

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXI NUMBER 1, JANUARY/FEBRUARY 1989



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- 1, 2, 3 **Qualifying Series**

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(5 out of top 10 boats)
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Scots n' Water

COVER:
"TO THE MARK"
1988 NAC
(Ed Eubanks Photo)

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Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXX, No. 6. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: May issue, **March 1**; July issue, **May 1**; September issue, **July 1**; November issue, **September 1**; January issue, **November 1**; March issue, **January 1**.

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

EDITOR: Paul Nickerson, 12664 Webster Road, Strongsville, OH 44136, H: (216) 238-9378 **LAYOUT DESIGN:** Nancy H. Cooper

NEWS AROUND THE FSSA

LAST CALL FOR BURGEE DESIGNS

Anyone who has any burgee designs they may wish to submit for an Official FSSA Burgee should work on those today. We hope to pick a burgee during the 1989 Midwinter meetings and would like to have everyone's ideas. All designs should be sent to the Editor of **Scots n' Water** or to the FSSA offices. This could be a great activity during a fleet meeting this winter!

MIDWINTER PLANS SHOULD INCLUDE THE WARMUPS

The Midwinter Warmup Regatta at Fort Walton Beach, Florida this year will be held on Friday, March 24 and Saturday, March 25. The dates were picked to allow participants to enjoy Easter Sunday, March 26 as they please.

The racing will start Friday with the first start at 1:00. There will be one race on Friday and two races sailed on Saturday. All Midwinter participants are encouraged to come south a few days early to enjoy excellent racing in a regatta that has been growing in the last couple of years.

The 1989 Midwinter Championship in Panama City will start racing on Tuesday, March 28. Plans are to sail two races on Tuesday instead of the usual one. This should help to guarantee a full schedule of six races even if one day gets cancelled during the week. Make your plans to attend today. Complete registration details appear in this issue.

MEMBERSHIPS ARE DUE

1989 FSSA memberships are due. Registration is proceeding at a good pace but there must be a few who have forgotten to send in the form or possibly even misplaced it. For you there is a form in this issue you can clip and send in with your dues. While on the subject of FSSA membership, think about that crew or new member

of your fleet. An Associate Membership would make a great gift for the crew. For people who buy used boats, check to make sure that they are aware of the FSSA. We constantly find new owners of used boats who are not aware of the FSSA and what it has to offer. This portion of the potential membership is what determines just how successful the FSSA can be in the long run.

PLANNING A 1989 FSSA CRUISE

The search is on for anyone interested in cruising for a week in their Flying Scot. Where and when will basically be determined by where and when we get the most interest. Anyone interested in cruising or organizing a cruise for this summer should contact the editor as soon as

Letter to FSSA

To the FSSA Membership:

Dear Friends:

We are sorry to be so far behind in filling your orders for "Sixty Years Behind the Mast" but we are just pulling out of the chaos of moving across the continent from western Maryland to central New Mexico.

We expect to be current in a very short while and hope you will continue your admirable patience. We know you will find the book very much worth this unavoidable delay.

For those of you who are sending us orders for Christmas, be of good cheer. You shall have the book in plenty of time to place it under the tree.

Yours for the great sport of sailing,
Mary Douglass

P.S. Sandy sends interim greetings to all.

possible so we can finalize plans. Some areas which have been mentioned include the northeast coast along Long Island Sound to Newport, the Lake Erie Islands, and the Georgian Bay. We are still completely open to any plans at this time, but we need to hear from you soon.

OLD FRIENDS, FUTURE SCOTTERS

It's always nice to have a professional photographer around to get some great pictures of your regatta and at the JR NAC an old friend of the Scots was there with his camera cheering on his daughter. Al Audleman has a long list of credits covering many of the Gulf yachting events for several sailing publications in past years, including several cover shots on **Scots n' Water** (including this issue). Since opening his own commercial photography studio he hasn't had much time for sailing or covering events.

This year Al's daughter, Leslie, signed on as crew with Michael Beard for Adam Bruce in the JR NAC. It was the first serious racing for any of them and Al reports they finished a very proud last. They'll be back!

Al wanted to say "Hi" to many of the "old timers" who remember him and his rubber dinghy chasing the action along the Gulf coast. Thanks to Al for his contribution to **Scots n' Water** past, present and hopefully future.

MAKE SOME EARLY REGATTA PLANS NOW!

The early spring regatta schedule is shaping up with some good events in Florida, Alabama, Atlanta and North Carolina. The Husband-Wife Championship will also be hosted June 24th and 25th by Fleet 97 on the Chesapeake Bay. Make your travel plans early and check the **Starting Line** for a new regatta to attend this year. We would also like to have complete regatta schedules from all Fleet Captains and District Governors now!

1989 FSSA Midwinter Championship

The 1989 Flying Scot Midwinter Championships will be held March 27 through 31 on the waters of St. Andrews Bay in Panama City, Florida. St. Andrews Bay Yacht Club is the host club and organizing authority.

Eligibility. The competition shall be open to all FSSA registered sailors. Competitors must meet all ownership, class membership and yacht measurement requirements and must have paid all event fees.

SCHEDULE OF EVENTS

Times are tentative and subject to change.

Monday, March 27 Registration and Sail Measurement. Afternoon tune-up race.
Board of Governors Meeting

Tuesday, March 28 Morning registration and sail measurement.
1100 Skippers Meeting
1300 Race (possibly two, back to back)
1800 SABYC Social

Wednesday, March 29 1200 Races scheduled back to back
1800 Fisher Sails Oyster Bar (Complimentary)

Thursday, March 30 1200 Races scheduled back to back
1800 Schurr Sails / SABYC Cocktail Party (Complimentary)

Friday, March 31 1000 Races scheduled as necessary
1800 Awards Banquet, SABYC

Racing The Midwinter Championship will consist of as many as six races. If all six races are run, there will be one throwout. Competitors shall place themselves in either the Championship or Challenger Division.

Scoring The Low Point Scoring System, Appendix 5A, of IYRR, will be used.

Prizes Prizes will be awarded for the top seven finishers in the Championship Division and the top five finishers in the Challenger Division.

Measurement All sails will be inspected using the official FSSA specifications for sail. Mains and jibs that have a stamp from the 1988 NAC will be waived from measurement. All Hulls and equipment shall conform to FSSA specifications but will not be measured. All required safety equipment shall be carried on board.

Camping and Lodging Some on site camping and lodging is available at SABYC. All motels listed are within fifteen minutes of SABYC. Docking and mooring available at SABYC beginning Friday, March 24.
Bayside Inn: 711 W. Beach Dr., Panama City, FL 32401 (904) 763-4622

SPECIAL RATES AVAILABLE Days Inn: 4810 W. Hwy. 98, Panama City, FL 32401
(904) 769-4831

Howard Johnson's: 4601 W. Hwy. 98, Panama City, FL
32401 (904) 785-0222

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

Entries Entry fee is \$45 if pre-registered by March 24. Add \$5 for regatta site registration. Make checks payable to Midwinters Regatta Fund.

Contact Allen Douglas, PO Box 752, Panama City, FL 32401 (904) 785-7500

MIDWINTER WARMUPS Friday, March 24 and Saturday, March 25, at Fort Walton Beach YC

Contact Mike Johnson (904) 243-1477 or George Goodall (904) 651-3541

Name _____ FS# _____

Address _____ Phone _____

Crew Names _____

Registration Fee \$45 (\$50 for on site registration). Make checks payable to "Midwinter Regatta Fund." Return to Mrs. Betty Smith, PO Box 406, Panama City, FL 32401.

BUILDING A YOUTH SAILING PROGRAM

By Steve Hartman, FS 4305

If your fleet is anything like ours, you've tried to get the kids out in the boat and turn them on to sailing. It seems the first young people out in the Scots are the children of the Scot parents. Quite often they bridle at this because kids are kids and rebel at what their parents think of as "fun." Other problems include:

1. Children these days would rather play video games.
2. Their non-sailing parents have other priorities.
3. It's difficult to get them out to the lake.

I'm sure your fleet has abundant other difficulties building a youth program. As of last Spring we had all but given up. Then it happened! Late last May I was talking with my friend Rich Denhart from St. Joseph, Illinois, where I live. We were discussing the upcoming sailing season and that he might enjoy going out in my Scot sometime with me, which I encouraged. He then said his son, Bryon, who is 14 years old was just finishing his Boy Scout Eagle Award, but needed his Sailing and Small Boat Achievement and could I help?

It was at that point that I discovered the rudiments of an ambient youth sailing program all assembled and waiting for me, complete with adult supervision and camping gear, and most important, a desire to learn to sail and win an achievement. What a deal!

I immediately mobilized the local Boy Scout Troop leaders from St. Joseph and also a troop from Champaign, whose leader had simultaneously caught on to the same idea. We held a daysailing seminar which was attended by over 30 Scouts and leaders. We taught sailing on a blackboard and also with the aid of handout materials and an opaque projector. I couldn't believe the enthusiasm. They were almost jumping in place over the idea of sailing and racing a Scot. I counted about 4 who had ever sailed at all and only 1 in a fully-rigged boat, a Lightning.



The scouts listen during a lesson on rigging.

We set up our first outing, June 11, one of our regular racing dates at Clinton Lake. Fleet 135 was all fired up for this and I received a lot of encouragement and assistance from them. The idea was to cycle as many boys as possible through Flying Scots in a race environment. The theory being that they would learn sailing a lot faster while making the boat go fast and beating the other scouts in the Scot next to them. At this we were very successful. We had 6 boats, 46 scouts and 3 races. By the time we were out on the race course each boy had on his own "Sailing Scout" T-shirt and was very excited to start the race, tack about, set the spinnaker, et cetera.

Because of the number of boys involved, we had as many as 5 on a boat at a time. This worked fine. After the first race we sailed in to the courtesy dock and swapped for the other half of the scouts and sailed race 2. We swapped and mixed again for race 3, leaving some of the boys on shore who had had enough for the day.

As we sailed back in at the end of the day, it was clear we had stirred a lot of interest in getting out in the boats. On shore as the scouts and leaders set up camp and started their fires, they were off in little groups rehearsing events on the water as

though they were Bellows and Carpenter at the Nationals.

We went out the next day just sailing about and enjoying the morning breezes. The outing wound up by noon Sunday.

At this writing I don't know how many of the scouts have finished their sailing achievement but I have a list of eager "Sailing Scouts" who are ready to get out any time they can.

I recommend to those trying to get kids interested in sailing to get in touch with the local Boy Scout troops and set up an achievement outing. I have been contacted by 2 more troops locally wanting to be included in next year's outing. Also, I have solicited help from my friends in Fleet 3, Wilmette Harbor, to come down next year with their boats and help train my scouts. Then we could go up there and help train their scouts. I hope to try something like this with the Girl Scouts and 4-H too.

What we see here is an opportunity to get the kids out in boats, establish a larger reservoir of available crew, and, hopefully, even build the fleet.

You might want to try this with your own fleet. There is probably a "captive audience" out there just waiting for you to take them out in a Flying Scot.

MEADE ON "GOOFY" COPS 1988 JR NAC

by Frank D. Vaillant, Sec., PYC
Terry Dees - Kolenich, FS 4211

The 1988 Flying Scot Junior North American Championship began with a bang Saturday, November 12 on the waters of Pensacola Bay. Spread out along the line were 19 Scots heading on to a Gold Cup course with an easterly wind of 15-17 knots. Of course the competition was as tough as the conditions with Zane Yoder back to defend his 1987 JR NAC title along with many of the top GYA juniors. The strong winds and good chop provided both a speedy and wet ride for the skippers and crews that had homed in on Pensacola, Florida and the Pensacola Yacht Club to participate in a planned four race series to determine the 1988 Junior North American Champion.

Charles Meade of New Orleans and crew Michael Douglas and James White aboard *Goofy* proved themselves up to the racing conditions, and early on were out in front and steadily improving their position. Fifty minutes later they crossed the finish line. The second race, an Olympic Course, was sailed under only slightly less windy conditions and again *Goofy* crossed the finish line well in advance of the fleet, finishing in sixty-one minutes. Manning Montagret with crew Jennifer Peneguy and Ronme Mersigan also enjoyed the heavy air with two seconds on Saturday. Right behind with two thirds was Michael Kane and crew Jack Kane and Kelley Ramsey.

A one and one half mile beat from PYC across a very choppy and windy bay to the relatively sheltered alternate racing area; two physically demanding races; and consideration for social activities planned by the Junior Yacht Club, prompted the Race Committee to call it a day after the second race. The fleet sped back across the bay to PYC under spinnaker with plenty of daylight, plenty of time to haul and secure boats, and plenty of time to dive into the hot dogs, soft drinks and popsicles provided by the club to satisfy any attack of the hungries. After dinner the fleet celebrated with a party and dance.

(Continued on page 9)

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714-675-6970 • San Diego 619-226-1133 • Shore International 401-849-2971

MEADE

(Continued from page 7)

Sunday's racing was the opposite of Saturday's and required considerable skill in dealing with light easterly winds and an outgoing southwesterly tidal current made unusually swift by rains that had swollen the bay's tributaries late Saturday night.

Race Three was an Olympic Course with the fleet starting in a good breeze of six to seven knots, but as time went by wind speed dropped steadily, finally hovering around one or two knots. The Race Committee shortened the course to five legs and upwind from the finish line the widely dispersed fleet presented a panorama of colorful, but collapsed or sagging chutes. One and one-half hours after the start, Pensacola's Scott Mathis and crew Lori Roltsch and Carlos Melville aboard *Smokin* claimed first place crossing the finish line with little way on and doubtless to say, aided by the tidal current. At that moment the anemometer hit zero! It took an additional 25 minutes for all but the last boat, which was given her position, to finish. Charles Meade clinched the title with a second while Manning Montagret finished third and gave him a firm grip on second. Scott Mathis would need a first or second in the last race to catch Manning. The rest of the top five was up for grabs with the throw-out possibilities.

Fortunately the breeze picked up a bit as late finishers crossed the line and the fourth race, a Gold Cup, was started at 1230 with a steady easterly breeze of four to five knots. However, as about half the fleet proceeded up the fourth leg, the wind again began to steadily diminish and again a shortened course was established by the Race Committee. The first to finish was Steve Nolte of Lynn Haven, Florida and crew Jimmy Ruthven aboard *Brain Dead*. Kevin Northrup and Scot Mathis were close behind and these results propelled these three boats into the top five. Successive finishers literally inched their way across the line, just barely able to overcome the tidal current with the aid of the dying breeze. In fact the last two boats withdrew about 100 feet from the finish, for they sat upon a mirror-like surface making no way.

With no protests to be heard following the fourth race it was not long before the Race Committee com-



Al Audleman Photo

Charles Meade opens up a good lead planning on the reaches.

FINAL RESULTS

	Race 1	2	3	4	Total
1. Charles Meade	1	1	2	(5)	3.5
Michael James, Douglas White					
2. Manning Montagret		2	2	3 (12)	7
Jennifer Peneguy, Ronme Mersigan					
3. Scott Mathis	4	(6)	1	3	7.75
Carlos Melville, Lori Roltsch					
4. Kevin Northrup	(9)	4	5	2	11
Steve Johnson, Robert Price					
5. Steve Nolte	(12)	8	4	1	12.75
Jimmy Ruthven					
6. Michael Kane	3	3	(11)	8	14
Jack Kane, Kelley Ramsey					
7. Zane Yoder	5	7	(7)	4	16
Elizabeth Adams, Bubba Bernard					
8. Craig Wilusz	6	5	(12)	11	22
Kevin Cornwell, Chris Johnson					
9. Suzie Knight	8	(11)	9	6	23
Bernie Knight					
10. Wayne Murphy	(11)	10	8	9	27
Mark Carter, Judd Crane					
11. Owen Peneguy	(15)	12	13	7	32
John Galloway, Paul Bernacers					
12. O'Mally Avant	13	(15)	10	10	33
Todd Jones, Brian McNeil					
13. Chris Williams	(17)	13	6	14	33
Barrett Diaz, Chris Johnson					
14. Charlie Merrigan	7	DNF	14	16	37
Tucker Dawson, Linn Montjoy					
15. Laurence Hage	10	9	DNF	DNF	39
Hal Kaigler, Taff Barrett					
16. Melissa Warren	14	14	15	(15)	43
Gypsy Gunn, Meredith Galloway					
17. David Warren	DNF	DNF	16	13	49
Sam Whitfield, David Quinlan					
18. Ethen Mayes	16	16	18	DNF	50
John Puckett, Tyler Rainey					
19. Adam Bruce	18	17	17	DNF	52
Leslie Auldeman, Michael Beard					

pleted the scoring, enabling PYC Commodore Robby Youd to present trophies to the winning skipper and crew for each race and to the overall skippers of the first through fifth places. Regatta/Race Chairman Frank Vaillant announced that if the FSSA cannot locate the permanent trophy a new one will be established and the 1988 Champion notified. He also announced that crew trophies will be sent as soon as possible so please contact him if you have not received yours.

The regatta was very successful with more boats in attendance than had been expected. The Gulf Coast was well represented with competitors coming from points as far east as Panama City and as far west as New Orleans. Susie Knight and father, Bernie, got recognition for traveling the farthest, St. Louis, MO. They flew in for the weekend and sailed a chartered PYC Scot. The "immediate family" concept was used by several other competitors and thus paid off as far as increasing the fleet. The varied weather conditions compelled sailors to contend with strong winds and choppy seas as well as with light winds and a fierce running tide. The courses were good, the shortened courses appropriate to the circumstances, boats were well spread out along the starting lines, there were no recalls and only one protest was heard and that was disallowed.

PYC did a fine job in all departments as a host for the regatta. The Race Committee (Duncan McLain, Steve Bellows, Doug Sansom, Bill Pope) was very effective and at key points composed of sailors with much race management experience. The skippers of the mark-set boats, pin boat and committee boat were active Flying Scot sailors and the Regatta/Race Chairman was a USYRU Senior Race Officer. The Protest Committees available, were composed chiefly of knowledgeable Scot sailors. The four spectator boats certainly added greatly to the enjoyment by the many parents and adults accompanying the Juniors. The 1977 JR NAC Champion, Danny Killeen was there supporting his three boat fleet from Mississippi.

Finally, many thanks have to go to
(Continued on page 10)

MEADE

(Continued from page 9)

the Juniors. The PYC juniors did a lot to help organize and work the regatta. The racing juniors proved the quality of racing talent and sportsmanship that has made sailing what it is today and will continue to become in the future.

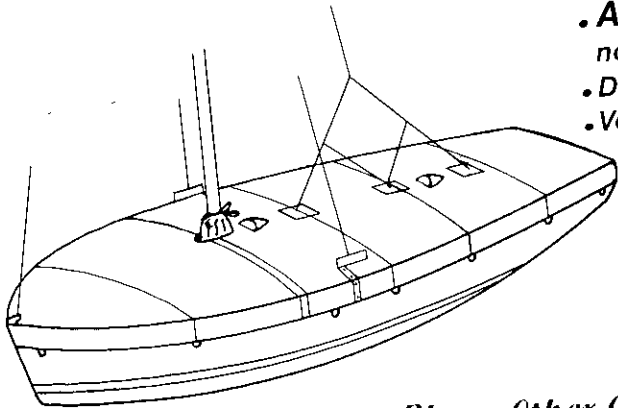
Now is the time to plan for the NAC and JR NAC this summer in Oswego. If you're an adult reading this, get several boats together from your club for the NAC, and then make sure you have a junior on each boat so they can sail in the JR NAC preceding the NAC. If you are a junior, bug your parents or other fleet members to take you along to the NAC and sail in the JR NAC. Remember, we now have a rule that permits the immediate family to sail with a junior skipper as well as an all junior crew. A junior is defined as some one who does not turn 18 in the calendar year of the event. See you all in Oswego!



The top five skippers and crews from the 1988 JR NAC in front of the Pensacola Yacht Club.

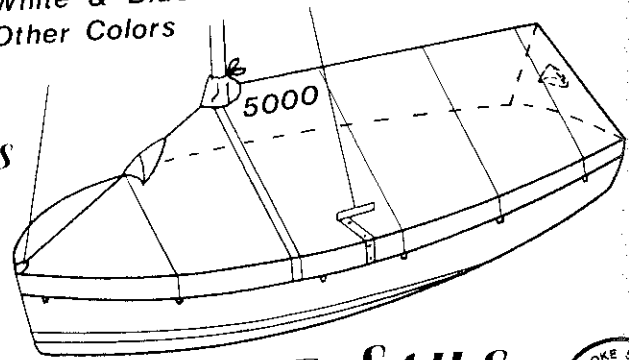
Carol Holman Photo

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SCOTS N' WAT

USYRU NOVEMBER MEETING

Newsletters, Professionals and Fleet Building

by Paul Nickerson

In November I had the pleasure of attending the United States Yacht Racing Union's Membership Meeting held in Cleveland. It was a must attend situation because it was held in my back yard and there were several interesting One-Design Council seminars which were of great personal and class interest. The first seminar was for class newsletter editors followed by another day of fleet building seminars. In between were several meetings which proved quite interesting because they taught me a lot about USYRU and its future directions. Before you say "so what" and turn the page, you must know that many of these decisions will affect every racing sailor.

Just a quick plug for the Union, they are now in their membership drive for 1989.

EDITOR'S SEMINAR

It was interesting to exchange ideas and publications with many other classes. Let me assure you that **Scots n' Water** is right up there at the top of all class publications. While only several classes had better publications from the standpoint of color and size of issue, these were heavily supported by large manufacturers. They were also only published on a quarterly or semi-annual basis.

All classes shared the problem of getting membership to strongly support their publication through stories. As part of this seminar, it was decided that we would attempt to create an inter-class clearing house so that more exchange of articles may occur between classes.

Of great interest was the publishing techniques used by various classes. With the advent of desktop publishing programs and computers there are great possibilities for an editor to turn out a very clean publication from his home. There are some limitations and disadvantages. To get good pictures you must still go through a printer. To print numerous or large issues it also pays to use a



J. Edgar Eubanks Photo

printer. One class using desktop publishing still reported paying high prices for a layout person who was fast and knowledgeable with the program. There actually turned out to be very little if any cost advantage with this method. The advantage comes on smaller publications such as a four page (one piece of paper folded) newsletter which is all stories and no pictures.

The biggest savings found were with computer typesetting from a word processor program. That is how we do **Scots n' Water** and we have saved hundreds of dollars per issue. There is no fast and easy way to put out a magazine such as **Scots n' Water** which should not be confused with a newsletter. The main problem is still the timeliness of publication with a magazine. Everyone reported at least a month to do the whole lay up procedure on an issue.

Mailing is another problem. Local post offices vary on how well they handle second class mail which is the cheapest means of mailing. It can take days or even weeks to get an issue. Depending on volume and weight of an issue, the difference in

mailing first class can be a dollar or more per copy.

One idea that was brought up was to exchange a mid-summer issue with a newsletter or two. This way we could get out immediate regatta results and update news events on a more timely basis. I would like to have everyone's opinion or other ideas on this type of change.

We would appreciate help and advice from anyone with any expertise that can help improve the efficiency of **Scots n' Water** in any way. The best way to improve costs per issue is to have more members. Once the presses are rolling a few more copies cost very little.

USYRU MEMBERSHIP

This brings us to another major point of the USYRU meeting. Membership, while at an all time high in numbers, is not growing in percentage of the number of boats racing. As many of you know, USYRU contemplated a name change to the US Sailing Association. This was soundly defeated. Thoughts were that since

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USYRU

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their activities include more than just racing it should have a more general name. The main concern that I heard was that people wanted to keep it a racing association (which is its primary function) in name regardless of the words "yacht" and "union" which have questionable connotations. As a racing organization and as the body that determines the rules, it is generally thought and hoped that everyone who races sailboats should be a member. This means that a small percentage of racing boats are paying the way for everyone else. As costs continue to rise, there must be an increase in revenue from raising dues, getting more members or generating additional income.

For 1989 there will be a dues increase and included in those dues will be a new rule book. (The new rules will probably not be out until April as the international meetings have just taken place and much debate is expected.) It is hoped that

the membership will also increase because of the issuing of the new rules and USYRU can keep those members. There is hope that every racing sailor will consider membership.

The next plan is already on the table and will affect everyone who races, member of USYRU or not. Now consider the possibilities of how to make nonmembers pay for USYRU services. Members could file free protests while non-members would have to pay five dollars. Or how about non-members do 720s while members only do 360s for fouls. You get the idea, but here is what is literally on the table for the Spring Meeting. USYRU is considering requiring a "Sail Identification Device" (SID) on all racing sails. This would be much like the royalty labels on all Flying Scot sails and a method used by many one-design classes. You would have to pay a price (\$5 was mentioned) for the SID on each sail.

This proposal was passed unanimously by everyone but the One-Design Council at this meeting. However, since we were unanimously opposed, the measure was tabled until the Spring Meeting. The word is there are six months to think about this and something will be enacted at the next meeting. If you have any thoughts or ideas please write to USYRU and let them know. Also let the FSSA know what you think as we have a representative on the One-Design Council.

In brief summary here are some of the thoughts and ideas behind the proposal and controversy.

1. Offshore boats don't tend to have as good of a percentage of membership in USYRU and since they use more sails they will be paying more of this fee. They also require more services from USYRU which does a lot to administer the off-shore classes.

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2. Many one-design classes are administered internally and don't put a load on USYRU for services. These classes already "tax" their members with sail royalty labels and should not be taxed again by another organization.
3. Make USYRU membership mandatory for certain levels of championships to boost membership. Also allow individual classes to reap some of the revenues from this program for their own classes.
4. Don't pay a flat rate per sail but pay as a percentage of the cost or sail area. In some classes such as the Flying Scot, a person may purchase a new suit of sails every year. The total cost and sail area may be less than a big boat owner who purchases only one or two sails every year. What about the individual who races in several small boat classes?

This could go on for pages and still miss the point that USYRU needs more members to support the services it provides for all racers, including non-members. Make sure your club is a member and update your race committee's rule book and appeals book.

PROFESSIONALISM AND THE OLYMPICS

Now if your not dizzy from that debate, let's think about professionalism. The USYRU took the position that the Olympics should not be open to professionals. This is not expected to be the way the IYRU votes but the problem lies still in defining professionals. The sentiment I heard preferred to define a professional as someone who raced for prize money or was paid to crew on a boat. The IYRU definition seems to include anyone who's business or income has anything to do with sailing. That puts Ed Eubanks, Harry Carpenter, Greg Fisher and myself as editor in the professional category. All regattas can be defined as open or closed to professionals to eliminate such tough competition as Ed and myself.

Until we start offering prize money at Scot regattas this issue is meaningless to the average racer. However, on the international scene this is an

important subject which will be debated for years to come.

USYRU SAILS WITH THE RED CROSS

As many of you may have heard, USYRU has joined with the Red Cross to help in its sailing schools around the country. USYRU has helped to publish what appears to be a great sailing manual for those who take the Red Cross classes. Although the book was in rough layout form, it looked to be very comprehensive and a good purchase for even an experienced sailor. Hopefully this joint effort will help to improve the Red Cross sailing classes and expose these new sailors to USYRU, a variety of sailing classes and even racing sailboats.

FLEETBUILDING

Saturday I spent much time at a fleet building seminar attended by many classes. While we enjoyed a lot of discussion about actual fleet building activities, we strayed into the topic of getting new sailors into smaller boats. The number of small boats built each year continues to decline. Part of this may be due to the used boat market in small boats, but a lot is because of people starting in bigger boats.

One of the big problems is that there are few one-design centerboard classes that have strong dealer networks. Much of the sales are generated by reputation and word of mouth. Few marine stores carry small boats because the profit margin is just not profitable. Extensive advertising is prohibitively expensive for most classes. Many clubs have full membership or are prohibitively expensive for small boats, especially beginners who may just be trying to get into sailing.

Another problem we felt was that people who may be interested in sailing don't know where to start looking. One suggestion which seemed to have great approval was to attempt to have USYRU create some public service ads which could run on any sailing shows. It was thought that this could be contracted into TV rights for events such as the America's Cup coverage on ESPN.

It was also felt that USYRU should keep a better data base of local sailing activity of one design fleets. That way if someone called from a particular area USYRU would be able to send out a list of active fleets and designs which were popular.

We enjoyed presentations of how different fleets handled their sailing activities. The Carolina Sailing Club told its story of structure and growth. Through much analysis and hard work they were able to define just what the sailing market was like in their area and capture new members. Being a multi-year program with goals for growth and activities they presented one of the more formal proposals you could possibly imagine.

Now you may be thinking this heavily structured and researched program is not for your Scot fleet or yacht club and you could be right. The CSC is very unique because they don't have a yacht club or even a home lake. Their membership draws from a large area and their activities include various racing programs at several lakes. The CSC just owns several race committee boats and rents picnic shelters and such on lakes for their various activities. Fleet members must trailer their boats to all events as there is no common mooring area. The program has worked for them and it or part of it may be what your fleet or club needs.

Bruce Goldsmith presented a total opposite view of how his Lightning Fleet has grown and developed. Bruce's fleet is comprised of cottagers on a Devil's Lake in Michigan. While they enjoy lots of formal racing, the fleet thrives on spontaneity. The sailing is done in the back yard of the cottage and if one guy sees a few others out for an evening sail he is more likely to set sail than sit before the TV. Bruce tells of a very informal regatta held in the spring in which they run continuous racing on a Saturday and Sunday in May. There are no awards or scoring, just lots of racing (14 one year). You may wish to sail a couple of races and then swap boats or help another guy for a while. They have attracted many boats to travel in for this informal series. It's great practice followed by a good

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USYRU

(Continued from page 13)

Saturday evening social. This provides a fun time to hone skills, practice some new ideas learned over the winter, get started as a beginner (14 starts and races is a whole season for some people), and generally get the season off and sailing.

As a local fleet they also thrive on social activities generated around the yacht club which is looked upon as a very informal meeting place at which many of the local cottagers congregate any day of the week. This type of a soft structure works very well in this club's situation.

Since there are some real "hot shots" in this fleet (Bruce is a past sailmaker and FS NAC Champion), they also include activities which use their talents to help the rest of the fleet. One of these is by taking several three boat teams to certain regattas. Whenever you participate as a team it is each member's responsibility to help the rest of the team. Within your own club, you can have club teams for a Sunday team series. Or, get several boats to travel to certain regattas and have teams from your fleet participating within a regatta. Even within your own regatta, besides having individual awards, give a fleet award. This could include a perpetual gag trophy. The idea is to promote travelling both to your club and away from your club.

Doug Labor was another guest who

presented a whole other view of building a fleet, class and club. Doug builds several one-design boats including the Thistle and Highlander in Columbus, Ohio. From a builder's point of view the Flying Scot has been an exception in the amount of new boat production in recent years. Doug told a story how a local fleet purchased a used boat and kept it ready to sail at a club dock so that anytime there was any interest from someone in the class, anyone could immediately put them on the boat and take it out. For this particular fleet it turned out to be a great idea and good promotion for the fleet.

Many classes have different situations with their builders. Of course a great mutual relationship between builder and class is essential for growth. In the Flying Scot, Gordon Douglass Boats owns the rights to the boat and the FSSA is actually a totally independent organization of owners. Sales are strong and so is the class as both work together promoting and enjoying the boat. Other classes have reached a peak and are now struggling just to have their boats built. In the case of the Highlander, the Highlander class owns the molds and rights to the boat. They in turn license the builder and together they attempt to market the boat for both the good of the class and builder. This is not an uncommon

situation in many of the older classes.

One small boat class told of a nightmarish problem where their builder just decided to stop building the boat due to a decrease in sales. However, they have a reasonable demand for new boats that doesn't support the builder's goals of national distribution with the rest of its "bigger boat" line. They have approached the builder to buy the molds and try to make it as a class but the builder has refused saying they still have hope for the class. Meanwhile, no new boats are being built.

Various clubs also provide a challenge to the one-design fleets. Everyone wants to fight for every square foot of waterfront property. On Lake Erie the yacht clubs have become ridiculously expensive as an investment for small boat sailors to join. You can pay more to join the yacht club than to buy a good used Flying Scot. But don't just blame big yacht clubs. There are small inland lake yacht clubs that limit their membership to certain classes and only racers. How is another class that may be interested in joining and racing going to get into that club and ever start growing in that area. We have also seen various battles with land leases and yacht clubs. Many clubs have a long history and on small inland lakes that often goes back to when the lake was being built. These leases, which are often through government organizations, are now being challenged because of the value of the property that may have at one time been wilderness wasteland but is now waterfront property with infinite potential. Some clubs have turned to buying their property or getting long-long term leases. Enough of the various class dilemmas, how can you promote your fleet and continue to grow? Most successful fleets have a good mix of social, daysailing and racing activities.

Social activities may seem obvious as to their importance but a fleet should continuously look to find new events. Winter socials are just as important as summer events. With more and more sailing videos available, it may be a good fleet or club investment to start a library. Purchase one for a meeting and allow members to



J. Edgar Eubanks Photo

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Carol Holman Photo

borrow them. This is great for new members also.

Does someone in your fleet own a video camera? Fleet 27 made a good "how to" video on rigging and sailing a Scot. They use this as a promotional and educational tool for new members. Plus videos can just be plain fun to make. They are also great educational tools to show how boats are handled. Run your own weekend sailing seminar and tape the various aspects to show and evaluate later. Tape races and look at the mid-line sag at the start. See how the experts gybe. The nice part is you can take them right back to the clubhouse and play them while things are fresh in your mind and it gives the fleet an excuse to hang around and socialize.

Create a more diversified racing program within your fleet. I think every racing sailor has times when enthusiasm wanes as boredom sets in. Try several types of racing within your fleet. Set one weekend a month aside for a special event. Split your fleet into two or three boat teams and have team races one weekend. Another weekend have a match race series. Have a crew series where regular skippers must crew or a wife-husband regatta where the ladies skipper.

Don't be afraid to put the spinnakers away for a weekend and sail JAM (Jib and Main) for these series.

Diversify your program and everyone may enjoy it more and learn more at the same time. You may bring out some of the less regular fleet members for these special events.

Fleet daysailing is another topic which needs to be discussed. I could play "devil's advocate" and say that daysailors are a bunch of loners and don't care to be a part of a fleet. In fact, I have found many usually are newer sailors who have not found the joys of racing or have not found a fleet to be a part of for one reason or another. The fact is that they are a majority in the FSSA.

Let's look at just the fleet aspect of daysailing. How many members of your fleet are "just daysailors"? I know of several large fleets (with 50 members) which hope for 20 boats to race every Sunday. What can we do to get this other 50 percent to become an active part of the fleet or association? The problem is they have become a silent majority and willing to accept or accuse the fleet or FSSA of being a racing organization. Then when we lose their participation and interest, we lose their boat from the

membership of our fleets or FSSA. If they don't get **Scots n' Water** they don't know what's happening in the FSSA and we can't help them because we don't know their needs.

One thought is to make sure your club has a library of **Scots n' Water** that they may pick up and read. To assure this, order a club subscription. You could also have as a club officer a "Daysailing Chairman" or within the FSSA maybe we should have a "Daysailing Committee." No one has ever declared the FSSA a racing organization and every fleet and every FSSA officer is just as concerned about daysailors as racers. They quite frankly are just a harder group to organize.

In the last issue of **Scots n' Water** and again in this issue we are pleading to everyone to start an annual FSSA Cruise. Quite frankly, we are hoping to get together ten boats for a week of daysailing or cruising. Ten boats out of 2000 members in the FSSA and 4500 total boats would be a success! Hopefully it will grow from there.

We could go on and list a thousand potential fleet activities but that will be left to other **Scots n' Water** through your fleet reports. Anything any fleet does is worthy of a report to **Scots n' Water** and so hopefully you'll send in your ideas and reports for everyone else to enjoy.

Remember, there are many types of fleets with peculiar circumstances. Take time to sit down as a fleet and brainstorm your ideas. Come out with a game plan for fleet development and put it in writing. This should be a long term plan and should be broken down into various time increments. Does your fleet need growth? Do you need more younger members? Does your racing program need work? How is the social calendar? How many inactive members are there and what can you do to get them active? Maybe the best thing you can do is help them sell their boat to someone you know will be active. With planning and determination you can improve your fleet a little bit each year.

THOUGHTS ON RACING SINGLE HANDED

Hans J. Fabian, FS 2340

Our son has long grown up, left home and now crews on tall ships such as the "Spirit of Massachusetts" and the "Ernestina." Our daughter is married to a lawyer who sails the Great Lakes a long ways from here and my wife is as terrified of small boats as ever, while the grandchildren are barely out of diapers. In short, my ready made crew has long evaporated and the view from the rudder end is more unobstructed than I like. True, I still manage to do a bit of racing with that congenial bunch of Fleet 104, on the 4th Lake in the Adirondacks. But my local crew, is "ten years into retirement" (gentlemen never tell). Otherwise, racing the Scot on a regular basis or in regattas and all that goes with that is out. It has proven simply too difficult and frustrating on all counts to try and round up a crew on a regular basis.

Rigging, launching and loading without assistance is not getting easier either. By the same token, joining a sailing club on a small lake and merely carving furrows in well plowed waters has lost its charms. In a few years, I expect to have more time on my hands for sailing than ever before. Unfortunately the Scot seems to have reached, if not the end of its useful-

ness, at least the eve of its excitement. When I first sailed the boat, I raced single handed with moderate success. I quit doing so when requested by other members as being a menace to the racing fleet.

I still sail single handed in my Laser, and now and then still hang from the trapeze of a 505. That is a young man's game in competition, best relegated to the realm of a hobby by guys like me. I also still do a fair bit of single handed sailing in my Scot, including flying the spinnaker on days it is safe to do so. I love a lively five mile jaunt down the lake, even if shared with only our Golden Retriever. But I miss the sense of competition, and my guess is, there must be many of the likes of me, and getting more, who have lost their regular crew or just feel challenged by the thought of single handed racing, but have no chance to have their talents challenged.

I would be much more tempted to attend regattas, or sail in a club on a regular basis, and convince my wife

to join me in this, if there were a chance to race in a single handed mode, either in a special event or on a handicap basis. No doubt, wind and waves place more severe limitations on sailing a Scot when single handed, but awareness of, along with care and comfort or providing for single handers at clubs and regattas would more than make up for any shortcomings along those lines. Now that more of us are reaching this stage of life, it might be well for the FSSA to give some thought to events along those lines.

I have found the Flying Scot to be very easy and enjoyable to single hand without major modifications. Except for an extra set of more rearward facing jib sheet cleats and some shock cord to hold the tiller while setting and dousing the spinnaker, my boat has very basic rigging. Putting jiffy reefing into an old mainsail for sailing on windy days completes the short list of extras to really enjoy single handing the Flying Scot.



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OSWEGO, NY AND THE 1989 NAC

by Jeanne Rotunno

The 1989 NAC will be sailed on Lake Ontario off Oswego, NY July 17-21. Fleet 159 is looking forward to hosting the NAC and hope many FSSA members will plan to attend. If the great sailing by itself doesn't entice you to attend, then maybe a little background on the area will help sway your decision. The winds should be, well, let's just say guaranteed. The conditions can vary depending on the wind strength and direction because the sailing will be near shore on open water. The marine facilities are first rate and the accommodations should help everyone to enjoy a funtastic social week.

Oswego is a city of 20,000 located on the southeast shore of Lake Ontario. The name is said to be from the Iroquois Indian name for the area Osh-we-ga. It means "pouring out place" referring to the mouth of the Oswego River. The city was built around the natural harbor created by the river joining the lake. It was this that brought first the Jesuits and then the Dutch and English to establish a trading post. Fort Oswego was the first such post on the great lakes. With fortifications on both sides of the river, Oswego was the scene of fighting during the Revolutionary War and the War of 1812. The area was alternately held by the French, English and American forces.

Oswego remains an international port on the Barge canal system. It handles many products and serves as a transfer point for lake, canal and rail shipments. Pleasure craft and tour boats come up the canal system regularly. Tourism is a developing industry and a catalyst for improved waterfront facilities. Parks and walkways line the riverfront and lakefront properties where once factories and shipyards stood.

Oswego Yacht Club has enjoyed a very busy year in 1988. The OYC has enjoyed a great comeback in the last couple years and this year acquired space in the McCrobie building and

adjacent deck area adding more room and a spectacular view of the harbor. This area served as regatta headquarters for our three major regattas of the '88 season. The Michelob Open in mid-June is an early day of racing followed by the Blessing of the Fleet which fills the harbor with a parade of boats. Vying for the largest regatta title for the last year was the Apple Lake Ontario Regatta, a multi-fleet event with the most sailors participating, and the Lightning Michelob Classic with the greatest number of boats.

Fleet 159 was instrumental in conducting a weekly racing series for the high school Sailing Club. There was also a group that traveled to the Glimmerglass regatta in Cooperstown. These youngsters are learning fast and looking ahead to the Junior NACs next summer (July 15-16).

LOCAL ATTRACTIONS

RECREATION: The State University of New York has promised us use of their facilities as well as providing housing. Dorm rooms with full services will be provided at a reasonable cost to participants. They have indoor pools, tennis courts, children's playgrounds and much more located right on the lake front. Swimming is at your own risk but allowed on the beaches at the college and to the west along the lake shore. Most areas have a rocky beach but sand is often found just a few feet off shore.

FISHING: Large scale trout and salmon stocking programs have made the Oswego area one of the country's premier fishing grounds. Charter fishing excursions are available but not necessary for success.

HISTORY: Fort Ontario is the last remaining of Oswego's forts. It sits atop the east shore of the river overlooking the harbor. It remains intact as a State Historical Site open to the public. Scenes of daily life and military drills are recreated for summer visitors. The military history of Oswego is depicted from the early Jesuit explorations in the area to the post WWII refugee camp that was located on the grounds. This is a must see for history enthusiasts and children.

EXTRAS: Oswego has a nice downtown shopping area with many fine restaurants. Saturday night auto racing at the Oswego Speedway, a well known super-modified track, is also a popular event. Of course, there are many scenic areas and some excellent golf courses.

This is just a sample of life in beautiful Oswego, New York. We hope you'll all mark your calendars and start planning now to attend. If you have any questions please feel free to contact us now so we can plan for an excellent NAC. A complete registration form will appear in the next issue of **Scots n' Water**.

Contact: NAC Chairman Chris Rotunno, Rd. 7 Box 74-A, Oswego, NY 13126 (315) 342-4376.

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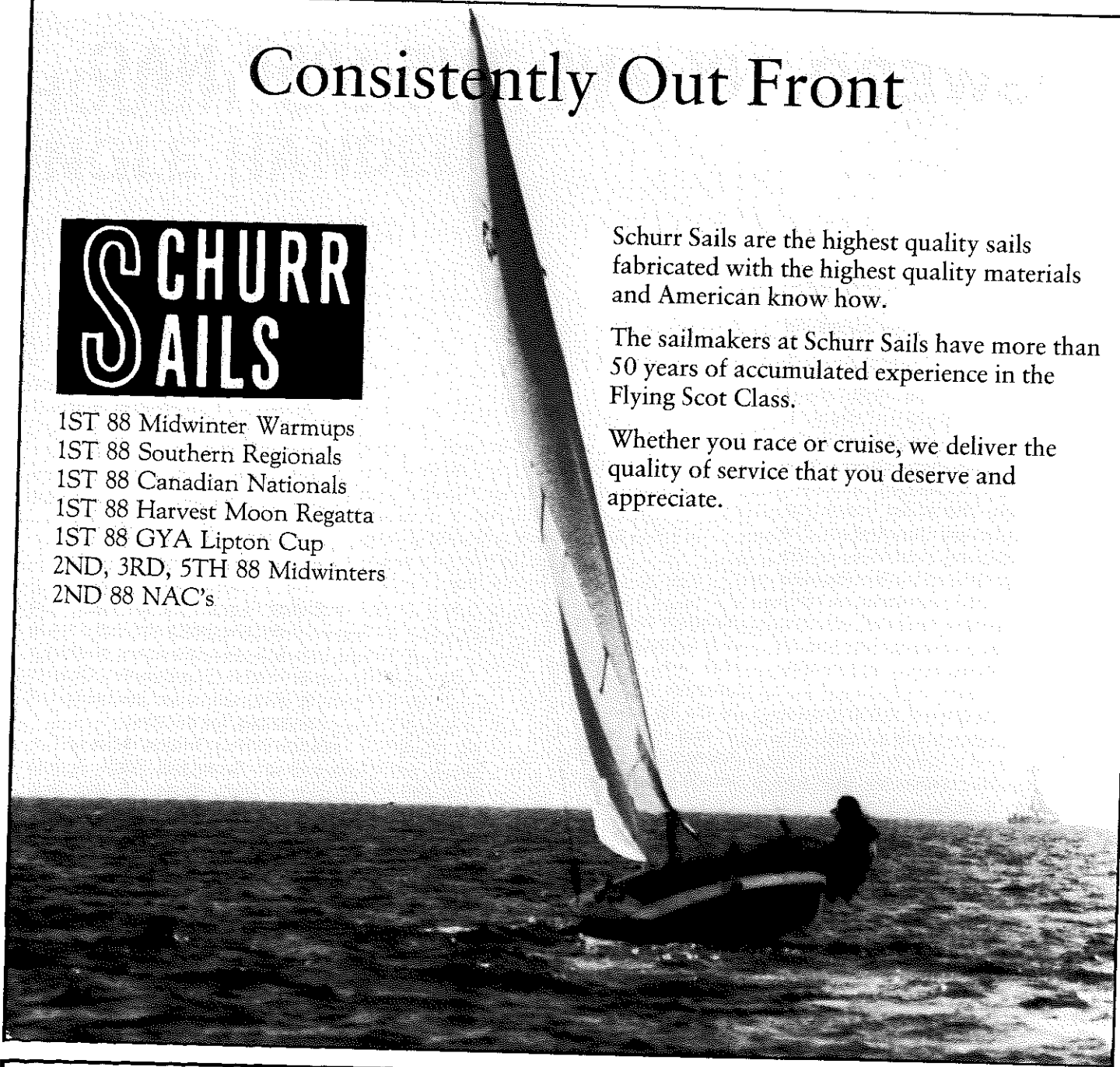
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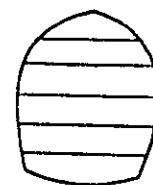
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THE DISTRICT GOVERNOR

The focus of the District Governor's position is to represent his local fleets in national decision making. Additionally, the Governor can have great influence on the promotion and coordination of intra-district activities. There is a budget set aside for District Governor mailings and some districts have started newsletters to help communications.

Not long ago in the Ohio District, the District Governor did little more than organize the district championships, as he was usually selected from the host fleet. We found that we seldom had governors that really knew what was going on within the FSSA and we were not well represented. It was then decided that the Governor would serve for two years and would appoint a separate regatta chairman for the districts. This has worked out much better because we have since had Governors who had a pulse on what was happening both within the district and within the FSSA. This is also important because part of the Governor's duties include making sure the district events are reported in **Scots n' Water**.

As editor, I have to take this moment to thank John Pridmore for the excellent job he has done in just a short time as District Governor in the Greater New York District. You will not find many people who enjoy the Flying Scot with as much enthusiasm as John. This charming Britain has had a career opportunity taking him back to England and all of us who have had the pleasure of sailing with him wish him our best.

Following is the District Governor description as submitted by Pat Barry and accepted by the Board Of Governors at the 1988 NAC Meeting. It will be published as part of the FSSA Handbook in the future but is presented here for the whole class to read.

REQUIRED RESPONSIBILITIES

The following are district responsibilities which the governor either undertakes or oversees. The duties are organized into main categories with the FSSA Constitution and Bylaw information listed and cited.

ELECTION

1. The District Governor and Alternate shall be elected by vote of the Fleets in each District.
 - A. Each Fleet shall have one vote.
 - B. The election must be held in advance of the Annual Meeting of the Association.
 - C. Each Fleet desiring to recommend nominees for Governor shall submit them to the current Governor prior to June 1.
 - D. By June 15 the Governor shall send to each Fleet Secretary of record a ballot containing the names of those nominated and the date when the election shall close.
 1. Completed ballots shall be returned to the Governor in sealed, unmarked envelopes.
 2. The Governor shall appoint three tellers, each from a different fleet, if possible, to open and count the ballots and report the results to him.
 - E. The retiring Governor shall forward the names of the new Governor and Alternate to the Association immediately after their election.
 - F. If any District fails to hold an election, a Governor and Alternate for such district shall be appointed by the Executive Committee.

2. The Governor and Alternate shall serve during the ensuing year, from the Annual Meeting to the next Annual Meeting.
 - A. The governor must be willing to attend one national meeting per year during his tenure. (FSSA Constitution, Article XII) Board of Governor meetings are held at both the Midwinter and NAC and if the Governor can not attend he should attempt to have an alternate attend for him.
 - B. In practice, some Districts agree that the Governor will hold office for a two year period. They may or may not always conduct an election of that Governor.

DUTIES

The District Governor shall:

1. Be a member of the Governing Board.
2. Have general supervision over all Flying Scot activities in the District.
3. Represent the District on the Governing Board.
4. Arrange for the holding of the District Regatta.
5. Promote the establishment of new Fleets throughout the District and the maintenance of all District Fleets in good standing with the FSSA.

SUGGESTED RESPONSIBILITIES

Communicate with Fleets Regularly

The Most successful of District Governors seem to communicate with their Fleets on a regular basis.

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DISTRICT GOVERNOR

(Continued from page 19)

Means of communication usually include:

1. A district Newsletter which contains news of local fleets, social information, race results, upcoming regattas, and FSSA decisions that will affect fleets. The FSSA often allocates funds for the mailing of such newsletters. Further, the FSSA Office will provide, at no cost, mailing labels of all district members.
2. Direct contact by telephone to Fleet Captains two to three times a year.
3. Actual visitation of each fleet, either during the sailing season or during the off-season, at fleet parties and meetings.

The purpose of these communications is to build a stronger district by helping to draw the fleets together, either in person at social or sailing events or through a newsletter.

Promote and Coordinate Fleet Regattas

Local fleets often feel that they lack the necessary expertise to organize, promote, and host an invitational or District Championship regatta. The Governor can help alleviate that concern by helping the local fleet work through the planning stages of such an event. He may also be able to find knowledgeable and experienced assistants to help actually run the regatta or man the Judges Committee.

In cases of fleets planning to host regattas, the Governor can coordinate the dates, thus ensuring that there is a steady, well-spaced, stream of events that will be available to all fleet members in the District.

A good time to begin planning events is at the District Championship Regatta where many fleets will often have representation.

This concludes the list of District Governor duties. As you can see, a strong District Governor can lead to a strong, well organized, properly represented district. This all leads to more fun between fleets and sailors within the district and good representation in **Scots n' Water**.

Just like a strong fleet needs activities to build it, so does a district. Think of activities or awards that promote more participation in your

district. Several districts present awards to the skipper who accumulates the most total boats beaten in all district events. Another idea is to have a Fleet Championship within the District Championship. In the Ohio District this is done by scoring the top three boats from each fleet.

This kind of award is important because it adds emphasis to every boat's participation and finish in the regatta. A good finish that may be out of the main trophy hunt could lead to an award that can hang proudly in the clubhouse for a year and bring some fleet pride. It will also help generate fleet communication and education as the top skippers will help other fleet members improve to win such awards.

Just as important as the District Championship may be the first and

last regatta of the season. The first regatta is important because it sets the mood for the season. The last regatta should be the climax and is a good time to present the special awards. Make it something special.

Don't stop district activities during the off-season. Hosting a winter party as part of a big boat show could be an excellent way to get the district together. No one has the excuse of pulling their boat to one of these activities.

Get some boats together for the Midwinters. If you're looking for another crew, think of some of your friends within your fleet and even in other fleets. The Midwinters is a great event and is well represented from all districts in the FSSA.

Finally, if you have good activities and ideas, share them through **Scots n' Water**.

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REGATTA SPOTLIGHT

NEW YORK LAKES DISTRICT CHAMPIONSHIP

At Saratoga Lake Sailing Club

by Peter Seidman, FS 4254

Fleet 161 hosted the New York Lakes District Championships at Saratoga Lake on July 8, 9, and 10. Eighteen (18) Scots sailed in the regatta, which makes this the largest NY Lakes Districts in years. Sailors came from the New England and Greater New York Districts, in addition to the Lakes District.

The weekend started Friday evening with wine and cheese to help in setting up the boats, and tents for those camping at the Sailing Club. On Saturday, the races were once around a triangle. The first race was sailed in 8 knots. The wind then stayed in the 5 to 7 knot range for the rest of the day. We sailed six races but only five were counted. Following a general recall in the third race, a mix-up in the restart led to the only protest of the regatta - against the Race Committee! This appeared to be one of the highlights of the weekend, judging from the stories told at dinner.

The first two races seemed to foretell a parade, with the first four place finishers in the same order. The next two races scored saw two new boats finishing in the top four. After Saturday's races, Jim Cavanagh, with two firsts, was comfortably in first place. Jack Orr was in second place with consistent finishes. Griff Williams, with one first, was in third place (and comfortably first in the District). Dick Frazer, also with a first, was in fourth place, with Ralph Rieu just behind in fifth place.

Saturday after the races, Fleet 161 hosted a cocktail party at the Sailing Club. Then we loaded our plates at the Chinese buffet, and ate outside at picnic tables overlooking the lake.

On Sunday the winds continued to cooperate at 5 to 7 knots. The course was lengthened to four legs with the addition of a second beat, with the idea of allowing more chance to catch boats before the finish. No one was passed on the second beat during either race.

Jim Cavanagh took a first and a



Al Audleman Photo

Flying Scot Junior NAC - 11/12/88 Pensacola Yacht Club, Pensacola FL. Start of fourth race. Winds less than 5K.

second and finished first overall. Griff Williams sailed consistently with a third and a second, and moved into second overall and captured the New York Lakes District Championship. Jack Orr managed to hold off the rapidly closing Ralph Rieu for third place, thanks to the throwout. In one of the closest battles of the regatta, for the famed *Better Luck Next Time Mermaid*, Jim Ball had to go to the tie breaker to beat the Seidmans.

New York Lakes District Championship

- 1 Griff & Carol Williams
- 2 Duffy Zornow, Tim Donovan
- 3 Rich & Karen Fleury

FINAL RESULTS

	Race	1	2	3	4	5	6	Total
1 Jim Cavanagh	4499	.75	.75	2	(3)	2	.75	6.75
Jay McNeff								
2 Griff Williams	3211	4	4	(5)	.75	3	2	13.75
Carol Williams								
3 Jack Orr, Scott Johnstone	3877	3	3	3	2	7	(13)	18
4 Ralph Rieu, Stacey Rieu	2810	2	2	7	(9)	4	4	19
5 Duffy Zornow	4409	9	9	4	4	(9)	3	29
Tim Donovan								
6 Forest Rogers	4096	(12)	6	6	6	6	7	31
Melanie Rogers								
7 John Pridmore	2154	6	5	(14)	10	5	5	31
Trevor Davey								

1988 LAKE TOWNSEND MAYOR'S CUP

by Fields Gunsett, FS 801

Friday, prior to the regatta, was wet, inches of rain fell all day. The organizers of the 11th annual Mayor's Cup could only stand in the parking lot of the Lake Townsend Marina and wonder how badly the rain would dampen the spirits of the fair weather racers around the region. With more rain forecasted for Saturday and Sunday, all of our plans for a successful regatta seemed to be dissipating rapidly.

Saturday, NOAA was reporting that the chances of rain had been replaced with fair weather, but light winds were also forecasted. The sunny skies drew Scot sailors from around the state. Twenty-two Scots registered and ultimately twenty made it out on the first day. The light winds that were forecasted never made their presence known, drifting would be the best that could be expected. When the race committee chairman, Roy Bolyard, finally started the first race the fleet began to creep around the course. Even though the race committee shortened the course in an attempt to finish the race within the

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REGATTA SPOTLIGHT

(Continued from page 21)

two hour time, only nine Scots were able to finish - the remaining boats were scored DNF.

Dick Schultz, who is always fast in all conditions, was the winner of the first race. With a number of the local favorites unable to finish, Dick found himself in a commanding position. The race committee decided that the conditions would not improve and the second race was postponed.

Sunday morning came with the same forecast that was given for Saturday. The conditions looked identical to those Saturday. The race committee planned short races with a short course in an attempt to make the best of a bad situation. A number of sailors had called it quits. The weather did not look as if it would provide a satisfying day of racing. Seventeen Scots made it out on Sunday and two races were held. Larry and Starr Lewis put on a clinic on light weather sailing while dominating both races. Dick Schultz finished high enough to win the regatta and the Mayor's Cup.

Fleet 126 invites everyone back

next year, September 9 and 10, to sail in the 12th annual Mayor's Cup. We have little control over the weather so we ask the participants of this years' regatta to remember the excellent facilities, the superb job done by Roy Boylard and the race committee, the socializing around the North Carolina Bar-B-Que, the Michelob, and the fun of racing with other Flying Scots. It has also been suggested that there could never be as light of conditions as were drifted in during this regatta -therefore, we should have excellent weather next year.

FINAL RESULTS

Race	1	2	3	Total
1. Dick Schultz	1885	.75	3 5	8.75
2. Kent Taylor	1296	8	2 3	13
3. Sam Eich	2237	4	8 6	18
4. Will Robertson	1292	2	5 11	18
5. Larry Vitez	838	3	6 10	19
6. Larry Lewis	3933	DNF	.75 .75	24.5
7. Fields Gunsett	801	6	11 9	26
8. Jim Horney	4125	9	14 4	27
9. Harold Ausley	2175	7	13 13	33
10. Starling Gunn	1104	5	15 14	34

GULF DISTRICT CHAMPIONSHIPS

By Terry Dees-Kolenich,
FS 4211

The Gulf District Championships were hosted by Fairhope Yacht Club and Fleet 102 on September 10 and 11th. The district got off to a rough start with registration being cancelled on Friday due to the movement of Hurricane Florence toward the Gulf Coast. Friday proved to be a guessing game as to the land fall of Florence and whether to continue with the scheduled race.

Florence finally came ashore west of New Orleans in the early morning of September 10 which reduced the number of expected participants, especially from the west end of the district who prepared for the hurricane and didn't want to gamble on travelling.

For those who ventured out for the regatta, they found nice weather and

(Continued on page 23)

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REGATTA SPOTLIGHT

(Continued from page 22)

a variation in wind conditions from 5 to 18 knots. A four race series was completed with one throwout. Aggressive starts were the name of the game throughout the series. Ken Kleinschrodt dominated on the race course with three firsts while Tom Dabney and Steve Bellows dueled for second and third with Tom winning the last race and the battle.

The Saturday night keg and dinner social was appreciated by all participants as was the excellent regatta and race management by the Dees family.

FINAL RESULTS

	Race 1	2	3	4	Total
1. Ken Kleinschrodt	1	1	1	(4)	2.25
Amy Kleinschrodt, Michael Mark					
2. Tom Dabney	2	4	(DNS)	1	6.75
Jesper Jensen, David Dabney					
3. Steve Bellows	(10)	2	2	3	7
Blair Bellows, Kit Starke					
4. Herb Summerall	3	(5)	4	2	9
Billy Ross					
5. Zane Yoder	5	3	5	(8)	13
Elizabeth Adams, Chris Dabney					
6. Michael Kane	4	(DSQ)	3	11	18
Pam Schurr, Scott Raines					
7. Jimmy Ruthven	(7)	7	6	5	18

FLEET 161 2ND INVITATIONAL REGATTA

by Peter Seidman

Flying Scot Fleet 161 hosted its 2nd Invitational Regatta at Saratoga Lake Sailing Club on September 9, 10, and 11. Seven Scots sailed in the six race, one throwout regatta. Three guests joined four Fleet 161 boats for a windy weekend.

We started the weekend Friday evening with wine and cheese at the sailing club. The three out-of-town Scots arrived and set up while consuming many liters of wine.

On Saturday, we sailed four races, each a six leg Olympic course. The Invitational was part of the SLSC Fall Regatta, and so the Scots started in the second start with the larger handicap boats, five minutes behind the smaller boats. With winds between 10 and 15 knots, rolling waves and whitecaps, this created a lot of excitement, since we were starting with Hobie 16s, 17s, and 18s, which sail quickly at strange angles and stop to tack. The reaches were also exciting as we dodged turtled Javelins and pitchpoled Hobies.

Dave Jacobsen and Bob Lee from Fleet 24, Candlewood Lake, Connecti-

cut, ran away with most races and had only a second to throw out. John Kimball wore out his son Eric during the first three Saturday races and skipped the fourth race. Sailing well on Sunday with a new crew (everyone was quite laid back and said "sure"), he took a first and a second to finish second overall. Phil Sanzone and Chris Rotunno battled for third place with Phil holding a 1.25 point lead after four races. Chris came back strong on Sunday to capture third by 0.75 points.

Saturday night Ann Seidman catered an Italian buffet dinner at the sailing club. We all had a delicious and relaxing evening. Our group was small enough for everyone to share a conversation of sailing stories.

Fleet 161 invites all Flying Scot sailors to our 3rd Invitational in 1989.

FINAL RESULTS

	Race 1	2	3	4	5	6	Total
1 Dave Jacobsen	3720	.75	2.75	.75	(2)	.75	5
Bob Lee							
2 John Kimball	3493	2	4	2	(DNS)	.75	2 10.75
Eric Kimball, Joyce Gummer							
3 Chris Rotunno	3991	4	3	3	2	(4)	3 15
Jeanne Rotunno							
4 Phil Sanzone	3093	3.75	4	3	5	(5)	15.75
Joe Vesco							
5 Peter Seidman	4254	5	5	6	4	3	(6) 23
Ann Seidman							
6 Jim Ball	2278	6	6	7	5	(7)	4 28
Laura Fantauzzi							
7 Clark Cooper	4407	7	7	5	DNS	6	(7) 3 1
Mike Funk, Ellen Cooper, Rob Ballanger							

CAROLINAS DISTRICT CHAMPIONSHIP

by Larry Lewis and Kent Taylor

The 1988 Carolinas District Championship was hosted by Fleet 134 and the Yacht Club of Hilton Head Island, SC on September 17-18. The races were held on beautiful Calibogue Sound, an easy sail from Harbour Town Marina in Hilton Head. Jim Vaughn did a great job of organizing the event.

Since Hilton Head was a 5-7 hour drive for the North Carolina sailors, most of us drove in on Friday. As we left, Hurricane Gilbert was about to hit Texas and the weatherman was calling for rain and storms in most of

North and South Carolina.

Despite the forecast, the sun was still shining on Saturday and the wind was a perfect 8 to 14 mph. The race committee set good courses with tight reaching legs. We ran one entire reaching leg with the main luffing but the spinnaker flying and the boat on the verge of broaching.

While Dick Schultz was the first boat to the windward mark during the first two races, we managed to get past him due to Kent Taylor's great work on the tight spinnaker reaches. At the end of the first three races on Saturday, we had 2.25 points, Dick had 6 points, Don Smith had 10 and Bill Reinke had 11.

After Saturday's racing we docked our Scots at the Harbour Town Yacht Basin. Hilton Head is an affluent private community. Other than our Scots, there were only a few yachts in the basin valued at less than \$100,000.

The Saturday night social was held at the yacht club and included a "low country cookout" consisting of boiled shrimp, sausage, corn on the cob, hush puppies, beans and floor sweepings. There was lots of food and fun.

As the social began to wind down, it started to rain. The rain was so heavy it was difficult to see well enough to drive back to the motel. As we turned in Saturday night, it appeared that Sunday would be a wet and windy day.

Sunday morning was cloudy but no rain. As we bailed out the Scots at Harbour Town the sun came out. Both Sunday races were sailed in 5 to 10 knot winds, lighter than Saturday.

The lighter winds and strong current, along with down current starts, made for some interesting starting situations. The current carried both Bill Ross and Dick Schultz over the line as they luffed for position during the start of the second race. Both boats had a difficult time getting back up current to restart. Don Smith sailed a great last race to edge Dick Schultz for second place.

As we sailed from the race course to the ramps at South Beach, a group of porpoises swam with us. They seemed to be playing with our Scots as we sailed out of Calibogue Sound.

(Continued on page 24)

REGATTA SPOTLIGHT

(Continued from page 23)

This regatta was held at a beautiful location, with good winds, good food, good company, and good racing.

FINAL RESULTS

	Fleet	1	2	3	4	5	Total	
1. Larry Lewis	126	.75	.75	.75	.75	2	5	
Kent Taylor								
2. Don Smith	48	3	3	4	3	.75	13.75	
Trisha Smith								
3. Dick Schultz	78	2	2	2	4	5	15	
Starling Gunn								
4. Bill Reinke	48	4	4	3	7	7	25	
Debra Reinke, John Truner								
5. Bill Ross	48	7	5	5	2	8	27	
Diane Ross, Don Sweet								
6. Len McLaughlin	48	6	7	7	6	6	32	
Rachel McLaughlin								
7. Russell Norburn		27	12	6	8	5	4	35
Jean Norburn								

WHISKEY SOUR REGATTA

by Greg Madzelonka, FS 2028

Boats from Ohio, Wisconsin, Maryland and West Virginia joined members of Fleet 80 at Moraine State Park (just north of Pittsburgh) for the Whiskey Sour Regatta. A record thirty boats sailed, with almost half travellers, in winds that ranged from 0 to ten mph. There were five races with one throwout.

The races on Saturday were sailed in constantly changing wind velocities with major shifts. The shifts were especially important when you reached the marks as racing was always close and a last minute lift or knock could mean many places.

There were also times during each race when the winds died completely so it was always important to be in position for when they filled in again and try to keep the boat moving.

Jack Leipper, sailing his new Scot, sailed a consistent Saturday series to lead the way to the Whiskey Sour and Steak Fry party. Jim Starr's famous Whiskey Sours, for which the regatta was named, helped liven the spirits while charcoal grilled steaks and local recipes made for a fine dinner.

Sunday started with heavy rain and little wind as the competitors readied boats. Just in time for launching, the rain stopped and a light breeze filled in. The races saw the same conditions as Saturday with light air, dying during the first race causing the course to be shortened. As the winds changed so did the places on the race

course and the locals were among the most frustrated.

With four races in, the last race was meaningless to some but a last chance for others. Just after the start of a short course, the winds filled in and the corners made out big at the weather mark. Jack and Rosalie Leipper had all but clinched the regatta unless Jack and Martha Stewart could win the race. Bruce Spinnenweber and Paul Nickerson were battling for third and fourth while several boats had a chance for fifth where Tom Hohler beat Mike Cullen on a tie-breaker.

In very trying conditions it was a great weekend of racing by the race committee and Fleet 80.

FINAL RESULTS

	Race 1	2	3	4	5	Total	
1. Jack Leipper	2	2	3	.75	(10)	7.75	
Rosalie Leipper							
2. Jack Stewart	3	8	.75	2	(12)	13.75	
Martha Lee Stewart							
3. Bruce Spinnenweber		7	(7)	4	4	3	18
Frank Meehan							
4. Paul Nickerson	6	.75	7	5	(17)	18.75	
Chris Nickerson							
5. Tom Hohler	4	(13)	6	8	2	20	
Torsten Zeppenfeld							
6. Mike Cullen	5	3	2	10	(16)	20	
Charles Cullen							
7. John Meredith	10	5	12	11	DSQ	28	
William Schneider							

GLIMMERGLASS INVITATIONAL REGATTA

by Peter Seidman, FS 4254

The 21st Annual Glimmerglass Invitational Regatta was held September 17 and 18, 1988, at the Otsego Sailing Club, Cooperstown, New York, home of Flying Scot Fleet 109. Twenty-two Scots sailed in the three race series.

Saturday morning started off gray and drizzly; the downpour held off until the 10 AM skippers' meeting. The rain continued all day, but varied in intensity to keep us interested. We sailed this last Saturday of summer in full foul weather gear, with temperatures in the low 60s.

The morning race was twice around a triangle. The winds were moderate from the south and relatively constant for Lake Otsego. Brad McCoy from Virginia in a borrowed Scot took an early lead and kept it for the race. He

was followed at the finish by Harry Carpenter and then the Massachusetts contingent from Fleet 76 of Jim Cavanagh, Ralph Rieu, and Danny Waltuck. Lunch under the tent followed for everyone.

The afternoon race in lighter rain and good winds was three times around the triangle. Harry Carpenter and Jim Cavanagh battled almost the entire way, with Harry holding on to a slim lead. This put Harry in first and Jim in second places overall. Robin Collins of Fleet 148, Stoney Lake, Canada, sailed a solid race for third place and moved into fifth overall. Danny Waltuck took fourth and moved into fourth overall and Duffy Zornow from Fleet 104 moved into fifth overall with a fifth place finish. Brad McCoy finished sixth and third overall.

Saturday night was soggy under the tent, but everyone enjoyed the cocktail party and chicken barbecue. Ann and I knew we were sailing well since besides being tied for ninth, we had time to moor our Scot and get to the hor d'oeuvre table early enough to try all the great stuff prepared by our gracious host club.

Sunday morning threatened rain but stayed dry. The winds were lighter from the south. Dying wind shortened the race from three to two laps of the triangle. Harry Carpenter, perhaps to show off brand new Flying Scot 4513 to new owner Mace Reynolds, ran away from the rest of the field. Jim Cavanagh took second, also with lots of room, and second overall. Brad McCoy's fifth was good enough to hold off Robin Collin's third and Danny Waltuck's fourth place finishes to round out the top five for the weekend.

FINAL RESULTS

	Race 1	2	3	Total	
1 Harry Carpenter, Taylor Smith	2	1	1	3.5	
2 Jim Cavanagh, Jay McNeff	3	2	2	7	
3 Brad McCoy	1	6	5	11.75	
4 Robin Collins		7	3	3	13
5 Danny Waltuck,					
Seamus Cavanagh	5	4	4	13	
6 Duffy Zornow, Butch Hartsig	6	5	7	18	
7 Ralph Rieu, Stacey Rieu	4	9	6	19	
8 Dennis Dubuc	12	7	8	27	
9 Peter Seidman,					
Ann Seidman	10	10	12	32	
10 Phil Sanzone, Joe Sanzone	9	11	13	33	

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REGATTA SPOTLIGHT

(Continued from page 24)

OPEN HOUSE REGATTA

by Allen Tuell, FS 1544

The 1988 Open House Regatta hosted by Fleet 23 in Dallas, Texas was a huge success despite the threats of Hurricane Gilbert. The Saturday forecast was for 60% chance of rain with heavy winds and this attracted 25 crazy boats to sign up for the fun in two divisions. As the day wore on, the weather became more favorable. Two races were completed in excellent conditions before it was back to the dock for some socializing and more rain.

Fortunately that was all there was of Hurricane Gilbert in the Dallas area. Everyone enjoyed a Saturday night barbecue dinner Texas style (including the BS).

Sunday morning was another great day for sailing as the boats battled with Randy Robinson edging out Jack Seifrick for the title and beautiful "Ship in the bottle" trophies arranged by Alice Wright. The Butterfly Fleet did an excellent job as race committee and a special thanks goes to the many skippers who loaned their boats for the out of town sailors. This hospitality and generosity makes the Open House a great annual event.

FINAL RESULTS

Championship Division	Challenger Division
1 Randy Robinson	1 Dan Watson
2 Jack Seifrick	2 Chuck Ahrens
3 Richard Wade	3 Bob Voges
4 Roz Bowen	4 Pat Mchaelis
5 Roland Foerster	5 Dave Snodgrass
6 Bud Dick	6 Stewart
7 Bob Gough	7 Juris Laivins
8 Allen Tuell	8 Harlan Thatcher

GREAT SCOT SAILED IN FEAST OR FAMINE WINDS

by Berkeley Merrill, FS 3095

Dave Whitehart, FS 3864

"-!?!", this is lake sailing at its *!?!-! worst," shouted one Gulf coast skipper near the end of the first day's racing in the Birmingham Sailing Club's Great Scot Regatta held October 15-16 on Logan Martin Lake. Indeed, the unseasonably light, shifty winds caused visiting skippers, who made up 1/3 of the thirty boat fleet, considerable frustration. It also gave locals a short home-court advantage, as the Birmingham team of Berkeley Merrill and Peter Gambel rode elusive

zephyrs past seasoned GYAers Larry Taggart and Duncan McLaine. Even North American Champion Harry Carpenter, crewing for the newest Fleet 118 member Jerry Harvey, had trouble finding the shifts and showing off Jerry's new Scot.

In race one, the majority of the fleet went to the right (west side of the lake) and got caught in that old nemesis: "pine tree blanketing." Of course, there were enough holes around for everyone to sail into.

Race two, believe it or not was worst than the first. A big shift after the start left the committee boat end in bad exhaust from the pin end. On the final leg one skipper reported 12-180 degree "breeze" shifts down to the finish line.

The highlight of the racing day was a huge jam-up of Scots at one mark (consisting of nearly everyone) with one lone skipper on the inside screaming for room. This brought a roar of laughter because no one had enough steerageway or room to maneuver.

The fleet, many of which were towed in, enjoyed some spirits and a steak dinner. At Saturday night's after dinner talk, recent Olympic sailor Luther Carpenter of North Sails, New Orleans grappled with the secrets and intricacies of light air trim and tactics. The audience had many good questions from the day's races. Harry Carpenter reported on the 1988 NAC and encouraged everyone to trek up to Oswego for the 1989 NAC in July.

Sunday's racing began with the race committee biting all their back teeth, fearing more of the same fluky breezes. However, before the first race finished, the winds filled in steadily and moderately. Skill and cunning, seasoned with experience made for more predictable finishes, with Larry Taggart and his traditional crew of school-girls, taking a substantial win. Luther Carpenter got local Ernie McConnell's boat cranked up for a sizable lead in the 4th race. Atlanta's "Team Hassell," after some interesting bouts with spinnaker decisions and a mid-course island found themselves freshening their position along with the the wind as did Dixie S.C.'s Jimbo Ryan and Joe McFadden.

Racing Crews from Maryland, Florida, Georgia, Louisiana, as well as

inland and coastal Alabama, including FSSA officers Charlie, Terry and Granny Dees (who went away wounded), made this year's the largest ever Great Scot. Enormous Local Fleet support and such a complement echoed builder Harry Carpenter's comments that the class is indeed "...healthy and growing."

FINAL STANDINGS

1 Larry Taggart	Southern YC
Carri Haydel, Dodie Osley	
2 Duncan McLaine	Pensacola YC
Pam Schurr	
3 Berkeley Merrill	Birmingham SC
Peter Gambel	
4 Luther Carpenter	Ponchartrain YC
Ernie McConnell	
5 Steve Bellows	Pensacola YC
Blair Bellows	

CAJUN COUNTRY CHAMPIONSHIP

by Al Rees, FS 4001

The Pelican Yacht Club on Louisiana's False River was the site for the FSSA Cajun Country Championship sailed on November 19. Thirteen Flying Scots from Florida, Mississippi and Louisiana competed on that low-bow lake for the sixth sailing of this annual contest.

The Saturday conditions were drier than the weatherman predicted, but he was right about the wind. It was 10-25 mph, and as common for an inland lake, very puffy. Excellent race management by Clyde Prejean, Dave Hasbargen and Bobby Eubanks satisfied the participants. The first race was a short triangle plus windward leg. After lunch the second race was sailed on a Gold Cup course and the third race was an Olympic course. The starting lines were perfectly set and very square with the wind as not a protest was filed.

The strong wind did cause some near panic and excitement. Shortly after the first start the red boat from Bay St. Louis, MS, was temporarily disabled when the mainsail parted from its clew. Crew Bubby Eagan remedied that by punching a new clew in the main. He and his skipper Corky Hadden managed to pass three boats before the finish of the short first race.

(Continued on page 26)

STARTING LINE

1989 MIDWINTER CHAMPIONSHIPS

March 28 - 31

St. Andrews Bay Yacht Club
Panama City, Florida

Six race series with an excellent social calendar included. Racing will start on Tuesday this year with two races.

Some on-site camping is available at the SABYC grounds. All motels listed are within fifteen minutes and the Bayside Inn is offering special rates for the week. Come join the fun and bring some friends.

See registration form in this issue.

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

Motels: by proximity to SABYC

Bayside Inn	(904) 763-4622
Howard Johnson's	(904) 785-0222
Days Inn	(904) 769-4831
Ramada Inn	(904) 785-0561

REGATTA SPOTLIGHT

(Continued from page 25)

Bubby, a former NAC champion and the first Cajun champion, is an expert in many areas, including unfortunate starts. Read his strategies for recovering from a bad start in the July, 1984, **Scots n' Water**. Two firsts in the last two races gave Skipper Haden and Crew Eagan a third place in the final standings.

Consistent sailing paid off for Herb Sumrall and crew from Ponchartrain Yacht Club who finished second. FSSA First Vice-President Larry Taggart with crew Dodie Osley and Carrie Haydel continued their winning ways taking the Cajun title with 8.75 points.

It was a great regatta and everyone should mark it on their calendars for next November because it is the only Scot event on the Gulf Coast during that month.

FINAL RESULTS

1. Larry Taggart	8. Bobby Eubanks
2. Herb Sumrall	9. Mike Linck
3. Cork Haden	10. Al Rees
4. Steve Bellows	11. Gary Painton
5. Barry Goodwin	12. David Thomas
6. Steven Choate	13. Steve Luthy
7. Dunkin McLane	

1989 HUSBAND-WIFE CHAMPIONSHIP June 24-25

Flying Scot Fleet 97 will host the 1989 Husband-Wife National Championship on June 24 and 25. It will be held at the West River Sailing Club in Galesville, Maryland and will be a three race series. This year the championship will be held as a completely separate regatta just for the Husband-Wife fleet. Sailing will be on the Chesapeake Bay.

Galesville is due east of Washington, D.C. and south of Annapolis. Make plans early to attend and spend some time in our nation's capital and this beautiful area.

Contact: John Barnes, 7710 Chatham Road, Chevy Chase, MD 20815 (301) 652-0667 or Susan Hauser, 3935 Livingston St. NW, Washington, D.C. 20015, (202) 363-0974

1989 NORTH AMERICAN CHAMPIONSHIP and JR NAC JR NAC, July 15 & 16 NAC, July 17 to 21 Fleet 159, Oswego, NY

The 1989 NAC and JR NAC will be sailed on Lake Ontario out of Oswego, NY. Convenient housing and meal arrangements will be made through the State University of New York College at Oswego. This has proven fun in the past with everyone housed in dormitories where you can spend more time with your fellow Scotters and make many friends.

Summer winds average around 9 miles per hour and Lake Ontario can generate a great variety of conditions.

A week full of great social activities is also planned so make your plans now to attend.

Contact: Chris Rotunno, Rt. #7, Box 74A, Oswego, NY 13126, (315) 342-4376

FUN-4-SAIL February 4 - 5

Melbourne YC, Melbourne, FL

A "Fun" multi-class regatta. Greg Fisher is scheduled as a guest speaker.

Contact: Cal Hudson, 986 Haas Ave. NE, Palm Bay, FL 32907, (407) 725-3008

1989 MIDWINTER WARMUP March 24 - 25

Fleet 28,

Fort Walton Beach Yacht Club
Fort Walton Beach, Florida

A great event to tune up and prepare for the Midwinters. One race on Friday and two races on Saturday.

Contact: Mike Johnson (904) 243-1477 or George Goodall, 25 Poplar Ave., Shalimar, FL 32579, (904) 651-3541

ATLANTA YACHT CLUB April 15 - 16

Atlanta YC

Lake Altoona; Atlanta, GA

Beautiful camping at the club and just minutes from motels. Saturday night's party is always great!

Contact: Kent Hassell, 7345 Brandon Hill Rd., Atlanta, GA 30328, (404) 395-7343

SANDY DOUGLASS REGATTA

April 22 - 23

Lake Norman Yacht Club
Charlotte, NC

Flying Scots, Thistles and Highlanders pay tribute to Sandy Douglass in this annual event. Camping at LNYC and plenty of nearby hotels.

Contact: Bill Ross, 1504 Laurel Ln., Gastonia, NC 28054, (704) 864-1040

EGYPTIAN CUP

June 3 - 4

Fleet 30, Crab Orchard Lake
Carbondale, IL

A single class regatta. Camping is available on the lake.

Contact: Clark Ashby, 907 Briarwood Dr., Carbondale, IL 62901, (618) 457-4043

REMINDER

This will be your last issue of **Scots n' Water** if you have not paid your 1989 Dues.

**CANDLEWOOD LAKE
INVITATIONAL
June 10 - 11**

Fleet 24, Candlewood Lake
Danbury, CT

Candlewood offers a great challenge to the inland sailors as well as the coastal salts.

Contact: Sue Randers, 32 Tanglewood Dr., Danbury, CT 06810, (203) 790-5097

**BERLIN INVITATIONAL
June 10 - 11**

Fleet 19, Berlin Reservoir
Salem, OH

Excellent racing with camping at the club. Friday night hot dog social.

Contact: Michael Gold, 8757 Lynn Park, Alliance, OH 44601, (216) 935-2846

**OHIO DISTRICT
CHAMPIONSHIP**

June 17 - 18

Fleet 6, Deep Creek Lake
Oakland, MD

Fleet 6 promises interesting triangular courses on the winding lake. Make reservations early as we will attempt to billet all participants.

Contact: Dick Gregory, Rd. #1 Box 82, Boswell, PA 15531, (814) 629-6297

**MIDWEST DISTRICT
CHAMPIONSHIP**

June 24 - 25

Fleet 114, Delavan Lake YC
Delavan Lake, WS

Five races over two days with two divisions. Bratfest, kids carnival and swimming. Bring the whole family to this one.

Contact: Mike Cullen, 411 Brad Ct., Naperville, IL 60565, (312) 961-5130

**ATTENTION ALL
1989 FLEET CAPTAINS**

We would like your 1989 regatta dates as soon as possible to assure timely publication in **Scots n' Water**. Please include regatta name, fleet number, location, dates, regatta chairman, and a brief line or two to summarize your regatta.

THANK YOU • THANK YOU • THANK YOU

The FSSA expresses its sincere appreciation to the following members who have elected to pay their membership dues under the special membership classification.

These voluntary donations will enable the Association to continue to grow and operate with the financial independence necessary to chart a successful future course.

Honorary Life Member
Gordon K. Glass
Oakland, MD

Life Member
Theodore G. Glass
Mt. Vernon, IL

Jack F. Stewart
Alliance, OH

Patron
Albert Charles Rees
Lafayette, LA

Supporter
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Friend
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Richmond, VA

Jay Huling
Westerville, OH
David L. Ivey
Fredericksburg, VA

Jake C. Barnhart, Jr.
Mt. Airy, NC

FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
4377	Capitol	Susan Hoffman	3147 Oakland Rd.	Bethlehem	PA	18017
C1294	Capitol	Lawrence A. Panarello	1449 Beulah Rd.	Vienna	VA	22180
2642	Capitol	Richard I. Roszbacher	1005 Hill Crest Dr.	Fredericksburg	VA	22401
2635	Carolina	Dale Osborne	3437 Greenclyff Rd.	Roanoke	VA	24018
4511	Carolina	Udo P. Rodemann	2479 Country Club Rd.	Spartanburg	SC	29302
2137	Carolina	John H. Schwab	1030 Highland Woods	Chapel Hill	NC	27514
3759	Carolina	William H. von Reichbauer	512 Dunwoody Drive	Raleigh	NC	27615
4523	Greater NY	Joseph O. Bergholm	23 Galloping Hill Cir.	Holmdel	NJ	07783
1504	Greater NY	Al Bernstein	39 Birch St.	Lynbrook	NY	11563
1657	Greater NY	John Daher	Rt. 39	Sherman	CT	06784
3790	Greater NY	John P. Dee, Jr.	1100 Madison Ave.	New York	NY	10028
2124	Greater NY	John E. Kimberlin	116 Rivergate Dr.	Wilton	CT	06897
3724	Greater NY	Jacques A. Livaudais	516 Dorian Ct.	Westfield	NJ	07090
1097	Greater NY	John J. Pavia	1465-400 E. Putnam	Old Greenwich	CT	06870
3764	Greater NY	Phillip S. Schein, M.D.	605 Old Gulph Rd.	Bryn Mawr	PA	19010
0358	Greater NY	Frank C. Shoemaker	361 Walnut Lane	Princeton	NJ	08540
3974	Greater NY	Eli Yablonovitch	11 Blueberry Lane	Leonardo	NJ	07737
3906	Greater NY	James R. Ziegler	15 Wethersfield Dr.	Medford	NJ	08055
4527	Gulf	Jerry Harvey	740 Whippoorwill Dr.	Birmingham	AL	35244
2678	Gulf	Robert T. Wood	PO Box 5894	Tuscaloosa	AL	36405
2504	Michigan-Ont.	William F. Braeuninger	54: Ruff Dr.	Monroe	MI	48161
0528	Michigan-Ont.	Al M. Krier	957 Pinetree Rd.	W. Lake Orion	MI	48035
4513	Michigan-Ont.	J.M. Reynolds	709 Arbor	Bloomfield	MI	48013
0506	Midwest	Ed Ireland	1659 Peterson Rd.	Sturgeon Bay	WI	54235
1597	Midwest	Mitchell Karlin	P.O. Box 8488	Northfield	IL	60093
1174	Midwest	Stephen Mark	327-C Greenleaf Ave.	Wilmette	IL	60091
4311	New England	Robert T. Bowler	10 Bayberry Ct.	Bedford	NH	03102
1203	New England	Michel Jones	566 Greenfield Hill Rd.	Fairfield	CT	06430
0007	Ohio	Susan Crawford	306 N. Underwood St.	Falls Church	VA	22046
3705	Ohio	Darrell L. Hayden	112 Fairway Dr.	Nicholasville	KY	40356
1858	Ohio	Dale A. Wolf	9625 S. Duck Creek Rd.	Salem	OH	44460
0051	Ohio	Thomas C. Ryan	307 Buckinham Rd.	Pittsburgh	PA	15215
3960	Pacific	Roger E. King	5617 139th St. N.W.	Gig Harbor	WA	98335
4372	Pacific	Ron Nelson	6030 S.W. 187th Pl.	Aloha	OR	97005
1119	Pacific	Jeffrey L. Tuttle	1105 Shady Creek Place	Danville	CA	94526
3568	Florida	James L. Garnett	88 Redwood Dr. Briar Creek	Safety Harbor	FL	34696
0311	Florida	Jay B. Kurtz	1004 Crane St.	Key Largo	FL	33037

CAVEAT EMPTOR

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, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646.

FS 2028 - Custom flex, light green hull, white deck, new balsa core installation, three suits of sails, two spinnakers - one a brand new Fisher, mast raising hinge, motor mount, trailer with new tires. Good condition, \$3,950. Call Greg Madzelonka, Pittsburgh, PA, (412) 781-6135.

FS 2223 - "Solitude".... nice name for a Flying Scot. Winning sails. She's in Poughkeepsie, NY; I'm in Seattle. Ouch. She wants to get out on the water again. Please fill her sails, tug tiller and sheet and start her planing again. Call my son, Chris, in NY at: (914) 462-7414.

FS 2896 - Douglass white deck and boot stripe, lt. blue above and dk. blue below, good trailer (new tires), 3 sails, stored indoors, Harken blocks, hoisting bridle, mooring cover, Danforth, other extras, excellent. B.O. over \$3900. Will deliver within 100 miles. In PA near Newark, DE. Bill Stegeman 215-255-0413.

FS 2934 - Douglass, white Hull & Deck, dry sailed and covered, never towed from lake-side lot. Two sets of sails well-used, Spinnaker - little used. Harkin fittings. Very good overall condition. Tilt trailer. \$3,800.00. Wayne James, 1941 Greystone Road, Atlanta, GA 30318, (404) 351-3434, (404) 656-9090.

FS 3912 - Douglass built Nov. 1983, Ivory with blue boot, Schurr sails with window, whisker pole, mast hinge, boomvang, motor mount, TeeNee gal. tilt trailer, spare tire, always dry sailed covered and in fresh water, handbook roster and all **Scots n' Water** since 1984. Perfect condition, asking \$6,000. J.W. Parnell, Jr., 4036 Glenstar Terrace, Charlotte, NC 28205. (704) 537-5274.

FS 4122 - Douglass built, excellent condition, used very little in ('87-'88) white hull, blue stripe, factory bottom paint, race rigged, Fisher specs, 6-1 Vang, Shore sails, anchor, motor mount, 2 compasses, lifting bridle, galvanized trailer, with spare, cover and many extras. \$6300 Jim Kovacik 2043 Judy Dr. Parma, OH 44134 (216) 232-3837 (work) (216) 843-6124 (home).

FS 4163 - Douglass 1986, like new, very little use. Ivory hull, blue trim. Schurr main & jib. Motor bracket, cover for main. Tee-Nee trailer. \$6,195.00. Boat stored in Morehead City, NC. (919) 726-9654 (evenings), or Jim Spears, P.O. Box 447, Laurens, SC 29360 (803) 682-9793.

FS 4361 - 1987 Douglass, absolutely like new, dry sailed fresh water only, always garaged. Ivory hull & deck, red boot top, Schurr sails, TeeNee galvanized trailer with mounted spare tire, tie down rig, Jiffy reefing, anchor, mast hinge. Located in Western SD. \$7,500.00 negotiable. May consider delivery. Gordon Budahl (605) 347-2332 (Days), 347-5323 (Eve.).

FSSA District Governors

CAPITOL DISTRICT
John D. Barnes
7710 Chatham Road
Chevy Chase, MD 20815

CAROLINAS DISTRICT
Michael A. Duncan
827 Ashmeade Road
Charlotte, NC 28211
(704) 364-7842

FLORIDA DISTRICT
Thomas C. (Cal) Hudson
986 Haas Ave. N.E.
Palm Bay, FL 32960
(407) 725-3008

GULF DISTRICT
Dan Kolenich
4 Navy Lane
Spanish Fort, AL 36527

GREATER N.Y. DISTRICT
David Jacobsen
(RECENTLY MOVED, last fall)
(203) 263-0769

MICHIGAN-ONTARIO DISTRICT
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9215 McGregor Road
Pinckney, MI 48169
(313) 426-3510

N.E. DISTRICT
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88 Supluss St.
Duxbury, MA 02332
(617) 934-5209

N.Y. LAKES DISTRICT
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Rd. 7, Box 74-A
Oswego, NY 13126
(315) 342-4376

OHIO DISTRICT
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Pittsburg, PA 15235
(412) 823-8579

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