	43220
6235	Ohio	4	Mrs. Preston	1080.Springbrook Dr.	Mansfield	OH	44906

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
205-928-0872

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
713-479-8073

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Change is: ☐ Temporary ☐ Permanent

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

Send Form 3579 to:
P.O. Box 11187
Columbia, SC 29211

Second Class Postage Paid
at Columbia, SC 29201