

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVIII, NUMBER 6, NOVEMBER/DECEMBER 1986

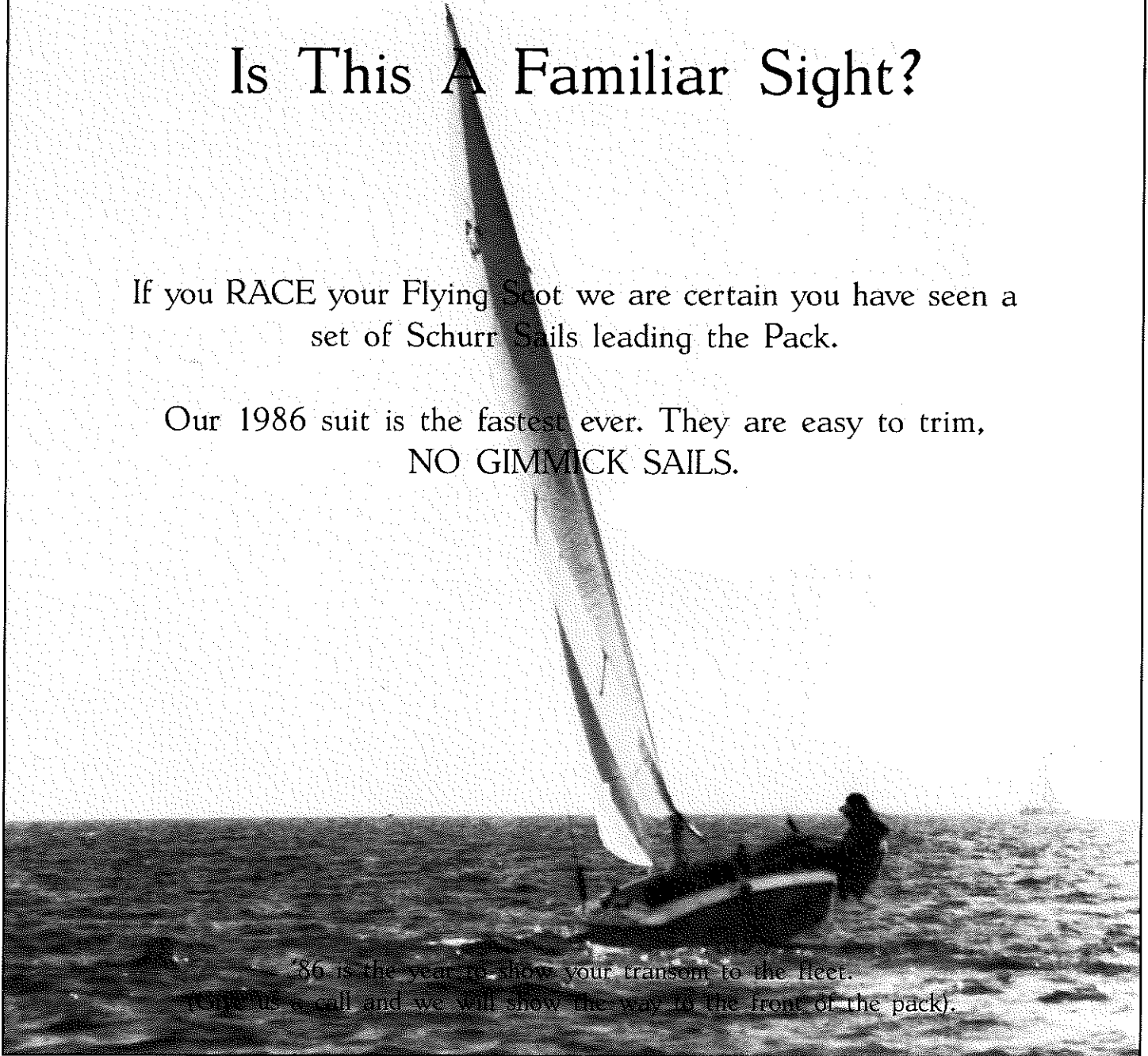


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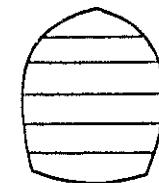
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Greg and Marc Lead the Fleet Downwind  
(Eubanks Photo)

NOVEMBER/DECEMBER 1986

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## Scots n' Water

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# IMPORTANT NEWS

## FSSA Membership: All-Time High

FSSA membership is currently at 1,755 paid members. This is up 109 members from last year's 1,646. The current number is also 10 higher than ever in our 28 year history.

Congratulations to those of you who helped sell people on the Scot, recruited a current owner, or re-enlisted a lapsed membership.

This number is encouraging since it proves that a strong Class with an excellent boat can buck the trend of the decline in one-design sailing.

But, in our enthusiasm, let's also remember that nearly 2,400 current Flying Scot owners do *not* belong to our Association.

Did you know that at one time virtually every Flying Scot owner was a member? Long-timers remember those days!

A strong Class and excellent boat are an unbeatable combination. Will you do your part to increase membership in 1987?

## Sponsorship Desired

If your financial means allow, please consider sponsoring additional funds for the Association when you send in your dues check. Members sent in an additional \$3,550 this year with their dues statements, including members who became life members with a \$1,000 donation.

These fees were really helpful this year as they permitted us to stay ahead of our bills and go into the 1987 year with a small budget surplus.

Please consider your tax-deductible sponsorship through the several levels of special memberships available.

## Article Call

Now that you've had time to mull over the past sailing season and are thinking about next summer, why not let your Editor know about any article ideas that would be of interest or value to you. Be it racing, pleasure/day sailing, or cruising, I'll try to accommodate. Send your ideas, requests, or — dare I hope? — articles, to me.

Are you proud of your fleet? Do you know a member we should all know? If so, drop me a note. We could feature your fleet in 'The Fleet Review,' or a special member in a 'Member Profile' or add an idea for the 'Fleet Builder' column.

This is *your* Association. This is *your* magazine. Take ownership! Contribute to its success.

## 30th Anniversary Regatta Scheduled

The Flying Scot will be 30 next year. What better way to celebrate than a massive gathering where it all began? Fleet 1 announces the 30th Anniversary Regatta on Lake Cowan, June 27-28, 1987.

The regatta will be co-sponsored by the Fleet and ScotWorld, a subsidiary of the Gordon Douglass Boat Co. This event will be festive and should attract more boats than the lake has ever seen! Why not plan to be one of the participants in this historic event?

Regatta organizers are asked to take note of this date and try, if possible, to avoid scheduling a regatta at the same time.

Plan on the 30th!

## Promotional Funds Donated

We are pleased to announce that \$8,000 was raised in this year's FSSA Raffle. (Story in this issue.) These funds represent the hard work of a lot of dedicated officers and local fleet members. The promotion netted more than just income; it provided some inexpensive promotion of our Class and the Flying Scot throughout the country as well. The funds used will go into the General Fund and will be targeted for future promotion of the Class and the Flying Scot through *Scots n' Water* and the judicious use of advertising in appropriate national publications.

The Association is also happy to accept the generous donation of \$500 from Fleet 7, Riverside, Connecticut. They donated the money that exceeded expenses from their hosting of the 1985 North American Championship. They have directed that the funds be spent on promotion activities.

Thanks to our outstanding Association members and Fleet 7 for providing new funds with which to promote our boat.

## Dues Statements Mailed

Dues statements were mailed in September, 1985. If you did not receive yours, please contact the FSSA office.

If you did, you know that the dues have remained at the current rate for several years now.

If you have paid already, thank you! The Association finds the going very tough in the winter months as dues slowly trickle in. Your quick support helps greatly!

If you have not remitted your dues, please do so now. Your continued financial support is vital to the health of our Class.

And remember: anything you pay beyond the \$8 for *Scots n' Water* is tax-deductible!



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# Letters To The Editor

*While this was sent to me as an open letter to all officers of the Association, I think that the issues raised by the writers are important and worthy of consideration by all members of the Association. The writers have agreed to the publication of their letter. Ed.*

Dear fellow FSSA member,

This spring has brought with it a deluge of articles concerning the problems being encountered by one-design sailing classes. We appear to be in a period of some decline of the one-design daysailer and a period of interclass competition for the limited number of individuals interested in this type of sailing. The Lightning class has started a revitalization program lead by sailors like Rick Ferguson from the Carolina Sailing Club (See Yacht Racing & Cruising, The Sailing World 400, Sept. 1986), who are effectively promoting the class.

For some time, many of us have felt that our class, although strong and steady, has lacked creativity and adequate promotion. In the same issue of Yacht Racing & Cruising, the Flying Scot was almost nonexistent except for our nationally recognized publication, *Scots n' Water*. It is unbelievable to us that in the same issue, the one-design calendar for July does not include the Scot nationals. It is unbelievable but not surprising because we have noticed this type of oversight again and again.

We feel we need to make some adjustments in the way we use FSSA resources if we are to remain competitive in today's one-design market. We would like to propose the following for consideration by our association leaders:

1. That in the modern microcomputer world, the executive secretary tasks of maintaining mailing lists, collecting dues, maintaining the class handbook and associated activities, should not cost more than \$10,000 per year including labor and supplies. **We recommend that the executive secretary associated activities be put out to bid.** Bids should be sought from our current executive secretary, from association members, and from others. We feel we should be able to realize significant savings in this area that will allow us to fund other needed activities.
2. That we hire an effective advertising agency to prepare class promotional materials for use by FSSA and her fleets. We must recognize that the officers, having busy schedules like most of us, should be responsible for giving

the association direction and monitoring those who are contracted to provide services to the association but cannot also be expected to undertake promotion on a scale that is needed.

3. That we recognize that we are a sailing, not strictly a racing association, and that we should encourage participation in the association by nonracers. The connection between Scot World and FSSA is not clear, (the May/June issue of *Scots n' Water* lists the inaugural FSSA cruise sponsored by Scot World) but we feel they have the right idea. **We recommended that funds from FSSA be given to each district to fund a Flying Scot district cruise each year in**

each district (these could be noon Friday to noon Monday events). Sailors from other districts would be welcome to join sailors from the local district for their cruise, thereby, giving people the opportunity to sail other waters and foster cross district friendships for both racers and nonracers.

A review of the current budget, shows that these changes are well within the association's resources. We hope that these suggestions can be given serious consideration. **We also recommend that suggestions be solicited (maybe through Scots n' Water) from association members from throughout the country.** Many active members cannot attend the annual meeting of the association and have no input into association activities and policies.

Thanks for taking the time to read and consider these suggestions,  
Karl and Edwina Kleeman,  
FS 3598; FS 4121

Dear Karl and Edwina,

The officers of FSSA welcome constructive letters like that of Karl and Edwina Kleeman, and we look forward to receiving inputs from other members on how we maintain FSSA "the class of classes".

The day to day operations and activities of the Executive Secretary and his office staff is an area that deserves comment. Our association is only one of ten different organizations Association Management Services handles. Ed Eubanks and his staff of seven people provide us with a number of areas of expertise that would not be available to FSSA if our activities were

managed by just one individual. Besides handling the day to day activities of keeping all records, lists of owners, boat transfers, Fleets, District Governors, and other class officers, the office prepares monthly financial statements for the treasurer, and prepares minutes for Midwinter and annual meetings. The officer is responsible for handling all correspondence, receives and disburses FSSA funds, including short term investing of surplus funds, and prepares State and IRS forms each fiscal year. The Association's Editorial Director and Advertising Director work under the supervision of the Editor of *Scots n' Water* doing layout and design, soliciting and getting copy from advertisers, working with the printing company and mailing out *Scots n' Water*. The office is open five days per week, and receives about 30 calls each week on class matters. In our opinion the Executive Secretary's office is doing an excellent job for the class, and the FSSA is receiving services from this office up to three times what we are presently charged.

There are certainly many options as to what it should cost to operate an association like ours and at the same time, manage it in a manner that continues to keep it strong and in the forefront of one-design classes. A comparison can be made with the International Lightning Class Association (ILCA), which is larger than our class from a budget and membership standpoint, but similar in that their organization is managed by an Executive Secretary and staff that performs functions similar to those of our

(continued on page 6)

## THE BULLETIN BOARD

Just when you thought it would someday be safe to race – and win – a future NAC, we must warn you that your competition will be tough in the years ahead. Future sailing champions were recently born to three of our best sailors and Class supporters.

1986 NAC champion **Marc Eagan** and his wife Gail became parents for the third time when their third son Andrew was born on May 16. With a in-house crew of three, Marc should never find himself lacking for a crew.

The 'family way' must run in families as brother and NAC championship crew **Bubby Eagan** and wife **Karen** had their first child, Meagan, on April 29, 1986. Karen and Bubby waited a long time for Meagan and, I'm told, Bubby is quite the doting father! Hard to believe, huh?

Finally, Scot sailors **Greg and Charlotte Fisher** are pleased to welcome Martha

Evelyn to the 'Shore Team.' Martha was born August 26. How considerate of her to let daddy Greg make it to several major regattas and two NAC's just before she was born!

Congratulations to the new parents and. . . look out sailing world!

We are also pleased to tell you that our designer and mentor, **Sandy Douglass**, is doing just fine now after having surgery this spring. Seems some blockages were occurring that rendered Sandy with a slight stroke. We knew he was recovering well when he drove from Maryland to the first Canadian Nationals in August. His competitors found out first-hand how well he was doing when he and Graham Hall co-skippered at the Border Regatta the following week-end. And won the regatta! Glad to see you up and about Sandy. And really glad to see you haven't lost the 'touch.'

class office. ILCA budgets about 48% of their revenues to operate their association while we accomplish the same for only 35%.

Advertising and promotion of the Flying Scot has been accomplished through two avenues. First, the builders, Gordon Douglass Boat Company and The West Scot Corporation, advertise in sailing periodicals, display at most of the large boat shows and have excellent promotional and printed materials on the boat and class. Recently, the builders produced an excellent video tape on the Flying Scot, which is used at boat shows and is available to fleets for their own fleet building activities. To help promote the non-racing aspects of the Scot, Gordon Douglass Boat Company formed Scot World which is a promotional segment of the company formed to generate enthusiasm among Scot sailors and prospective Scot owners with emphasis on non-racing activities such as events like the Thousand Island cruise this year. FSSA also budgets funds for advertising and class promotion. District governors have available to them funds to aid them in sending information to their fleets.

How effective has this advertising been? Our builders are doing an outstanding job in that over 120 new boats have been sold each year for the past three years. Another large one design class built 90-100 new boats each year worldwide. Over 65% of new boat owners join FSSA, but less than 35% of the Scots built are association members. About 13% of this other worldwide class belong to their class association.

For most of our members, their only contact with the class is through Scots n' Water, and Editor Pat Barry is doing a tremendous job of providing articles that appeal to both racer and non-racer.

Finally, the most effective form of class promotion takes place at the Fleet level. Strong fleets are the ones that offer varied programs of racing, cruising, and social activities.

Jack F. Stewart  
President

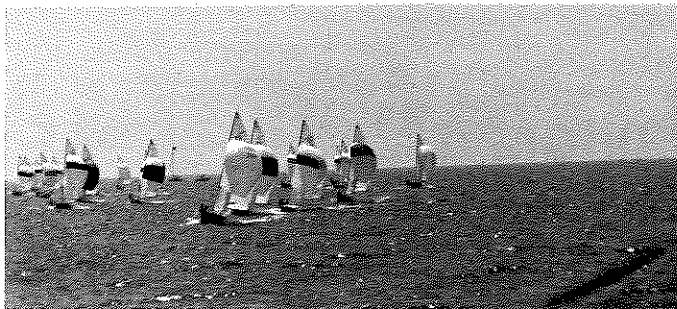
Dear Karl and Edwina,

Having recently written an open letter to members of my own fleet I realize how difficult and time-consuming it is and how much thought goes into the effort. I thank you for this in your desire to improve our Association. Members like you are absolutely essential to maintaining or building our Association.

Perhaps no officers has more contact with the Association's current office on a day-to-day basis than I, so I would like to take this opportunity to share some thoughts, as well.

You should know, as does Ed Eubanks, that at times I have been concerned with the operation of the Association. I, too, have voiced those concerns, both to Ed and his staff members and to fellow officers. I would hope all FSSA members continue to call attention to problems and make suggestions for improvement as you have done.

Let me respond to your letter by



following your three-point analysis.

**Point 1.** As Editor, I receive reciprocating publications from many different classes. I also have the opportunity to talk with many association managers from other classes. These 'managers' can be divided into two distinct groups: the paid and the unpaid. Most class associations in the USA are pretty small in number and cannot pay their managers; it is a volunteer job. With a volunteer position comes many problems, as I'm sure these classes would tell you. But it's all they can do.

Few associations have 'professional' management. The Snipe, Thistle, and J-24 classes have salaried managers, though they are members of the association themselves. The Lightning class, like the Scot, has a management firm. They, also, sail their class boats.

In comparing their management fees, I can tell you that ours are definitely at the low end of the scale. While I don't have the Snipe class information in front of me, I know that our executive secretary's fee is lower — significantly so in most cases — than the other classes. As Jack points out, our fee is 35% of our budget versus 48% of the Lightning class.

My point: While I, too, would like to see lower fees in order to expand other services, I simply don't think \$10,000 is realistic. Not for an association of our size.

The day-to-day work involved with the Association is far greater and more time-consuming than most members would ever imagine. I can't conceive that we would get consistent, year-in, year-out management services for less money. If I am wrong, I hope people will write and let me know.

You point out the quality of Scots n' Water, as indicated again recently by recognition in YR & C's Sailing World 400 publication. A large part of that is due to the support staff in Eubanks' office. Without the lay-out and printing work of Nancy Cooper and the advertising work of Donna Welle, there

would be no Scots n' Water. I estimate that the support staff there contributes at least 30 hours per issue of the magazine. If we were to go to a one-person office, who would do this work? I would not add this time to the 30-40 hours an issue it takes me to put out this magazine. I doubt future editors would either. Further, I do not have the expertise to do so and, again, doubt that future editors would either. This magazine, which is the Association for most members, would not exist without the support staff that we pay for in Ed Eubanks' fee (a fee, incidentally, which has not been increased for many years and which was not increased after they assumed the additional magazine duties when Richard Elam and his journalism students ceased editing and producing the magazine about six years ago.)

Finally, though you did not directly raise this issue, the service most members get is very good and getting better all the time. Sure, I know that there are foul-ups occasionally and some of them can be quite aggravating. But in talking with members and from my own experience, I have found those to be steadily decreasing in number of significance. Ed Eubanks is not perfect (sorry, Ed!) and never will be. But he and his staff try very hard and succeed in providing good service the great majority of the time. Since Ed became a Scot sailor himself I think the service is better than ever.

**Point 2.** I agree that we need more promotion. I'm not sure that we need more advertising. And I'm not sure any class-paid ads can or should be in costly national publications. Gordon Douglass Boat Co. has found very little payback from ads in Yacht Racing & Cruising. Their long experience has shown that most people who buy YR & C have a boat and are pretty committed to their class. Further, the ads are quite expensive and although Douglass continues to advertise there to protect their share of market, the payoff seems not as great as desirable.

I agree with your point about the officers being in a voluntary position

and that they cannot be expected to undertake promotion themselves. I do, however, think that one of our Vice-Presidents should have specific promotional duties. I believe this should be delineated in the By-Laws and be an expectation of that particular office. The Thistle class does that and I notice that in every issue of the magazine that officer has a column of ideas to offer members.

Many other classes have to promote their boat more because their builders do not do so to the extent that Douglass Boat Co. and the new West Scot are doing. Thus they have to spend more money in the hopes of getting to the public.

Your own opening point — one that is well taken — is that classes such as the Lightning are being promoted — "revitalized" — by interested members. I believe that ads accomplish little; dedicated, dynamic individuals and fleets do. I think the evidence bears out that successful promotion depends on individual and fleet activities, not primarily on a national ad promotion.

May I counter-propose a solution?

1. Continue to rely on the incredibly strong advertising and promotion provided by our builders.
2. Constitutionally, make 'Promotion' the primary duty of one of our Vice-Presidents. He/she could provide a constant flow of ideas to association members on successful promotion techniques.
3. Individuals and fleets continue to promote locally, since that seems to be most successful. With a steady stream of ideas from the officer in charge, it should become more successful. But it will take work (a four-letter word).

**Point 3.** We currently do have a cruise scheduled (results in the November issue of Scots n' Water). I believe that it will be successful and will spawn other cruises. We also have Bob and Pat Vance with their international cruises every-other year or so. But I agree that we need more.

Seed money would be helpful, perhaps, but not, I think, necessary as both Hall's and Vance's efforts show. Again, it comes down to an interested individual to initiate the activity, either locally or nationally. Perhaps we should have an officer whose duty is to facilitate cruises and pleasure-sailing activities?

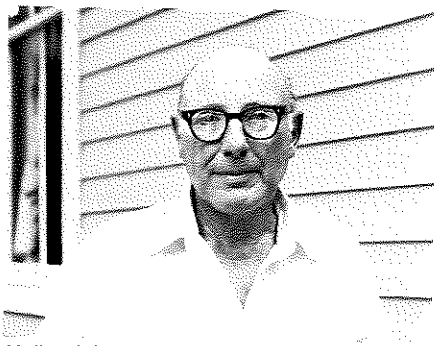
The Canadian cruise was the brainchild of member Graham Hall with promotional support by Scot World (a GDBC promotional subsidiary) and Scots n' Water. I see no reason why future cruises should not be initiated by those most interested.

Finally, you raise the issue of the budget being able to bear additional costs. I don't think it can. We are on the fine edge of solvency every year. Since your letter has compared us to the Lightning class you may be interested to know that while they don't have appreciably more owner-members than we do, they raise much more revenue. How? All racing crews must be 'crew members' of the ILCA (\$15 per crew), there are co-owner

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# ASSOCIATION SPOTLIGHT



Hellendale

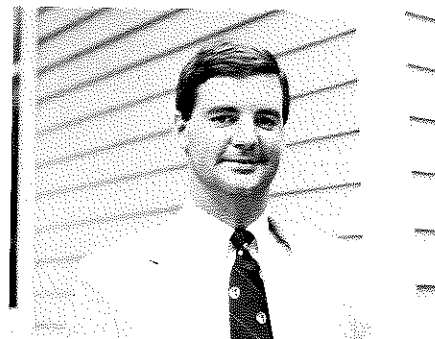
The FSSA Executive Board announced the resignation of two officers from the Board of Governors at this year's Annual Meeting. 2nd Vice-President Bob Hellendale and Secretary Tom Ehman, Jr. tendered their resignations to President Jack Stewart. Both men cited similar reasons: the desire to spend more time in other endeavours and the inability to fulfill the duties of their offices to the degree that they had in the past.

Bob Hellendale sails with Fleet 7 in Riverside, Connecticut. Retired from his profession in the business community, Bob served two years as Treasurer of the Association and, for the last year, as its 2nd Vice-President. During that time his business acumen served the Association well, particularly after the decision to abandon a yearly audit in an effort to save Class funds. Bob's expertise helped guide the formulation of a plan for the periodic evaluation of the FSSA books by a team of Association officers. We wish

## HAIL AND FAREWELL

Bob well and good luck on both the race course and in his personal pursuits. Current Treasurer Larry Taggart will move up to fill Bob's vacated office.

Those long in the Association and Flying Scot racing have literally grown up with Tom Ehman; or at least he with them. Tom's earliest sailing took place as a passenger under the deck of Mom and Dad Ehman's Rebel as they raced on Portage Lake in Pinckney, Michigan. Tom quickly graduated very successfully to Sunfish, Fireballs, and eventually the Flying Scot. Many older sailors in the Midwest fondly (?) remember being beaten on the race course by a lad too young to drive to the regatta himself and too small to raise the mast without assistance. Tom proved his mettle, however, both on and off the course over the years. A three-time NAC winner, Tom also excelled in the behind-the-scenes aspect of sailing. As a relatively young man he became the One-Design Director at USYRU and



Ehman

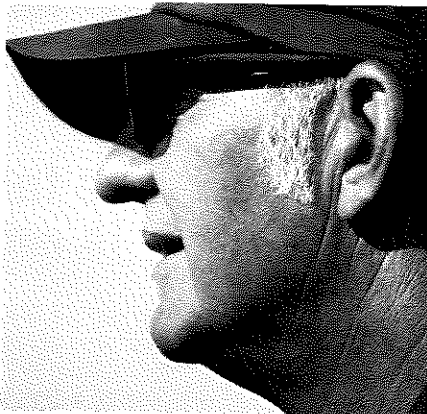
shortly thereafter became its Executive Director. Under Tom's guidance, USYRU grew in members, service, and prestige in the world yachting community. Tom was lured away from USYRU two years ago to run the New York Yacht Club's AMERICA II CHALLENGE to regain the America's Cup. His efforts during this time have made it increasingly difficult to participate in Class activities and prompted his resignation from his office. Tom's good counsel and friendship will be missed by all who know him in the Association. We wish him and his syndicate good luck, however, as they attempt to bring back the Cup this winter. And we hope that when his time permits, Tom will be an active Flying Scot sailor and adviser once again. Tom's position of Secretary will be filled at the 1987 Mid-Winter Meeting.

Thanks to Bob and Tom for their direction and dedication for the last several years on the Board of Governors. Good luck in your future endeavours gentlemen.

## WELCOME ABOARD

The FSSA Board of Governors is pleased to announce the election of Charles 'Charlie' Dees to the office of Treasurer of the Association. Charlie's nomination and election took place at this year's NAC in Gulfport, Mississippi.

Charlie heads the Dees' sailing clan which is undoubtedly the 'First Family of Southern Sailing.' Wife Juanita 'Granny' Dees sails regularly with son Jerry, who is the Gulf District Governor. Until recently, daughter Terry completed the threesome on board the boat but has sailed with Dan Kolenich for the past few seasons. So where does Dad fit in? As the support person extraordinaire! While Charlie has sailed the Scot some, his greatest joy comes in helping his family and other Scot sailors enjoy the sport. He is at



Dees

every major regatta helping Scot sailors with their boats. He enjoys the intricacies of racing, particularly the rules, and has been a race committee member and jurist at many major events. At Mid-Winters Charlie tows over his high-speed ocean runabout and serves as a stake and rescue boat on the course each year. Charlie's long-standing commitment to the Class was recognized just this year as he was awarded the Floyd Davis Award for his outstanding annual efforts at the Mid-Winter Championships. A friendly, totally unassuming man, it was a pleasure to witness his stunned surprise when his name was called to come forward to accept the award.

Charlie Dees exemplifies the kind of people who care for and lead our Association. Welcome aboard, Charlie.

Letters: (continued from page 7)

dues (\$25), fleet dues (\$15), boat royalties (\$600 per boat built), even mast royalties! Thus, they generate vastly greater sums of money to fund their admittedly attractive national ads. I don't think that our members could or should stand for such a significant increase in the cost of boat ownership or member fees to do the same. Do you?

This response is far longer than I anticipated. But, I hope, not longer than necessary to begin to answer some very important issues that you have raised.

Like you, I encourage our members to express their opinions. They do have outlets in their District Governors and Officers who do represent their views at the national meetings. And this magazine will continue to be pleased to publish letters that will help us build our Association.

Pat Barry  
Editor

### Publication Deadlines

Regatta organizers should take note of the following deadlines, since lead-time for regatta notices and regatta reports is longer than you might anticipate.

<b>March issue</b>	<b>Jan 1</b>
<b>May</b>	<b>March 1</b>
<b>July</b>	<b>May 1</b>
<b>September</b>	<b>July 1</b>
<b>November</b>	<b>Sept 1</b>
<b>January</b>	<b>Nov 1</b>

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

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13. I certify that the statements made by me above are correct and complete. J. Edgar Eubanks, President, Flying Boat Sailing Association, Inc.

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# ERIC AMMANN RECOGNIZED

## *Wins Executive Secretary's Cup*

When Executive Secretary Ed Eubanks created and presented the Association with the Executive Secretary's Cup several years ago, he must have had someone just like Eric Ammann in mind. Dedicated to an individual who has provided outstanding service to the Association, Ed awards the Cup annually at the North American Championship. This year Ed Eubanks was pleased to present the award to Eric Ammann.

Not to know Eric is not to know the Flying Scot. Eric was Sandy Douglass' first employee in the production of the fledgling Flying Scot. With Sandy since the production of hull #2, Eric is an integral part of every Flying Scot owner's sailing life. When Sandy retired from the active building of the Scot, Eric and his wife, Mary, assumed control and ownership of Gordon Douglass Boat Company.

Longevity along — while valued — is not enough to achieve an award such as this. Eric's adherence to the highest of standards and quality in the construction of the Scot has insured the value of the boat in the North American marketplace. No other one-design currently built has the reputation for quality, durability, and longevity as an Ammann-built Flying Scot. This translates not only to a solid investment and strong demand — the company sells out its production run of 120+ boats each year — but also to a boat that is a joy to sail and own.

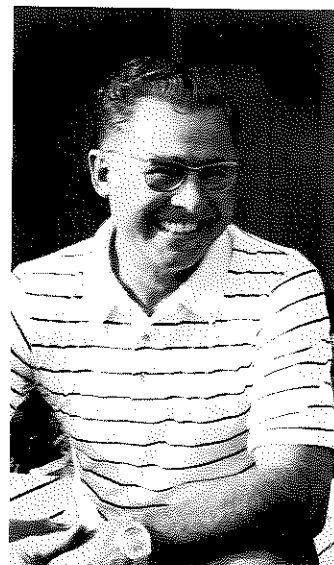
Anyone who has owned another brand of boat particularly appreciates Eric's methods of doing business. Back the boat with a five year warranty? Ship parts within 24 hours and an open-account to any owner? Provide parts and service at all major regattas? Build, deliver, and service new Flying Scot's for USYRU events around the country each year? Simply unheard of! Except for Eric's company.

But Eric's dedication to the boat far exceeds a mere 'businessman's interest.' He is a strong proponent of the Association and has been since the Class was formally organized. He actively encourages new owners to join the Association and about 65% of them do. Eric supports the Association by donating funds yearly to help subsidize the Mid-Winter and North American Championships. The recent first Flying Scot Cruise was supported financially by GDBC and its newly-

created promotion company, ScotWorld. Next year he will support the 30th Anniversary Regatta at Cowan Lake, as he did for the 25th.

Eric also supports the Association by working closely with the Office and helping wherever and whenever possible. Executive Secretary Ed Eubanks reports that, "If you need something, you just call Eric. It will get done." He also helps members locate others, find regattas, and participate in Association activities. Eric assists Editor Pat Barry with information and articles for *Scots n' Water*.

This year's work by Eric tops even his past contributions. He and Mary donated a fully-rigged Flying Scot and trailer for our very successful raffle. He ensured the raffle's success by guaranteeing that all funds raised would be profit. Further, he also helped us develop the promotional ad used in this magazine and elsewhere.



His accomplishments are numerous and significant. He is a fine builder with high integrity. He is an Association booster. And he is a good friend to all who know him.

Eric Ammann is certainly worthy of this year's Executive Secretary's Cup. Congratulations, Eric. The honor is yours. The pleasure is ours.

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# Fleet 31 is 1986 Fleet of the Year

If possession is nine points of the law, then surely it's going to be hard to wrest the 'Fleet of the Year' award from the nice folks of Fleet 31, Upper Barnegat Bay, New Jersey for they have 'owned' the award for two consecutive years, and three out of the last four.

But there is hope. This year's contest was the closest in years — perhaps ever — as only two points separated the top three finishers in the contest which attracted nine fleets from the United States and Canada.

Fleet 31 placed first with 63 points, followed by Fleet 83, Lake Carlyle, Illinois with 62, and Fleet 80, Lake Arthur, near Pittsburgh, Pennsylvania with 61.

The other fleets that competed successfully included:

Fleet 3	Wilmette, IL
11	Rockport, MA
21	Barnegat Bay, NJ
55	Mobile, AL
124	Duxbury, MA
148	Scarborough, Ontario

The contest is open to all fleets in the Association. In June of each year each Fleet Captain is sent the official form used for scoring their fleet. At that point, it is up to the fleet and captain as to whether they wish to enter by submitting the form.

Scoring is done by category with each of the 16 categories having stated maximums and the criteria for awarding of points therein. These categories include the age, size, and recent growth of the fleet, member participation in local, District, Regional, and National regattas, activities which support the FSSA and USYRU, and fleet building activities.

While all three of this year's top finishers placed fairly equally in the major point-getting categories, the size and growth of Fleet 31 made the difference in this otherwise dead-even race. Fleet 31 currently has 50 members — quite a feat! But even more amazing is that they are *all* members of the FSSA!

Fleet 31 has not simply rested on its laurels since it last won the contest last year. In the last year this large fleet has attracted six more members, all of which, again, became members of the Association.

Like the top finisher, Fleet 80 was strong in fleet growth with seven new members.



*Some of the fleet prepares to sail while the drysailed boats wait their turn.*

**Third time  
in four years!**



*Part of Fleet 31's happy group gathers to celebrate their second consecutive Fleet of the Year award.*

Growth in a fleet is indicative of a lot of planning and action. These top fleets do many things to promote not only their fleet, but the Flying Scot as well. Both Fleet 31 and 80 participate in local boats shows, with 31's representatives manning the booth at seven area shows this past year.

All the winners listed frequent social events as an integral part of their program. All had numerous summer and winter parties that stressed friendship and planning of fleet activities.

An encouraging note from this year's contest was offered by one of our newest fleets, 148, in Scarborough, Ontario, Canada. Formed only five years ago, the fleet placed a strong fourth with 52 points. While not as large as the top three fleets, the thirteen members are all active and have attracted two new members in the last year — especially challenging since there is no Canadian builder currently and obtaining boats is very difficult. Like Fleet 31, however, all of the Stoney Lake fleet's members belong to the Association.

In this year's 'Fleet Building' issue of *Scots n' Water*, Fleet 31's Ethel Manee wrote of successful techniques in building and maintaining a strong fleet. Fleet 31 obviously practices what it preaches!

Possession may be nine points of the law, but there are still ways to wrest this award from Fleet 31 for next year. Why not follow their very successful lead and try to do so in 1987?

# FLEET BUILDING

## Let's Party!

Pat Barry  
Editor

The oft-heard rallying cry of today's teens may offer some good advice for those of us just a 'few' years past those carefree days.

Traveling around the country to regattas I have been constantly impressed that the fleets that are doing well numerically are also doing well socially. These fleets have learned how parties and social gatherings are not merely diversions to fill in the time between racing, they are, instead, the glue that binds the fleet. They are vital.

With most of us having now put our boats away for the winter — even the folks down south do that for a little while! — it may be a good time to plan gatherings of the fleet, both in the near and distant future.

My home fleet, #20, has had some neat parties in the past. One year we gathered up fleet members and went to the nationally-known Greenfield Historical Museum for a sleighride. Afterwards, we met for a warm rum punch, snacks and pleasant conversation around a roaring fire. Another year the fleet met in the afternoon for a cross-country ski party, followed by a pot-luck dinner afterwards. We have had winter parties where we invited a sailmaker or well-known sailor

to speak in the friendly, casual confines of a member's house. One late winter party I remember was a 'Monte Carlo' party followed by some great Mexican food.

Parties organized around New Year's, Valentine's Day, St. Paddy's Day, etc. are a natural. Or how about a Picture Party where everyone brings the sailing pictures and slides they shot last season?

I'm sure you can add to this list of ideas and that your fleet has probably had some great parties in the past too.

The point is that the 'off season' should not be the anti-social season. It is the best time to introduce new or prospective members, strengthen friendships, and, as necessary, plan fleet activities for the upcoming season.

Ideas for the summer later. Until then, let's gear up for some good winter partying together. Build up your fleet by "Gettin' Down!"

## THE STARTING LINE

**REGATTA ORGANIZERS:** Please take note of the following dates and make the appropriate effort to avoid a scheduling conflict for these three important events.

Also note the publication schedule in this issue so that you may get your regatta notices to the Editor in a timely manner. We would like to publicize your regatta. Send your notices.

### 1987 MID-WINTER CHAMPIONSHIP.

**March 23-27, 1987.** — (Note change in date from prior years.) St. Andrews Bay YC, Panama City, FL. Contact Betty Smith, P.O. Box 406, Panama City, FL 32402.

### 30th ANNIVERSARY REGATTA.

**June 27-28, 1987.** — Lake Cowan, Ohio.

This gala event will likely attract nearly 100 Scots. ScotWorld sponsorship will ensure a sailing and social good time. Plan to attend and sail with past, present, and future class notables. Contact Sandy Eustis, 3537 Raymar Dr., Cincinnati, OH 45208.

### 1987 NORTH AMERICAN CHAMPIONSHIP.

**July 20-24, 1987.** — Measurement and Registration July 18-19. Lake Carlyle, Illinois. Contact Bernie Knight, 15999 Quiet Oak, St. Louis, Missouri 63017.



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# 1986 Raffle a Rousing Success

Thanks to the ideas of Executive Secretary Ed Eubanks, the endorsement by the Board of Governors, the generosity of numerous donors, the work of the Association office staff, the effort of Association Officers, and the support of Flying Scot sailors and their friends, the 1986 Raffle was an unqualified success.

Envisioned as a way to generate funds for Association activities, the raffle was the brainchild of Ed Eubanks. Having been done years earlier with the raffle of FS 3000 in the 1970's, there was a strong track-record that predicted success for the Class and rewards for the ticket purchasers.

When strong support came in the outright donation of a brand new, fully-rigged Scot from our principal builder, Gordon Douglass Boat Company, the raffle's success was ensured. When Douglass also donated a galvanized, tilt-bed trailer, further support was provided. When Schurr Sails donated the main and jib, we were sure this endeavour would sail away. When additional sponsors came on board, success was virtually guaranteed.

## Winners

Gordon Douglass Flying Scot 4200	Karl Boilman	Wichita, KS
Shore Spinnaker	Patricia G. Shields	Seabrook, TX
Afterguard Sailing Suit	Donald Klett	Middletown, NJ
Shurr Sails Foulweather Jacket	Doug Christensen	Pinckney, MI
Omega Corp. Life Vest	Joe McFadden	Montgomery, AL
North Sails Duffle Bags	Caroline Freeman	Springdale, OH
Harken Boat Shoes	Ernest Myatt	Greensboro, NC
Sebago Dockslides (Women's)	Jan Murtz	Greenwich, CT
Sebago Dockslides (Men's)	Dennis Morris	Springfield, VA
FS T-Shirt	George Fisher	Columbus, OH
	Alice Hallenbeck	Saratoga, NY
	Charles Rahn	Doylestown, OH
	Bob Satava	Solon, OH
FS Playing Cards	Richard Armiger	Budd Lake, NJ
	Jake Barnhardt, Jr.	Mt. Airy, NC
	Tom Davis	Mobile, AL
	Robert Helledale	Riverside, CT
	John Kuhn	Sharon, MA
	Adele Lonsdale	Cleveland, OH
	Ernest McConnell	Helena, AL
	Thomas McKee	Ridgefield, CT
	Becky Merrill	Bemus Point, NJ
	Daniel Muss	Pittsburgh, PA
	Jimmy Ruthven	Panama City, FL
	Maurice Sullivan	Lafayette, LA
	Sheldon Tucker	Willow, NY

All of us in the Flying Scot Sailing Association thank those that supported this effort in any way. And we all congratulate the lucky winners listed above.

So how did it go? For the 26 winners, it was surely successful. Winning a variety of FS memorabilia, sailing gear, and equipment, their memories of this year's raffle will surely be fond. For the grand winner, it was truly a chance of a lifetime.

But the biggest winner is surely the Association and its supporters who purchased 800 tickets which produced \$8,000 in revenue for the Class. Along the way, we also earned a fair amount of publicity for the Flying Scot and the Association. Interest in the Class was generated, even among non-Scot sailors and non-sailors alike.

The money generated from the raffle will go into the Association's General Fund with the intent that it will be used for future efforts to promote the boat and the Association. Officer Larry Taggart will head a newly-appointed committee to promote and develop the Scot and the FSSA. This committee will look at ways to use the funds that will produce the best results in increasing Association membership and produce more benefits for our members.

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# AND THE WINNER IS...

## *Karl Bollman!*

*Long-time Scot admirer takes the 'big one' at the Scot raffle*

"I was obviously thrilled and delighted to hear from Ed Eubanks on Monday evening, July 28, 1986. Although I've received added confirmation through a phone call to Mary Ammann, it's still hard to believe I've won Flying Scot 4200! Needless to say, my children are excited and impatient to physically see the boat. And, of course, I'm equally anxious to sail her."

With those words Karl Bollman expressed the disbelief and happiness that any of us would experience were we to receive the call telling us we just won a new Scot. What makes Karl's good fortune particularly rewarding to both his family and the FSSA 'family' is his long love affair with the Scot which, until quite recently, was never fully consummated.



*The Bollman clan shows their allegiance to the Scot already.*

Karl tells the story best. "I've been a Flying Scot enthusiast since the 1970's. I was living in Baltimore, working as a digital systems engineer and sailing occasionally with friends on the Mogothy River. We started taking annual family vacations at Deep Creek Lake in Western Maryland. On one such vacation stay I had occasion to tour the Gordon Douglass Boat Co. plant in Oakland, Maryland. I was very impressed with the construction methods and care taken in building the Scots."

"Circumstances and events over the years seemed to prevent me from purchasing a Scot. But I didn't lose interest and did maintain an Associate Membership in the FSSA and enjoyed vicarious sailing adventures through the excellent articles and pictures in *Scots n' Water*."

"More recently, as a Principal Engineer with the Boeing Military Airplane Company in Wichita, Kansas, I developed a friendship with Gordon Shoup, an associate who was a waterlogged Laser sailor. I told Gordon about the many virtues of

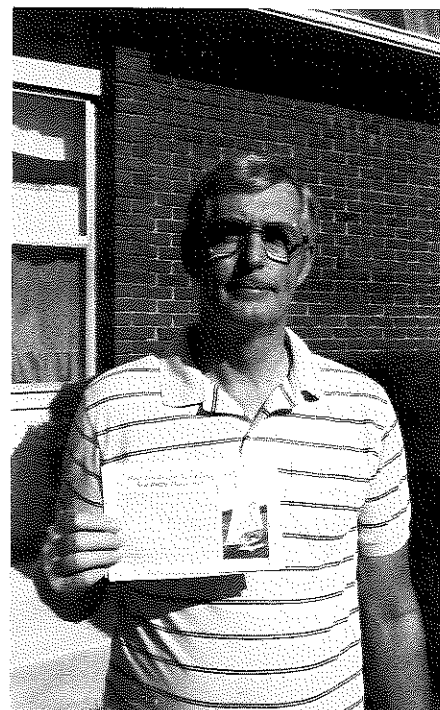
the Flying Scot and gave him my literature and brochures. Like any good engineer, he did research and trade studies. He finally concluded the Scot to be more than acceptable. He took delivery of FS 4234 early this summer. He and his wife, Rita, and son Cary (10) sail out of the Ninnescah Yacht Club on Cheney Lake, which is 18 miles west of Wichita."

"I've become Gordon's crew and have been having the time of my life in the Kansas prairie winds! I had accepted — not unhappily — that crewing was my thing. There's an indescribable excitement to me in popping the chute in medium air and trying to learn how to control the sheet and guy."

"As I mentioned earlier, my children are excited about sailing with me and have sailed with Gordon. As a family, we could make a considerable sized fleet. My seven children are Karl (24), Kyle (23), Karen (21), Karter (13) Kathy (12), Kristopher (10), and Paul (6)."

In addition to his interest in sailing Flying Scots, Karl is one of the founders and current Secretary/Treasurer of the Model Shipbuilders Club of Central Kansas. Apart from his job, professional interests, and hobbies, Karl's fellowship and membership in Immanuel Baptist Church in Wichita is a major part of his and his family's life.

Karl concludes this 'dream-come-true' story saying, "Knowing full well that I could in no way purchase a Flying Scot anytime in the near future, I choose to accept winning FS 4200 as a real blessing from God. I'm delighted beyond my ability to express in words what owning a Flying Scot means to me. From the ac-



*Karl and the ad that started it all.*

ceptance and resignation of being a crew member forever to being a skipper is well beyond the limits of my imagination at this time."

"I'm deeply grateful to Executive Secretary Ed Eubanks for suggesting and promoting the raffle. I'm also most grateful to Eric and Mary Ammann and Harry Carpenter for donating FS 4200 and to the folks at Schurr Sails for their extreme generosity, as well. Thank you all very much."

Congratulations and Good Sailing to Karl and his family in his 'Dreamboat', Flying Scot 4200!



*Eric Ammann and FS4200 meet the happy winner.*

# The New Standard



- 1,2 Flying Scot North American Championships**
- 1,4 Flying Scot Midwinter Championships**
- 2,4 Flying Scot Junior Championships**
- 2,4 Flying Scot Challenger NA Championships**
- 1, 2, 4, 5 Flying Scot Canadian National Championships**
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# CRUISING IN YOUR FLYING SCOT

## A sailing veteran cruises in 'Carolina *Irmgard Schildroth*

### Cruise Preparation

Unless you want to make cruising your full time occupation, you don't need an expensive large yacht with all the comforts and amenities of shore life. My feeling is that if I require all those comforts while cruising a few days or a week, I'd just as well stay ashore.

In the Flying Scot Sandy Douglass has created a very stable, responsive and versatile craft that can take us from day sailing and racing all the way to some cruising adventure. Most large inland lakes provide beautiful cruising territory and so does Lake Norman, near Charlotte, N.C.

We have lived here for six years now and although we have done a fair amount of day sailing and mini-cruising, we still have not explored it all. The 520 mile shoreline seems endless and whenever we return from one cruise, we earmark a certain area on the chart for the next one.

The three essentials for successful cruising are: advance planning, simplicity in housekeeping, and a joyful attitude toward the whole venture.

As for advance planning, make lists of items needed by category. Check out boat and safety gear carefully — no old frayed, anchor lines please! — and make sure the life jackets still float your crew.

Make a list of simple menus and shop accordingly. For a short cruise of a week or less we prefer canned and packaged dinners as they require no refrigeration. To dress them up we carry some extras such as canned mushrooms, dried parsley and favorite spices. Gourmet sections in supermarkets and healthfood stores offer a good variety of almost instant dinners. There are also good dehydrated foods on the market that I have sampled at boat shows, and there are canned puddings and fruits for desserts. Eggs present no special problem as they keep for a least a week when coated with Crisco or margarine. Food preparation should be quick and easy; after all, sailing gets first priority.

Our galley consists of a 18" x 24" plywood tray with suction cups attached underneath and adjusted to fit the curved



*Edelweiss at her mooring shows some of the custom adaptations that make her more cruise-worthy.*

aft deck. We carry a Coleman gasoline stove, doubler boiler, frying pan and coffee pot. Dinner plates and cups are plastic and flatware is stainless. We do not carry any throwaways.

A good sleeping arrangement is important for successful cruising. If you are worn out in the morning because of lack of sleep, you won't be able to enjoy the day and you will be less alert for changes in weather or other danger signals. So try out your version of a sleeping arrangement before you rely on it for a cruise. Some people are perfectly comfortable on air mattresses on the cockpit floor, others use sleeping platforms fitted to the floor underneath the foredeck. We use a folding bed arrangement of George's de-

sign across the seats that has stood the test of time during all our cruises. It consists of a head and foot board each, three poles of 1½ inch aluminum pipe, and a 54" x 72" canvas panel with stitched-in pockets to accommodate the three aluminum poles. At bed time the head and foot boards are set up across the seats to form the base of the double bunk. The canvas panel with poles inserted is then spread across and the poles put in place to where the whole thing makes a comfortable double bunk. The cockpit cover provides a portable "cuddy" and a piece of mosquito netting draped over the boom to close the end of the cover keeps these varmints out effectively and adds to privacy.

## Cruising to "Our Golden Pond."

A cruise does not necessarily have to cover distant record time. Pleasant sailing, swimming and loafing without feeling guilty are part of it. Surprises and adventure follow naturally if you go cruising often enough. And the learning process of sailing never ends.

Our first cruise of 1985 began Thursday, June 27th. There was a beautiful east wind of approximately 12 mph that took us smoothly the 2.5 miles to the "Y" of the lake where we crossed over from the wide part with a spinnaker run of about a mile all the way to the original Catawba riverbed. We then proceeded in a northerly direction for about 6.5 miles exploring coves as we sailed along. We were amazed at the build-up of this area



within those past six years when we had first sailed along those shores. On a previous cruise we had also discovered a special area that seemed like a separate lake attached to the big lake. The inlet to it is rather hidden; it looked just like any other small inlet but when we sailed into it that first time (we had no chart of Lake Norman) we were surprised to find what looked like a lake of its own with seven islands and shoreline trimmed with coves! We christened it "Our Golden Pond." There is a deep bend in the Catawba River at this point and a large island takes up station directly at the mouth of the separate lake. That is the reason why "Our Golden Pond" is so hidden and so private.

So this afternoon when the wind had shifted into a gentle western direction we entered and sailed approximately 1.5 miles across the pond with a perfect and beautiful spinnaker run we have yet to attain during a race! We found the cove where

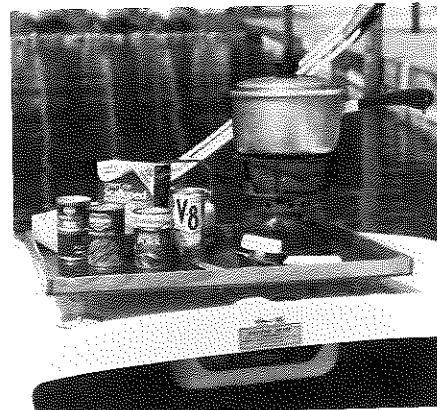
we had anchored before with the Mike Duncan family and called this spot home for the night. We swam in clean warm water, then began to prepare dinner.

When dinner was on the stove we received the shock of our lives. Our tranquil setting was threatened when nearby, several nuclear power plant sirens started to scream. We looked at each other — there was only a flicker of a breeze left, there were no other boats in sight, and we had no motor! When the sirens subsided we felt that perhaps they had gone off by mistake as on several previous occasions. Suddenly they waited again, wound down and then waited once more. By now we feared the worst. I felt cold despite the warm air and goose pimples crept over my whole body. Are we getting zapped in paradise? This is incredible. We hoisted sails and anchor and drifted

out of the cove towards a cluster of houses on the far shore. We also tried all radio stations including NOAA. There was no mention of a nuclear alert or of a test. It was anybody's guess what was happening.

The first house we drifted to had no dock, only a ramp and the property looked deserted in the eerie quiet. We proceeded to the next one and tied up at the dock where we were immediately greeted by the barking of five large dogs of different breeds. George braved the pack muttering "good doggy" all the way to the house. Luckily the owner was at home and George found out that the siren blasts had been a "scheduled test." He found it on page 13 of the local weekly paper!

Greatly relieved we set sail for the return to our cove. We wondered though what other vacationers like ourselves thought, who were unaware of this "scheduled test."



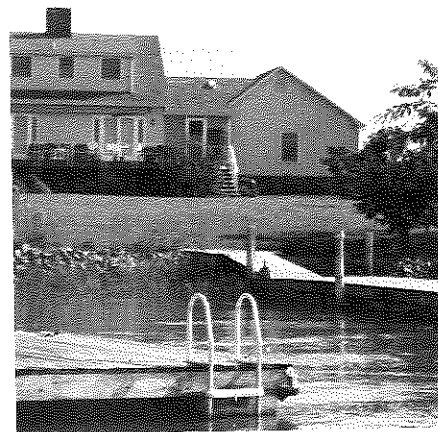
*George fashioned a mini-table for the back deck.*

As we pondered the possibilities of our particular situation, a golden sunset and pink and red sky graced our anchorage and we became acutely aware of the fact that our beautiful environment is rather fragile. Man can diminish it considerably with one small oversight at a console or can wipe out virtually all of it with the deliberate push of a button. Sleep did not come easy that night.

Friday morning started cloudy but pleasant. After swims and breakfast the forecast from NOAA indicated SW wind 10 to 15 mph. We explored the whole shoreline and all the inlets of "Our Golden Pond" and we realized that there is enough room, privacy and protection to anchor our whole Flying Scot Fleet of over thirty boats for some overnight outings.

We then crossed the channel at Marker 12A and sailed along an area lined with beautiful year-round homes. We had lunch underway and under cloudy skies by later afternoon returned to the anchorage we now know so well. After swims and dinner the sky looked threatening and we turned to NOAA once more for enlightenment on the weather. Party cloudy was the word and no precipitation.

A couple hours later, though, we were snug in our bunks, we heard thunder and



*One of many beautiful homes on Lake Norman's 500 miles of shoreline.*



a terrible downpour occurred. Torrential rains battered our cockpit cover and we could no longer see the shore which was only about thirty feet away. We congratulated ourselves for having brought our #8 S Danforth anchor and 100 ft. of line. And still NOAA from Charlotte insisted on no precipitation!

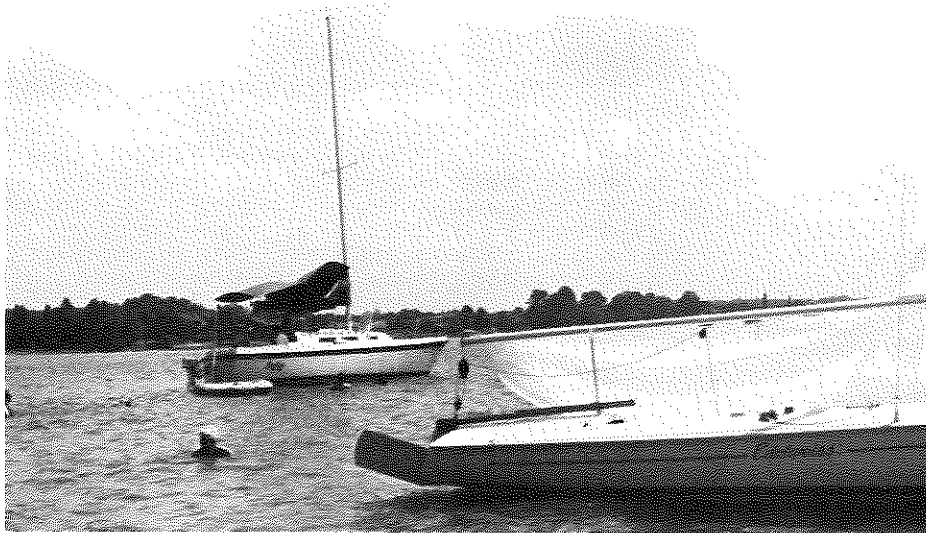
The anchor held, the storm passed and we did not even get wet — thanks to the excellent fit of the cockpit cover.

Saturday morning dawned rather gray. Although we had planned to stay one more night, because of the unfavorable weather forecast we decided to return home. A light wind took us out of our anchorage, across the pond and southward past Marker 4. Then the sky blackened again and thunder rolled in together with a light rain. There were all the signs of another heavy downpour. We sailed toward a dock and asked permission to

tie up. As we covered the boat, the owners of the property, Keith and Ann Palmer, asked us up to the house to have a drink with them. Now that is true Southern Hospitality, a la Lake Norman! It was a very pleasant meeting and when the storm abated we headed for the last stretch home. After rounding the point at Ranger Island we encounter a strong but steady NE breeze that took us back to the club in 45 minutes on the starboard tack.

We have cruised our Scot in this fashion wherever we have lived. Aside from bad weather and sirens we have watched unbelievable sunsets with the moon rising at the same time and sun and moon balancing perfectly at the horizon. We have observed still dark velvety waters with the reflections of all constellations clearly visible — a perfect mirror image of the night sky. And we have greeted beautiful mornings in quiet coves with whole wild duck families on outings and muskrats and turtles swimming close by to look us over.

So why not hang up your stop watch for a little while and look beyond the race course? Plan a fleet cruise — your Flying Scot will love you for it!



Numerous coves provide a refreshing dip in the lake.

**TJ** SALES

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**In Stock:** NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew", race equipped SCOT. TJS rigged SCOTS have won several NACs and fleet championships (and everyone 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

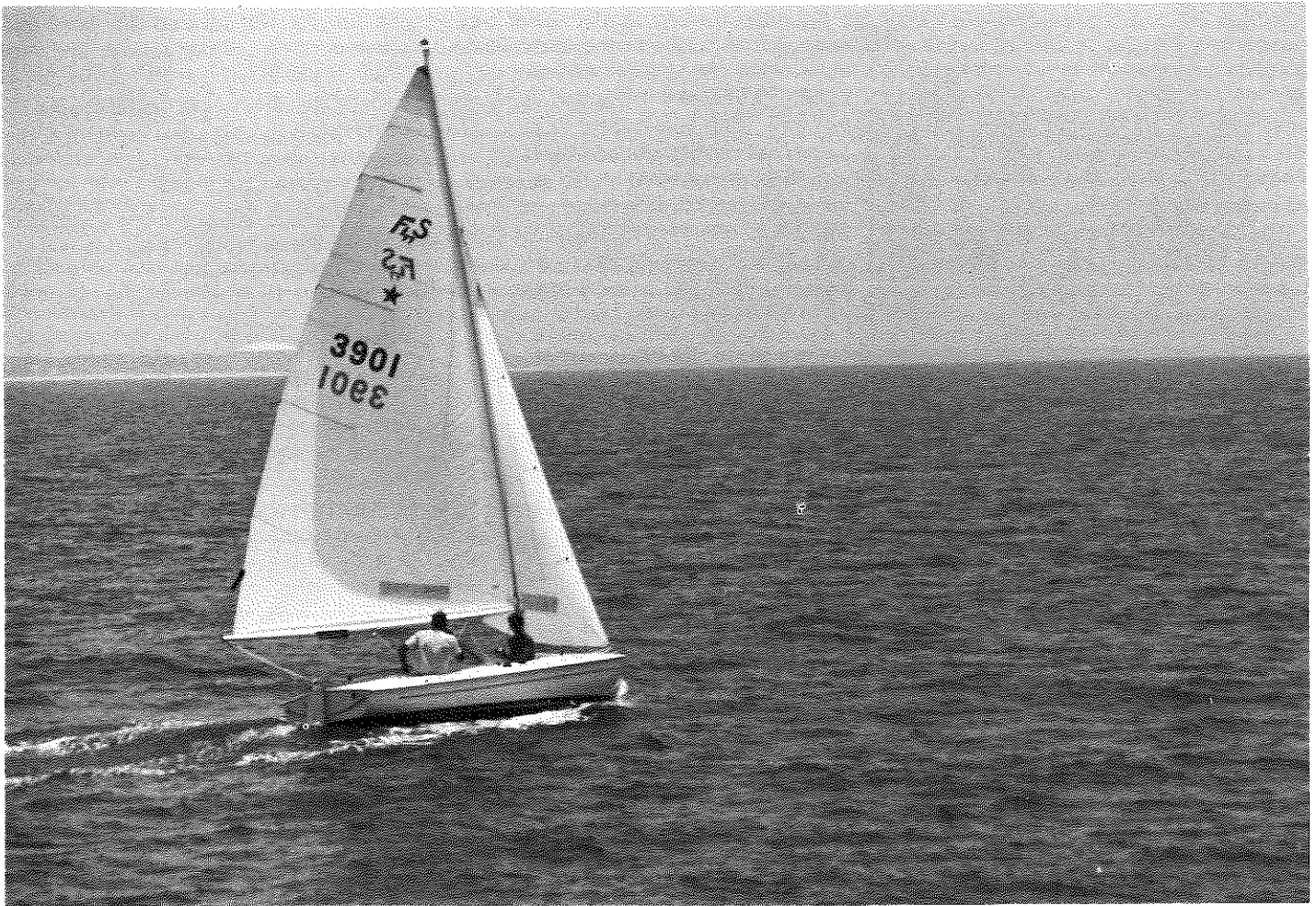
**Accessories:** AIGLE boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS PVDs and foul weather gear; ACCUSPLIT racing timers, at \$42 the slickest waterproof watch/stopwatch you can buy; LASER compasses, and much more.

**Call us for holiday or birthday shopping suggestions.** Catalogue available.

**New Items:** 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. \$31 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

**RACING CLINIC:** For beginner/intermediates. Plan now to attend our 1986 clinic, from Friday noon, May 30 thru noon on Sunday, June 1 at Portage Lake near Ann Arbor. Single (\$50) and multi-handed (\$90) boats. Scot sailors from as far away as Tennessee, New Jersey, and Minnesota have attended this outstanding event. 12 hours of on-the-water instruction plus lectures and critiques of your video taped performances. Call or write for details.

**We ship daily by UPS on open account to FSSA members! We repair hulls, centerboards, and sails.**



## THE BACK OF THE PACK!

*When I was brand new,  
I was fast, don't you see?  
My old skipper, Harry,  
Knew just where to be,  
And how to get there  
To compete in the race.  
We threw lots of spray  
In the other guys' face!*

*All I see now  
Is the back of the pack.  
I've got a new skipper  
Who really can't hack  
Making me go as fast as I can.  
So, I slog along slowly  
A sad "also-ran".*

*My "boss" is so slow  
That all other Scots  
Can sail rings around him  
And tie him in knots!  
If he would just learn  
A beat from a reach,  
And the bow from the stern,  
And the luff from the leech,  
Then, as I once did  
I could do once again.*

*I'm sure we could move it,  
I'm sure we could win.  
(Or, at least beat a boat!)  
To the very first pin!)  
If he would just learn.  
I could go very fast.  
And then, we would not  
Always come in dead last!*

*By FS 3901*

# 1986 NAC — GULFPORT YACHT CLUB

By J. Edgar Eubanks  
Executive Secretary  
FS 3901



Gulfport Yacht Club moorings demonstrate how popular sailing is on the coast.

The 1986 NAC at Gulfport Yacht Club was the ninth NAC I have attended. However, it was the first in which I participated as one of the entrants. (That last sentence may seem very simple to you but "entrants" was arrived at after discarding "racer", "sailor" and a few other terms much more flattering to my ultimate position than deserved.) Being a participant gives you a really different viewpoint!

Where, in years past, on the Judge's Boat or Committee Boat, I had an excellent vantage point from which to take pictures and enjoy the exciting finishes and mark roundings, this year the crew, son Ed, and I strained to see through the mist to the far distant finish line when we heard the gun sound. The only thing we learned from that was that we were generally heading in the right direction!

In fact, several times the committee boat was misled as they watched us

approach the finish line, thinking that we were the lead boat, with the rest of the fleet close to our stern, when we were actually only approaching the weather mark! The rest of the fleet had lapped us! The positive thing about that was that when they zipped passed us, the additional breeze they stirred up gave us a much needed lift.

To show you how bad things ultimately got, we were the only boat to tip over and at the time we were holding our position well (dead last). Since we were in the Challenger Division, the Championship Division was bearing down on us their approach to the finish and Ed and I had to swim and tow the boat on its side to get out of their way! (A courtesy few others would render! Ed.)

The only thing we did really well was in getting out to the race course on time! For three out of five race days, we were the first boat out! Of course, this meant

that we had to skip the skippers' meetings but everyone has to set their own priorities. All they talk about at those meetings anyway is changes in the sailing instructions, and stuff like that, which I couldn't understand anyway.

Also, Ed and I were smart enough to wait until the traffic in the harbor area cleared before we came back in. We wanted to make sure everyone got back in safely, so we just kinda meandered in each evening!

One of the things I appreciate most about the week was son Ed. He had substituted for an ailing crew member of Danny Killeen at the 1985 NAC in Riverside and during his tenure they took two first places in the qualifying races! Not once during this week did he say, "That's not the way Danny did it!" Thanks, Boy!

Seriously, it was a great experience and Ed and I agreed that we probably

(continued on page 20)



1st edition game pieces are pewter models of five different S&S designs.

## THE SAILOR'S GAME™

BY SPARKMAN & STEPHENS  
(Yacht designers of 8 America's Cup winners)

An exciting boardgame where old salts tackle questions on seamanship and navigation while new hands learn the ropes. Everyone becomes more familiar with the evening sky, safety, history, oceanography and traditions of the sea.

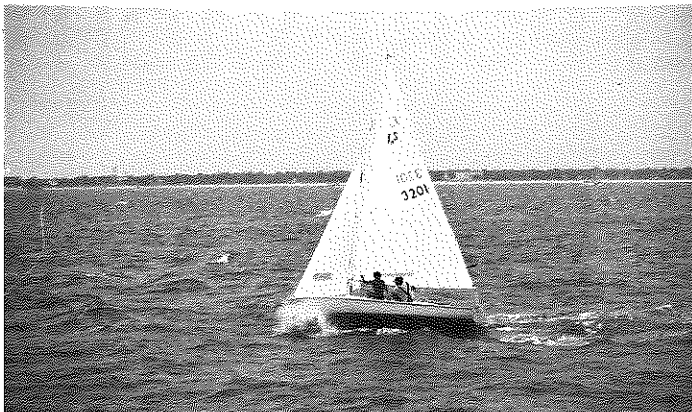
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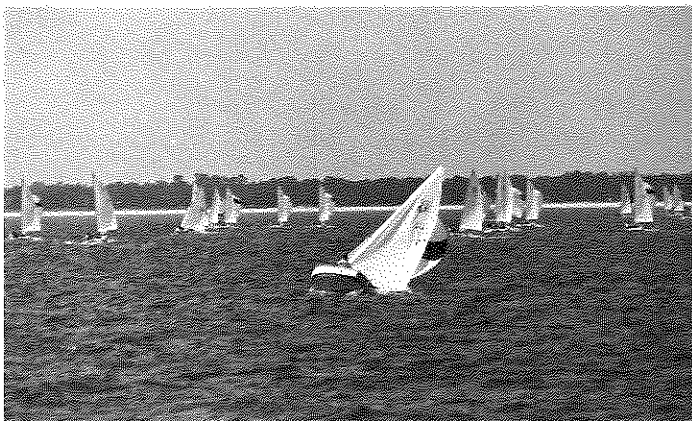
**THE SAILOR'S GAME**  
Box 20382 Cherokee Sta. NY 10028



Two-person crews were fast offwind but paid the price upwind in the heavy going.



3327 wins the pin end in picture-perfect form.



A near 'crash and burn' sends the crew scampering to windward.



Heavy Gulf winds made for some exciting sailing.

learned more about sailing during that week than we could have in a month at a sailing school.

Scot sailors are noted for being friendly and helpful and kind (to non-competitors) and we received some excellent advice from some of the best sailors in the country.

Gulfport Yacht Club and specifically William "Bubba" Weatherly, did a magnificent job on the regatta. The weather was cooperative, the winds were excellent, the sailing was super and the races were exciting. In fact, both the Championship and Challenger divisions were decided in the last race.

It was a great NAC and FSSA's hat is off to all the participants. A special round of applause for the Race Committee and the Judges. Race Committee members were: Romley White, Dr. Thomas Hewes and William "Bubba" Weatherly. The judges were past FSSA Commodores, Dr. Bill Singletary and Dr. Hal Walker, ably assisted by Pete Morrill and Charles Wesley.

As we left Gulfport for the long drive home, Ed was rather despondent that we had done so poorly. I expect him to be a very competitive Scot Sailor one day and I didn't want him to be discouraged so I said, "Son, you have to look at it this way. There are over 4200 Flying Scots sailing

today, Right? So, we finished in the top fifty, right? Therefore, that means that we are in the top one and one-half percent of the class!"

If that sounds like a challenge to the four thousand one hundred and fifty boats which did not show up this year, you're right on! See you at Lake Carlyle in '87!

## Permanent Trophy Winners

### Race Winners

Douglass Trophy  
1st, Championship Division  
Boston Yacht Sail Trophy  
2nd, Championship Division  
George L. Foster Trophy  
3rd, Championship Division  
Ratsey & Laphorn Trophy  
4th, Championship Division  
Max & Mary Doolittle Trophy  
1st, Challenger Division  
Sam Telschow Memorial Trophy  
2nd, Challenger Division  
Terry Schroeder Trophy  
3rd, Challenger Division  
Paul C. Schreck Trophy  
Most 1st places  
Maxine Elam Trophy  
1st, 1st race of Champion Division  
Schaeffer Marine Trophy  
1st, 2nd race of Champion Division  
John C. Jones, III Mem. Trophy  
1st, 3rd race of Champion Division  
Buddy Pollak Trophy  
1st, 4th race of Champion Division  
Fleet 7 Trophy  
1st in very last race, Champ. Division  
Fred Crapo Trophy  
1st, 1st race Challenger Division  
John C. Jones, Jr.  
First, Junior N.A.C.

Marc Eagan  
Greg Fisher  
Randy Santa Cruz  
Benz Faget  
Jimmy Rethven  
Jack Stewart  
Sandy Eustis  
Marc Eagan  
Marc Eagan  
Greg Fisher  
Marc Eagan  
Benz Faget  
Dennis Stieffel  
Sandy Eustis  
Andy Lovell

### Achievement Awards

Oldest Skipper  
Ted & Florence Glass  
"True Love Trophy"  
Highest finishing boat with  
Husband/Wife only crew  
Fleet 20 Trophy  
Highest finishing Female Skipper  
Nancy K. Roman Trophy  
Highest finishing Female skipper  
in the Challenger Division  
Mary K. Douglass Trophy  
Lady sailor who contributed the  
most to her boat's success  
Fleet 20 Masters Champion Trophy  
Top finishing skipper,  
aged 50 or over  
Detroit Yacht Club Cup  
Best sailed club-owned Scot  
Fleet 1 Trophy  
Fleet with 3 highest finishing boats  
J. Edgar Eubanks  
Executive Secretary  
Person having done the most  
for the FS Class

Ted Glass  
Ted & Florence Glass  
Holly D'Aquila  
Patricia Shields  
Bernie Knight  
E. Paul Moore  
Randy Santa Cruz  
By Waveland Y.C.  
Eric Ammann

## Congratulations!

# NAC Winners Interview

## Ed Eubanks Executive Secretary

I've always enjoyed reading Pat Barry's write-ups of major regattas because he can remember in great detail the wind shifts on the third leg and the tide change which spelled doom for a certain competitor. Since I was busy surviving (well away from most of the real action) I'm not able to do that. However, ashore, I was able to talk to some of our class luminaries about the races and here are some of their comments.

After three qualifying races, the two divisions were formed with few surprises except that Ed and I had really hoped to be in the Championship group. However bad things do sometimes happen to good people so we took it in stride and agreed to continue to sail.

In the Championship division, Marc and Bubby Eagan won the first race with Greg Fisher and his crew, Joyce Ferguson and Janet Gordon coming in second, and this positioning was reversed in the second race. Here is what the competitors had to say:

**Eubanks:** "Marc, tell me what you felt about yesterday's two first races and the conditions and strategy you and Bubby used to come to where you are right now?"

**Marc Eagan:** "Well, Ed the first race was fairly light air and very shifty and our main goal for that race was to have a good start and to be very conservative up the first beat and to watch the majority of the fleet, which way they went, and try to play the shifts to that side of the course. Our speed was good, so we felt we didn't have too much of a problem. In the second race, the winds were a little heavier and it could have hindered us a little bit, being we were just two people and the winds got up to maybe 14 knots. In that race we just tried to keep the boat as flat as possible and go the fastest way we could and there was very little shift playing. It was just pretty much a speed boat race. We finished second."

**Eubanks:** "Well, you know, my son Ed and I are racing here in this North American for the first time and the only major race we've ever raced in was the Mid-Winters in Panama City in 1985, and we've been dead last in every race we've run so far this week. Yesterday, though, as we saw y'all pass us as we were on another leg of the race and we were in

the second division, (you lapped us a couple of times probably), I said to my son, 'Well, son at least there is no pressure on us!' As the defending champion, do you feel a tremendous amount of pressure to do well at the North Americans?"

**Marc:** "Well, I don't think there's that much pressure. I think it would be nice, of course, to win the championship again, but I don't feel there is a whole bunch of pressure as it was maybe the first time we were trying to get it. It comes a little easier and we're starting to enjoy it a little bit more this time around."

**Eubanks:** "Bubby, as a former North American champion yourself, how do you like crewing for your big brother?"



Bubby and Marc Eagan have had a lot to smile about in the last two NAC's.

**Bubby:** "It's a lot of fun. It's enjoyable to get out there on the race course. I'm not a pressure type person and it's a lot less pressure when you're not skippering, but the only problem that I have is that I'm not as athletic as a lot of the other people are. I have a little bit of a problem crewing when it starts getting windy and everything. I like the light air races where there's a little more thinking and a little bit less strength and brawn that you need out there."

**Eubanks:** "We're now talking to Greg Fisher, who is a former champion, but was not able to race last year due to scheduling conflicts. Greg, you race in a lot of classes, tell us about the Flying Scot class versus some of the others. What do you think about the Scot class?"

**Fisher:** "I think its going real well Ed. Its got a lot of great people in it and I think that's what makes the class. I think the organization is run so well. We have been fortunate to see a lot of other classes and the FSSA is such an organized deal all the way around that makes it a great group to be involved with. The Scot is a good boat because it is so strictly one design. It really comes down to good old fashioned sailing ability which is good. A lot of other boats require a lot of super boat handling and athletic ability. Like Bubby was saying, I think the Scot puts more of an emphasis on tactics, and smart and basic sailing which is what makes the sport so strong. And the other thing, too, that I think is important, is the people part of it. I think the fact that the people all socialize together and there are no little cliques is great. Nothing like 'the good guys are too good to talk to those who are just learning.' They're a good bunch of people and it's fun to be with them."

**Eubanks:** "Great! We like having you in the class because you add a lot of class to the class. Do you feel a lot of pressure when you come to these regattas?"

**Fisher:** "I guess I used to. I used to think being a sailmaker that if I didn't have the sails do well, or if I didn't win, my credibility wasn't going to be there and I wouldn't be able to work with the people as well. I put a lot of pressure on myself. But I think that once I made myself realize that that takes the fun out of it for me and I'd sail worse because of it, I don't feel nearly as much pressure. The pressure I feel now is just that I'd like to do really well, but if I don't, there are a lot of other good people out there that are working on it just as hard or harder. It's gotta be fun."

**Eubanks:** "Assuming conditions today are about the same as they were yesterday, is there anything you're going to do differently or is there anything you are going to do that you didn't do yesterday?"

**Fisher:** "No, I don't think so. I think maybe I'll be just a little more conservative. We were over the line early in the first start yesterday and that's just because I just got trimmed in too early."

**Eubanks:** "One question for the land-lubbers like me in the group who are not capable of making a boat go fast: How do you make the boat go so darn fast? It looks like you're going by me with a motor and we are sitting there wondering what is wrong?"

**Fisher:** "It's hard, but I think the thing that's really the key is to make the boat balance out. You want the boat to go straight and go fast and anytime you get something trimmed in wrong or get something out of whack, the boat is going to slow down. Have the sails set so that the helm is really neutral. I think that is really the key. I'm really blessed with a real good crew here and that makes a big difference too. Teamwork helps a whole bunch."

After the third and fourth races were run, with Eagan again winning the third and Fisher coming in second, and Bentz Faget winning the fourth with Fisher second and Eagan third, only 1/4 point separated the two contenders. With a significant separation between them and the other competition, it was apparent that this was a two boat race.

**Eubanks:** "After the first four races of the North Americans here at Gulfport, we've got a very exciting and unusual situation with Marc Eagan having a 1/4 point lead over Greg Fisher going into the final race. Tell me if you will, Greg what is your strategy going to be today to make up that 1/4 of a point?"

**Fisher:** "Well, I think it's going to be a difficult race. We're very nervous about it because basically it becomes a match race. We're fortunate to have a 12 point spread between us and the third place boat, yet that makes it even a little bit more of a match racing kind of situation because we don't have to worry about the rest of the field quite as much as we would if they were right behind us. The other unfortunate thing for me is that Marc is a really good match racer, so he is going to be telling me what to do — when to tack and when to drive. We are going to try to keep our nose clean and try to keep out of trouble as best as we can, and I'm sure the start will mean a whole lot. We'll see what we can do."

**Eubanks:** "Marc, how about you, what is your strategy going to be today?"

**Eagan:** "I think the first thing is that we want to stay as close to Greg as possible at the start and get an equal, or if possible, better start than him and not give the entire fleet a half a leg lead by messing around with just the two of us a hundred yards behind the line. I think we want to try to be on the line or as close as possible as long as possible in good position and just stay as close as we can to Greg and hopefully outdo him. If we get close to him off the wind, maybe it will be a little faster downwind from him. We seem to be a tad faster off the wind. Upwind, Greg seems to be maybe a little

bit quicker than us. It's going to be very exciting."

**Eubanks:** "You could be wrapped up in the dual and both of you lose the race. Do you anticipate that happening?"

**Eagan:** "No, I don't. I don't think either of us would let ourselves do that. A second place in this championship, losing to Greg Fisher, is still to me a big honor. I'll be happy with that if it comes down to that."

**Fisher:** "I feel the same way. We will have to watch that very carefully, because the people that are behind us are

darn good sailors and if we do goof up, they will be right there to take advantage of it. Although we are going to be definitely working with and on each other, I think we'll also be watching the other boats very carefully."

**Eubanks:** "How have you viewed this regatta as being run by the committee, wind conditions, and everything. How about just telling us for the benefit of those sailors who weren't here, how you account for the tremendous difference in a 12 point lead with the two of you. I know that skill is the factor. What advice



The multitude of happy winners celebrates the regatta's conclusion.



Junior NAC winners celebrate before the 'old folks' regatta.

### JUNIOR NAC RESULTS

	Name	Sail Number	Race 1	2	3	TOTAL POINTS
1.	Andy Lovell New Orleans, LA	21	0.75	0.75	0.75	2.25
2.	Michael DelMarese New Orleans, LA	29	4.00	3.00	3.00	10.00
3.	Ellis Ollinger Mobile, AL	75	2.00	6.00	2.00	10.00
4.	Jeff Irvine Jamestown, OH	3560	3.00	2.00	6.00	11.00
5.	Greg Credlock Pensacola, FL	11	5.00	5.00	4.00	14.00
6.	Missy Breath Waveland, MS	3118	5.00	4.00	5.00	15.00
7.	Robert Harrison Ft. Walton Beach, FL	118	5.00	7.00	7.00	22.00
8.	Steve Nolte Lynn Haven, FL	62	7.00	8.00	8.00	23.00
9.	Laurence Hage Gulfport, MS	59	9.00	9.00	10.00	28.00
10.	Erick Nolte Lynn Haven, FL	63	10.00	10.00	9.00	29.00

# NAC RESULTS

## CHAMPIONSHIP DIVISION

Name	Sail Number	Race 1	2	3	4	5	TOTAL POINTS	
1. Marc Egan, New Orleans, LA	3599	0.75	2.00	0.75	3.00	5.00	11.50	
2. Greg Fisher, Columbus, OH	3961	2.00	0.75	2.00	2.00	9.00	15.75	
3. Randy Santa Cruz, Bay St. Louis, MS	3327	3.00	7.00	4.00	5.00	3.00	22.00	
4. Benz Faget, Metairie, LA	171	7.00	6.00	5.00	0.75	8.00	26.75	
5. Harry Carpenter, Oakland, MD	4019	8.00	11.00	7.00	9.00	2.00	37.00	
6. Steve Ballows, Pensacola, FL	151	11.00	4.00	12.00	7.00	7.00	41.00	
7. Dennis Stieffel, Bay St. Louis, MS	3118	4.00	3.00	3.00	DNF	31.00	41.75	
8. Scott Sonnier, New Orleans, LA	29	14.00	12.00	6.00	13.00	4.00	49.00	
9. Pete Merrifield, Bay St. Louis, MS	98	5.00	14.00	15.00	4.00	13.00	51.00	
10. Adam White, Gulfport, MS	50	12.00	6.00	11.00	6.00	15.00	52.00	
11. Lawrence Taggart, New Orleans, LA	2710	10.00	10.00	8.00	19.00	6.00	53.00	
12. Andy Lovell, New Orleans, LA	23	6.00	15.00	13.00	10.00	17.00	61.00	
13. Andy Culver, Pensacola, FL	18	PMS	31.00	5.00	10.00	11.00	67.00	
14. Richard Wade, Dallas, TX	2714	13.00	21.00	16.00	8.00	12.00	70.00	
15. Wallace Weatherly, Gulfport, MS	55	9.00	19.00	20.00	14.00	14.00	76.00	
16. Richard Adam, Pass Christian, MS	38	22.00	9.00	21.00	12.00	19.00	83.00	
17. Jeff Irvine, Jamestown, OH	3580	18.00	23.00	9.00	24.00	11.00	85.00	
18. Larry Lewis, High Point, NC	3933	16.00	13.00	18.00	22.00	18.00	87.00	
19. Jerry Hartman, Mohomet, IL	4140	20.00	16.00	17.00	15.00	21.00	89.00	
20. Eric Doyle, Pass Christian, MS	39	17.00	17.00	23.00	18.00	23.00	98.00	
21. Darren Cook, Ft. Walton Beach, FL	118	15.00	24.00	25.00	16.00	20.00	100.00	
22. Jerry Blouin, New Orleans, LA	26	21.00	27.00	19.00	20.00	16.00	103.00	
23. Holly D'Aquila, Long Beach, FL	3525	23.00	22.00	14.00	25.00	25.00	109.00	
24. Deven Hull, Pascagoula, MS	195	DSQ	31.00	18.00	22.00	17.00	116.00	
25. Peter Salmon-Cox, Pittsburgh, PA	3524	25.00	20.00	28.00	23.00	22.00	118.00	
26. Bob Murdock, Durham, NC	1720	19.00	26.00	24.00	DNF	31.00	124.00	
27. Rusty Weaver, Baton Rouge, LA	17	26.00	28.00	26.00	21.00	27.00	125.00	
28. Peter Christian, Pass Christian, MS	27	27.00	28.00	27.00	27.00	25.00	135.00	
29. Paul Moore, Jr., Baltimore, MD	4120	28.00	DNF	31.00	30.00	26.00	144.00	
30. Kent Hassell, Atlanta, GA	3137	24.00	PMS	31.00	29.00	DNF	31.00	146.00

## CHALLENGER DIVISION

Name	Sail Number	Race 1	2	3	4	5	TOTAL POINTS
1. Jimmy Rethven, Panama City, FL	62	5.00	4.00	0.75	3.00	0.75	13.50
2. Jack Stewart, Alliance, OH	1342	2.00	3.00	2.00	5.00	5.00	17.00
3. Andrew Eustis, Cincinnati, OH	3850	0.75	5.00	10.00	2.00	6.00	23.75
4. John Domagala, Champaign, IL	3570	12.00	0.75	3.00	0.75	10.00	26.50
5. Bernard Knight, Chesterfield, MO	4115	4.00	10.00	6.00	7.00	8.00	35.00
6. Barry Moore, St. Louis, MO	3076	8.00	7.00	9.00	9.00	4.00	37.00
7. Con Lancaster, Pascagoula, MS	196	6.00	12.00	5.00	13.00	3.00	39.00
8. Walter Keenan, New Orleans, LA	24	3.00	8.00	11.00	8.00	9.00	39.00
9. Roland Forester, Plano, TX	1198	PMS	26.00	2.00	7.00	4.00	41.00
10. David Wyatt, Long Beach, MS	267	9.00	6.00	4.00	11.00	12.00	42.00
11. Dan Klenich, Daphne, AL	4108	10.00	11.00	8.00	6.00	15.00	50.00
12. Barney Rees, Lafayette, LA	4001	7.00	15.00	DSQ	DSQ	7.00	52.00
13. Robert Post, Locust Grove, VA	3201	15.00	9.00	12.00	14.00	11.00	61.00
14. Patricia Shields, Seabrook, TX	1199	17.00	16.00	16.00	16.00	19.00	64.00
15. Thomas Wiltz III, Biloxi, MS	4123	PMS	26.00	14.00	15.00	17.00	64.00
16. Theodore Glass, Vernon, IL	3617	14.00	DNS	26.00	17.00	15.00	68.00
17. Philip Everett, Pascagoula, MS	193	11.00	13.00	19.00	DNF	26.00	67.00
18. David Whitehart, Birmingham, AL	3864	16.00	DNF	26.00	14.00	DNF	66.00
19. Richard Smith, Locust Grove, VA	2721	18.00	18.00	18.00	DNF	26.00	66.00
20. Donald Hott, Keyser, WV	3029	19.00	DNF	26.00	20.00	DNF	65.00
21. Ed Eubanks, Sr., Columbia, SC	3901	20.00	19.00	21.00	DNF	26.00	66.00
22. James Harris, Des Peres, MO	1320	13.00	DNF	26.00	DNS	26.00	65.00
23. A. C. Rees, Lafayette, LA	200	PMS	26.00	17.00	DNS	26.00	69.00
24. Roy Troendle, Pensacola, FL	141	DNS	26.00	DNS	26.00	DNS	26.00
25. Michael Duncan, Charlotte, NC	3638	DNS	26.00	DNS	26.00	DNS	26.00

Nancy K. Roman Trophy - Best Female - Challenger Dixi

of Mexico or on the West or East Coast. First off, I think I would start with the boat preparation and make sure that all the junk is out of the boat. Have some really good, competitive sails and be sure that the boat is just basically tuned up. Once you establish that, I think the best thing to do is to go out and just practice and work with the crew together and you'll become better over time."

**Fisher:** "I think what Marc just said, the practice part of it is really the key. I think sailors who do consistently well are the ones who really spend time in the boat, not that it has to become an obsession or anything like that, but when they go sailing, they practice. Marc's been spending not a whole lot of time, but good quality time practicing this Spring and Summer. He has called us in Ohio and told us what he has learned and we feel pretty lucky right now. I think that's really a lot of it, just good old fashioned tiller time and practice time. To just sail around, I think, is fun, but if you really want to improve, work at it, just like any other sport."

When the final gun sounded on the fifth and final race, won by Dennis Stieffel, Marc and Bubby Eagan had prevailed over Greg Fisher by placing fifth. Fisher came in ninth.

Meanwhile, in the Challenger Division, another match race had developed. Going into the fifth and final race. FSSA President Jack Stewart and crew Martha Stewart and Meredith Allen held a slim 3/4 point lead over Jimmy Rethven, Sr. and crew Jimmy Rethven, Jr. and Steve Nolte. Local knowledge prevailed as Rethven, from Panama City, sailed to a 1st place in the race and the division.

After his victory, Rethven said, "As Floyd Davis once told me, 'all you gotta do to win is to get a good start, get ahead and stay ahead.' I didn't get to do that all the time, I got lucky a couple of times, but I had a good, good time. Good sailing, good weather, good people, good race committee."

**Eubanks:** "You felt the conditions here were good, the race committee and the judges and everybody did a good job?" Rethven: "Super job!"

As Bubby Eagan said after the race: "It was hot down here, but other than that the conditions were really good. It posed a little problem for some of the northern sailors because they weren't used to the chop which you only get down here and you get at the Mid-Winters, so for us the race that we had today was in what we thought were absolutely perfect conditions and even more, great conditions for Flying Scots to sail in."

can you give to sailors like myself, for example, that would help me and people like me, sail better under the wind conditions and wave conditions that we've had here this week?"

**Eagan:** "We've experienced light to moderate and heavy winds with a lot of sea conditions which are highly unusual to the greater part of the United States lakewise. It's only really found in the Gulf

# 1986 Board of Governors Annual Meeting Minutes

The following are the highlights of the 1986 Annual Meeting of the Board of Governors. Complete minutes of the meeting may be obtained from your District Governor or the Association Office.

The Board of Governors of the Flying Scot Sailing Association met at 4:30 pm, Tuesday, July 22, 1986 at the Gulfport Yacht Club, Gulfport, Mississippi. Officers present were: Jack Stewart, President; Paul Moore, 1st Vice-President; Larry Taggart, Treasurer; Harry Carpenter, Measurer; Hal Walker Commodore. District Governors present were: Bob Murdock, Carolinas; Jerry Dees, Gulf; Bernie Knight, Midwest; Sandy Eustis, representing Ohio; and Richard Wade, Texas.

## International Race Committee

Paul Moore reporting. The new sailing instructions - of which approval is pending - which were used in the 1985 NAC at Riverside, CT, will be used again at next year's NAC at Lake Carlyle, IL. Two boats came in one hour after measurement had closed on Sunday afternoon. This created a great hardship on the Measurement Committee. It was discussed whether there should be a class rule covering this. If there is no good excuse for being late, then the entrants will not be able to sail. It was also suggested that a telephone number be provided on regatta promotional information so that if someone is going to be late, they can call and ask permission to measure in late. It was decided to have no formal rule on this as it was seldom a problem and a formal rule might create more problems.

## Measurement Committee Report.

Harry Carpenter reporting. There were some problems at this regatta with measuring the foot of jibs on some sails. It was agreed that we need clearer measuring instructions for the FSSA Handbook. The Committee will have this done by the Mid-Winter Meeting. Governor Jerry Dees noted that some sails are cut right to the line and, after use, will no longer measure in.

The Chief Measurer's proposed change to Rule 66 was approved. Carpenter noted that Rules 67 and 68 were omitted in the most recent Handbook printing. This will be corrected in the next Handbook revision. Until then, members are urged to include this information in their Handbook themselves. (It can be found on page 27 of this issue.)

## Class Development Report

Paul Moore reporting. Our current membership is 1,755 members versus last year's 1,646. This is an all-time high for membership.

The "Fleet of the Year" award was presented to Fleet 31 from Barnagat Bay, New Jersey.

## Publicity Committee Report

Ed Eubanks reporting. Press releases are sent to publications following all major regattas. This information is also sent to the USYRU Regatta Reporting Service, they send reports to all major publications as well. Eubanks noted that there has been a definite correlation between the printing of releases and the paid advertising by Gordon Douglass Boat Co. Jack Stewart is going to follow-up with some of the sailing publications and try to correct this situation.

Sandy Eustis felt we need to target ads better to suit the publication. We should, for example, emphasize that the Scot is a good racing boat as well as a good family boat. He also encouraged a coordinated class promotion effort for both current and prospective owners. A market research on various lakes without Flying Scots could be done to try to promote the boat there.

Jack Stewart noted that we are significantly out-building our closest competitors in the United States.

Richard Wade noted that while one-designs in general are in trouble, the Scot is strong enough to buck the trend. He indicated that one-day regattas were very successful in Texas.

Tom Ehman suggested we promote a family regatta where we invite various celebrities and their families to sail in a special regatta in Flying Scots. The funds could be raised with help from corporate sponsors. (Did you know that the Champion of Champions Regatta was started by the Flying Scot Class? Ed.)

Following varied discussions on Promotion, Jack Stewart appointed Taggart to head a committee of Sandy Eustis, Paul Nickerson, and other interested parties to develop a promotions plan for the Association. If you are interested in participating, contact Larry Taggart.

## Scots n' Water Report.

Pat Barry reporting in absentia. The publication continues to receive much national recognition as one of the finest in its type in the country. With that comes recognition and publicity for the Flying Scot and the Association, as well.

From time to time the Editor is asked to sell subscriptions in the magazine only. We can do that as part of our Associate Membership, which costs only \$15 a year.

Don Holt and Pat Barry will be working to put together some special issues highlighting 30 years of Flying Scot sailing for our 30th

Anniversary next year. People with information or ideas are urged to contact them.

## Treasurer's Report

Larry Taggart reporting. A copy of the current financial statement was presented and approved as information. (It is presented in this issue.) The Treasurer has been reviewing the monthly financial statements and has encountered no problem.

The 1986-87 Budget was presented and approved. (See this issue). Taggart noted that we need to look at the future reserves and all Board members should be concerned with coming up with money-making ideas for the Association.

## Executive Committee Report

Jack Stewart reporting. 722 raffle tickets had been sold as of the meeting.

The 1987 North American Championship will be held July 20-24, at Lake Carlyle, Illinois. Bernie Knight reported that preparations are well under way and that this year's Midwest District Championship was used as a 'tune-up' event to next year's regatta.

The 1987 Mid-Winter Championship will be held March 23-27. Note this date change! It will also begin on Tuesday versus the traditional Wednesday start.

## Other Information

Sandy Eustis invited everyone to plan to attend and promote the 30th Anniversary Regatta on June 27-28, 1987. The event will be held on Lake Cowan, Ohio, which is southeast of Cincinnati. It will be sponsored by Fleet One and the Gordon Douglass Boat Company.

Harry Carpenter noted that our designer and mentor, Sandy Douglass, suffered a slight stroke and had surgery in the late spring to remove a blockage to his circulation. He is recovering well.

There being no other business, the meeting was adjourned.

### FLYING SCOTS SAILING ASSOCIATION INTERNATIONAL, INC. REVENUE AND EXPENSES

	Year to Date	1986 Budget	1987 Budget
<b>REVENUE</b>			
Dues	\$41,340.00	\$45,000.00	\$45,000.00
Raffle Tickets	3,630.00	-0-	-0-
Interest	428.56	500.00	500.00
Transfer Fees	178.00	100.00	150.00
Boat Numbers	1,800.00	1,500.00	2,000.00
Royalty Labels	3,396.00	3,300.00	3,000.00
Other	303.00	300.00	300.00
Handbook & Roster Adv.	225.00	500.00	250.00
S n' W Advertising	4,594.37	5,000.00	6,000.00
Merchandise for Resale	189.50	600.00	200.00
Officers' Blazer Crests	30.00	200.00	-0-
Special Memberships	3,550.00	-0-	1,000.00
<b>TOTAL REVENUE</b>	<b>\$59,664.43</b>	<b>\$57,000.00</b>	<b>\$58,400.00</b>
<b>EXPENSES</b>			
Management Fee	\$16,666.66	\$20,000.00	\$20,000.00
Telephone	677.18	800.00	800.00
Postage	4,489.36	4,800.00	4,800.00
Office	2,716.11	2,000.00	2,000.00
Travel	2,164.97	2,000.00	2,000.00
Subscription & Dues	279.38	300.00	300.00
Miscellaneous	270.33	1,000.00	1,000.00
Paper & Copies	1,530.19	1,800.00	1,800.00
Board Meetings	1,981.32	800.00	800.00
President's Expenses	15.75	200.00	200.00
Print & Mail S n' W	18,477.71	13,760.00	15,000.00
Roster & Handbook	1,500.00	3,500.00	1,500.00
License & Tag	10.00	15.00	15.00
Advertising	276.00	2,000.00	2,000.00
NAC Advance	-0-	200.00	200.00
Liability Insurance	739.51	300.00	750.00
Bank Charges	5.00	25.00	25.00
Governor's Mailings	-0-	500.00	500.00
FS Plan Revision	238.50	500.00	500.00
Royalty Labels	582.04	-0-	-0-
<b>Total Expenses</b>	<b>\$54,633.91</b>	<b>\$57,000.00</b>	<b>\$56,690.00</b>
<b>Net income or (loss)</b>	<b>\$ 5,030.52</b>	<b>-0-</b>	<b>\$ 1,710.00</b>



# THE FLEET'S IN

**Regatta Organizers:** For whatever reasons, we have received very few regatta reports to date this year. We know that regattas are being run! Why haven't we heard from you?

Regatta results may be interesting primarily to those who sailed in the regatta, it's true, but that is what builds interest for a return visit. The publicity is great. The price is right. Send in your reports!

**Fleet Captains:** Why not send in the results of your season and series championships from 1986? We will gladly publish the winners for you. Send 'em in!

## Canadian National Championship

35 boats sailed in the first-ever Canadian National Championship on August 9-10. The event was run in the beautiful, rustic waters of Stoney Lake. Moderate wind conditions with occasional light and heavy air gave all sailors a condition they could find favorable. The event received 'official' sanctioning as Sandy Douglass himself drove up for the regatta and served as an advisor to the affair. Bobby Eagan, fresh from his NAC win a few weeks earlier, flew up from New Orleans with crew Mac Hadden and made their trip worthwhile by winning this inaugural event. Many class officers also attended to help launch this event. Complete details in the next issue of Scots n' Water.

- |                 |          |
|-----------------|----------|
| 1. Bubby Eagan  | 5.75 pts |
| 2. Graham Hall  | 13.75    |
| 3. Tam Matthews | 16       |
| 4. Jack Orr     | 21       |
| 5. Pat Barry    | 27       |

## USYRU Sears Championship

Flying Scot sailors Jeff Irvine, of Jamestown, Ohio and Andy Lovell, of New Orleans, Louisiana dominated the competition at the 1986 Sears Cup Championship held August 11-15. Coming off his impressive Junior NAC victory over Jeff just a few weeks earlier, Andy looked like the boat to beat. Irvine and his crew of Bill Barrett and Steve Riitmeyer would have none of it, however, and drove their Scot to a convincing first place in the 10 boat field. Congratulations are in order to both the Irvine team and Lovell's team, which included Barton Jahncke and Rosalind Meade. Complete details in the next issue of Scots n' Water.



*Ohio District winners celebrate a great weekend of sailing and socializing.*

## Ohio District Regattas

The venues for the first three Ohio District Regattas may have changed from week to week, but the outcome did not. The winner? Rick Baugher, Rick Baugher, Rich Baugher.

And we're not talking small-time regattas either! The first, at Hoover, attracted 40 of the Midwest's top sailors. The second, at his home port of Berlin Reservoir, attracted 24 traveling 'regulars' and the final one to report to date, the District Championship, attracted 36 skippers and crews.

All three regattas featured the great competition for which this district is becoming well known. Several years ago Fleet 1, Cowan Lake, donated a permanent trophy to be awarded to the top sailor who traveled to the various clubs' regattas. This competition brought out the top sailors and encouraged their competition at all fleets' regattas. And it simply turned district participation around. Regattas with 10-12 boats started getting 15, then 20, then 30 to the point where Hoover attracted 40 at the spring opener.

What is particularly nice about the system is that it encourages fleets to host a regatta then rewards them with good traveler participation. By organizing the 7 yearly events, conflicts and reduced attendance is avoided. Further, the events are usually nicely-spaced so that people can sail both at home and away.

With the participation comes the need for a good party and the Ohio fleets have

seen to it that everyone participating gets just that. While each fleet's party takes on a subtly different tone, they are all marked by a pot-luck affair that features great food and lots of it. Of course, liquid refreshment flows freely as well. The parties last well into the wee hours as people hate to drag themselves away from the conversations and friendly competition.

The sailing conditions at most Ohio locales are similar in that the sailing areas are usually small, necessitating solid strategy and constant shift playing. The wind conditions usually vary from light to medium, just as they did this year. And, usually, enough strange things occur on the water that no one has any distinct advantage through 'local knowledge.' This was all true this year. And mastering it all in his laid-back, easy-going style was Rick Baugher with his ace crew — and wife — Jo.

In fact, Rick has been winning so much around these parts in the last few years that he is no longer the 'Midwest's Best Kept Secret.' (OK, Paul Blonski?) Your District may well want to organize itself and encourage more traveler participation in regattas as has the Ohio District. I'm sure that Governor Chuck Hoffman would be glad to fill you in on the details.

\*Tom Hohler was awarded the District Championship as Rick Baugher had already won Carolinas District Championship. (You can win only one district championship per year.)

*(continued on page 26)*

## Ladies in Pursuit of Silver

The fifth annual LIPS regatta was held at the West River Sailing Club in Galesville, Maryland on July 12, 1986. This regatta is conducted in Flying Scots and is restricted to women participants only. The winner receives the Joan Burnside Memorial Trophy as well as being inscribed on the LIPS perpetual trophy.

This year's event was organized and executed by Suzanne Cooper/Burnside. Rick Newell stepped in as race committee chairman at the last minute, and was ably assisted by John Barns, John Burnside (who, somehow, got the job of kissing all the winners), Joe Morley, Bob Neff, and Clan Mooney. Five Scots set out for the intermediate course on the West River in a light breeze. The wind picked up and changed direction in the middle of the first race, allowing two more races in fine winds of 10-15 knots. Carol Van Wie, last year's champion, elected to crew for Suzanne this year and gave the rest of us a chance for the silver.

Kelly Mooney (#3011), a threat ever since she could see over the gunwales, jumped at the opportunity and got all three guns. Crewing for Kelly were her sister Michelle Mooney and Caroline Grindle, a visiting sailing school instructor. Mary Ellen Neff (#2793) took second place with daughter Lorie Neff and Margaret Edney of the WRSC 505 fleet crewing. Sue Hauser (#2303) and her crew, Linda Brown and Amy Rosenberg, got third place in spite of themselves and had a great time in the process!

*Margaret Carson*

## Hoover Buckeye Regatta.

May 17-18, 1986. 40 boats.

1. Rick Baugher Jo Baugher	9.75
2. Jerry Hartman Lyn Foltz	10.75
3. Jack Leipper Rosalee Leipper	13
4. Lynn Goodlech Paul Piazza	19
5. Jack Stewart Marthalee Stewart	24
6. Peter Salmon-Cox June Schneider	28
7. Jeff Irvine Don Irvine	31
8. Sandy Eutstis Scott Litwin	31.75
9. Pat Barry Harold Gendelman	37
10. John Eiler John Crawford	38

## Azalea Cup

Perfect weather, a substantial fleet, and an industrious race committee combined to produce a fine weekend of sailing for the 17 Scots that competed in the Azalea Cup at West River Sailing Club in Galesville, Maryland, May 10 and 11, 1986. Blessed with moderate, though shifty, winds, Dave Blessing and his Committee kept things moving along well enough to hold five races in two days on the intermediate course in the West River. As expected, "Horizon Bob" Neff (#2793) took top honors overall, but he had to settle for second in three of the races. Dennis Morris (#1096) took one of those firsts, plus two thirds and two fourths for the second overall. Tom Niedbala (#1143) also got one gun, plus a second, third, fourth, and seventh to place third in the regatta. The other first place finisher, Gilles (#3815), was fifth overall.

*Margaret Carson*

1. Neff	7 1/2
2. Morris	14 3/4
3. Niedbala	16 3/4
4. Karafiath	20
5. Gilles	22 3/4

## Berlin YC Regatta.

June 7-8, 1986. 24 boats.

1. Rich Baugher
2. Tom Hohler
3. Dan Irvine
4. Peter Salmon-Cox
5. Jack Leipper
6. Jack Stewart
7. Dave Caldwell
8. Fritz Wagner
9. Dave Bloomberg
10. John Busch

## Lake Norman Yacht Club Holds Labor Day Regatta

Fall skies and winds from the East signaled the end of the summer drifters as Lake Norman Yacht Club hosted their annual Labor Day Regatta on August 30 and 31.

The invitational regatta, held on Lake Norman northwest of Charlotte, North Carolina, was open to club members and members of other clubs, fleets, and organized sailing associations. A total of 103 boats representing sailing organizations from all over North and South Carolina crossed the starting line.

Two divisions of boats raced a total of three races. The keelboat fleet sailed under the PHRF handicap system in spinnaker and non-spinnaker categories. The centerboat division raced a modified Olympic course. In addition to 17 Flying Scots the fleets included Highlanders, Thistles, San Juan 21's, Y-Flyers, Lasers, Sunfish, sailboards, Iso-topes, and Hobies. Fleet 126's

own Larry Lewis of High Point, NC took first place in the Flying Scot Fleet.

## Southern YC Regatta

Dedicated in memory of Commodore Juby Wynne, Southern Yacht Club's 19th Annual One-Design Regatta attracted some 145 boats sailing in fifteen one-design classes on Memorial Day weekend, May 24-25, 1986. Commodore Wynne, a staunch supporter of one-design racing, originated this regatta nineteen years ago during his tenure as SYC Race Chairman.

The inter-class competition for the Commissioner General's Trophy was particularly keen this year. This award is presented annually to the winner of the class having the greatest number of participants in the regatta. The permanent trophy itself is a solid crystal replica of a sailboat and stands some 2 1/2 feet high. The duplicate marker trophy is also crystal and stands a foot high. The dominance of the Flying Scot class was broken this year by the Optimist Class with 31 starters. This event is also sanctioned by the FSSA as the FS Southern Regional Championship. Marc Eagan, as class winner, captured this title. He and his brother/crew Bubby were presented with the 'Fastest Scot in the South' trophy for winning the Regionals.

The regatta attracted some high level competition. The Scot class included former NAC champs Bubby and Marc Eagan, Danny Killeen, former Junior NAC champ Scot Sonnier, Olympic qualifiers Dennis Stieffel and Sam Hopkins and Sunfish World Champion Andy Pimental.

The winds were predominantly light to medium during the five race event. The sailors on the three different race courses enjoyed the challenging conditions and fair weather. The evening was notable for the seafood buffet and Cajun music. Everyone seemed to be pleased with the true Southern hospitality of the regatta.!

*Larry Taggart*

1. Marc Eagan	4. Dwight LeBlanc III
2. Dennis Stieffel	5. Steve Bellows
3. Andy Pimental	

## Ohio District Championship.

Berlin YC. June 13-14, 1986. 36 boats.

1. Rick Baugher	6.75
2. Tom Hohler*	12.75
3. Jim Starr	14
4. Dan Irvine	16.75
5. Pat Barry	18
6. Peter Salmon-Cox	22
7. Jack Stewart	29
8. Sandy Eustis	29
9. Paul Nickerson	31
10. Jack Leipper	35

(continued on page 27)

# CAVEAT EMPTOR

**FS 3544** — Douglass 1980, Red w/white deck. Schurr sails incl. spinnaker, cover, motor mount, extras, must sell for medical reasons. \$5200/\$5500 w/4hp Merc. Will consider best offer. Chris Brown, Box 447, Wyoming, RI 02898, (401)539-2081, after 6 p.m.

**FS 2106** — Fleet Champion, Douglass, lt. blue deck, white hull, excellent condi. 3 suits of sails and spinnaker. Race equipped, Harken multi block, outhaul, Cunningham, Vang, and Waco, 360 centerboard pennant. Rudder blade adjusters, Mushroom anchor w/mooring. Extra equip. Pamco Tilt trailer. \$4300. Contact: Lou Goldman, 563 Links Dr. Co., Oceanside, NY 11572 (516) 536-3629.

**FS 3835** — '83 Douglass, medium blue hull, grey deck, white bootop, full cockpit cover, Tee Nee Trailer, outboard motor bracket, mast hinge, new 1986 Schurr mainsail, 1985 mainsail, jib & spinnaker, race equip. \$6500. Gerald V. May, Jr. Needham, Mass. (617) 444-0647.

**FS 2308** — Douglass, Aqua hull w/white deck, excellent condi. 2 suits sails plus spinnaker & all gear. Dry sailed by one owner for 14 great years. Motor mount, 5 hp motor, trailer and spare tire. \$4150. Contact: John Henderson, Day (404) 581-2647 Evening (404) 266-3857.

**FS 4047** — Douglass, Ivory w/blue trim. Full equipped for racing. Main & Jib, spinnaker danforth anchor/line, boom cover, hoisting bridle, 4 hp motor and mount, bottom paint, Tee Nee galv. tilt trailer, many extras, moving out of U.S. \$5900. Contact: Allen Stamy, 3 Worcester Lane, Princeton Junction, NJ 08550 (609) 799-4295.

**FS 3185** — Douglass, white hull, light blue deck. 2 suits of sails, new Shore racing spinnaker, (ready for 1987) Boom tent, indoor winter storage, hinge mast, \$5600 Fay Adams, (617) 933-1668.

**FS 2094** — Douglass, Always dry-sailed. Hull refinished Fall 1984, white w/blue deck, outboard bracket, New Skipper B trailer, Schurr M&J 1984; New halyards & Schurr spinnaker 1985 Good value \$2950. Phone: (803) 524-9559, Write: John Fox, 16 Settlers Cove, Beaufort, SC 29902 (Delivery possible.)

**FS 4108** — '85 Douglass, Ivory, 3 wheel trailer, Schurr M&J (Spec. Spinnaker Rig) WACO 360, Jiffy Reef, Fico tiller ext. boom tent, mast hinge, lifting table, bottom paint anchor, O/B bracket, other accessories. Fresh water only, '86 storage. Sacrifice \$7000. Mike Callahan (914) 245-6593, West Chester County, NY.

**FS 4041** — 1984, White hull, blue trim, excellent condition, extras include Tee Nee trailer, boat cover, anchor, boat hook, lines, paddles, cushions, life preservers, \$5600, phone days (201) 890-3353, evenings (201) 696-3563.

**FS 3130** — Douglass, one of their most beautiful models - cream deck/yellow hull. Two suits of sails (incl. spinnaker). Race equipped w/Harken tackle & color coded running rigging. Sterling heavy duty tilt trailer w/spare. Compass, anchor, side rail protectors, tiller extension. Always dry sailed. Lovingly main-

tained w/full cover. Owners must sell. Offering excellent buy @ \$4500. Contact: John Francis, 1603 Festival, Houston, TX 77062. Days (713) 333-5986, Eves. (713) 280-0449.

**FS 916** — Douglass, White deck, yellow hull, Schreck M&J, Ratsey Spinnaker, Ratchet blocks, sling, motor bracket, Vann Galv.Trailer, very good condi. \$2750. J. G. Nesbitt, 613 North Channel Drive, Wrightsville Beach, NC 28480, (919) 256-2879.

**FS 2195** — Douglass, New white Durathane hull w/blue trim. Bottom has new blue Petit Trinidad 75 anti-foul coating. New Schreck main & jib, New Highlander galv. trailer. Spinnaker w/gear. Blue acrylic mainsail cover. 4 hp. Evinrude Saildrive OB w/3 gallon tank. Has been dry-sailed at Hilton Head. Call: (803) 757-3070 days or (803) 785-7781 night. Write: John Toth, 19 St. George Rd., Hilton Head, SC 29928. Asking \$4900.

**WANTED TO BUY:** — Flying Scot Douglass only. Prefer looking near Washington, DC area but willing to travel for a better boat buy. Send

Submissions for "Caveat Emptor" must be 50 words or less. A \$10.00 fee is charged per insertion. Advertisements are due two months prior to publication date. Contact: FSSA, Donna Welle, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.

info re: your boat to: David Miller, 7114 Exfair Road, Bethesda, Maryland 20814 (301) 656-7429.

**FS 2732** — Douglass, White w/Red stripe, 2 suits, Radial spinnaker. Sterling Trailer, full cover, fully race equipped, lifting bridle, anchor, motor mount, compass, other misc. equip. & spare parts. \$4600. Bob Bryson, 2969 N. 44th St., Milwaukee, WI 53210. Home (414) 871-0744, Office (414) 278-3144.

**FS 3299** — Douglass, red w/cream deck, two suits of sails, Schurr cruising & new Boston M&J, spinnaker, tilt trailer, 1.5 motor & mount, boom tent, dry sailed on fresh water, good condition, \$4700. Steve Curnutte, Nashville, TN, Day (615) 383-4465, Night (615) 297-7986.

Fleets In (continued from page 26)

## Greater NY District Championship

Ira Cohen of Fleet 46 survived a wide variety of winds, including a storm which capsized six boats, to win this year's Greater New York District Championship. Thunderstorms and gusty winds dominated the conditions and forced many races to be shortened. Cohen won the regatta despite sharing individual race victories with Bob Goodell, Ralph Manee, and Jack Orr. An exciting, good

time was had by all. The wind was not completely normal, but as we always say, "You'll rarely ever race without good winds on Upper Barnegat Bay — and usually lots of it!"

Ralph Manee

1. Ira Cohen	Fleet 46
2. Ralph Manee	31
3. Bob Goodell	24
4. Jack Orr	24



NY District champion Ira Cohen (4th from right) is surrounded by the rest of the happy winners.

## MEASUREMENT NOTICE

Please clip or copy the following rulings from the Chief Measurer and place in your FSSA Handbook, page 25a.

- Ruling #66** Delete the phrase "... of fiberglass" so that the ruling now reads:  
Shimming of the centerboard is permitted, provided that the shim is permanent and does not skew the centerboard to either side. (March 1982) (Rev. July 1986)
- Ruling #67** The maximum length and angle of the rudder are not critical measurements. (July 1984)
- Ruling #68** Hold downs and lifing devices for rudders are permitted. (July 1984)

# FSSA New Active Members

0072	Capitol		John J. Buck	5091 Turkey Point Rd.	North East	MD 21901
1990	Capitol		Tom Davies	2325 Triebel Rd.	Roslyn	PA 19001
4194	Capitol		Gary Gates	2553 Partridge Dr.	Pittsburgh	PA 15241
4036	Capitol		James L. Thompson	826 Aster Blvd.	Rockville	MD 20850
4257	Carolinas		John C. Beery	Box 305 Lake of the Woods	Locust Grove	VA 22508
4178	Carolinas		Mark & Chris Mangelsdorf	226 Misty Point Ln.	Newport News	VA 23603
2790	Greater N.Y.	142	Richard C. Bost	272 Rivergate Dr.	Wilton	CT 06897
4245	Greater N.Y.		Nancy J. Clarke	775 Hawthorne Ave.	Bound Brook	NJ 08805
3196	Greater N.Y.	125	F.H. Cloudman	21 Tulip Tree Lane	Darien	CT 06820
4238	Greater N.Y.		Charles P. Doyle	49 Captains Drive	Brick	NJ 08723
2735	Greater N.Y.		Alan Kleiman	152 E. 94th St.	New York	NY 10128
2415	Greater N.Y.		David V. Robinson	3 Mt. Spruce Trail	Danbury	CT 06810
4235	Greater N.Y.		George Spencer	283 Vaughn Ct.	Edenton	NJ 07724
4240	Greater N.Y.		Paul T. Verona, MD.	119 Hempstead Ct.	Madison	NJ 07940
3413	Gulf	99	Robert Brennan	1607½ Hesiod	Metairie	LA 70005
2395	Gulf	99	Doug Dovie	3920 Colorado Ave.	Kenner	LA 70065
4205	Gulf		Jeff Emerson	118 Palm Ave.	Passchristian	MS 39571
1616	Gulf	99	Michael S. Howell	401 North Roadway	New Orleans	LA 70124
4040	Gulf		John T. Jones Jr.	PO Box 46611	Washington	DC 20050
0437	Michigan-Ontario		Mackenzie Dickson	24 Owen Blvd.	Willowdale, Ont.	CN M2P1B9
3693	Michigan-Ontario	148	Gary Stanford	RR #2	Lakefield, Ont.	CN KOL 2HO
4262	Midwestern		Edmund J. Keuer	310 Ashland	River Forest	IL 60305
3404	Midwestern		Jack McClurkin	1620 Chesapeake Dr.	Hoffman Estates	IL 60195
2693	Midwestern		Mike Otto	1320 Colony Ct.	Appleton	WI 54915
0149	Midwestern	107	Joel Ungrodt	3821 Birch Ave.	Madison	WI 53711
5456	New England		Betsy Jorgensen	Apt. 692 Mansfield Village	Hampton	NJ 08827
1637	New England		Scott E. Seeley	1802 Star Batt Dr.	Rochester	MI 48063

# FSSA District Governors

## CAPITOL DISTRICT

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

## CAROLINAS DISTRICT

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1404 Oakland Ave.  
Durham, NC 27705  
(919) 286-0093

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1505 Crossbean Circle West  
Casselberry, FL 32707

## GULF DISTRICT

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412 Frederick  
Fairhope, AL 36532  
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