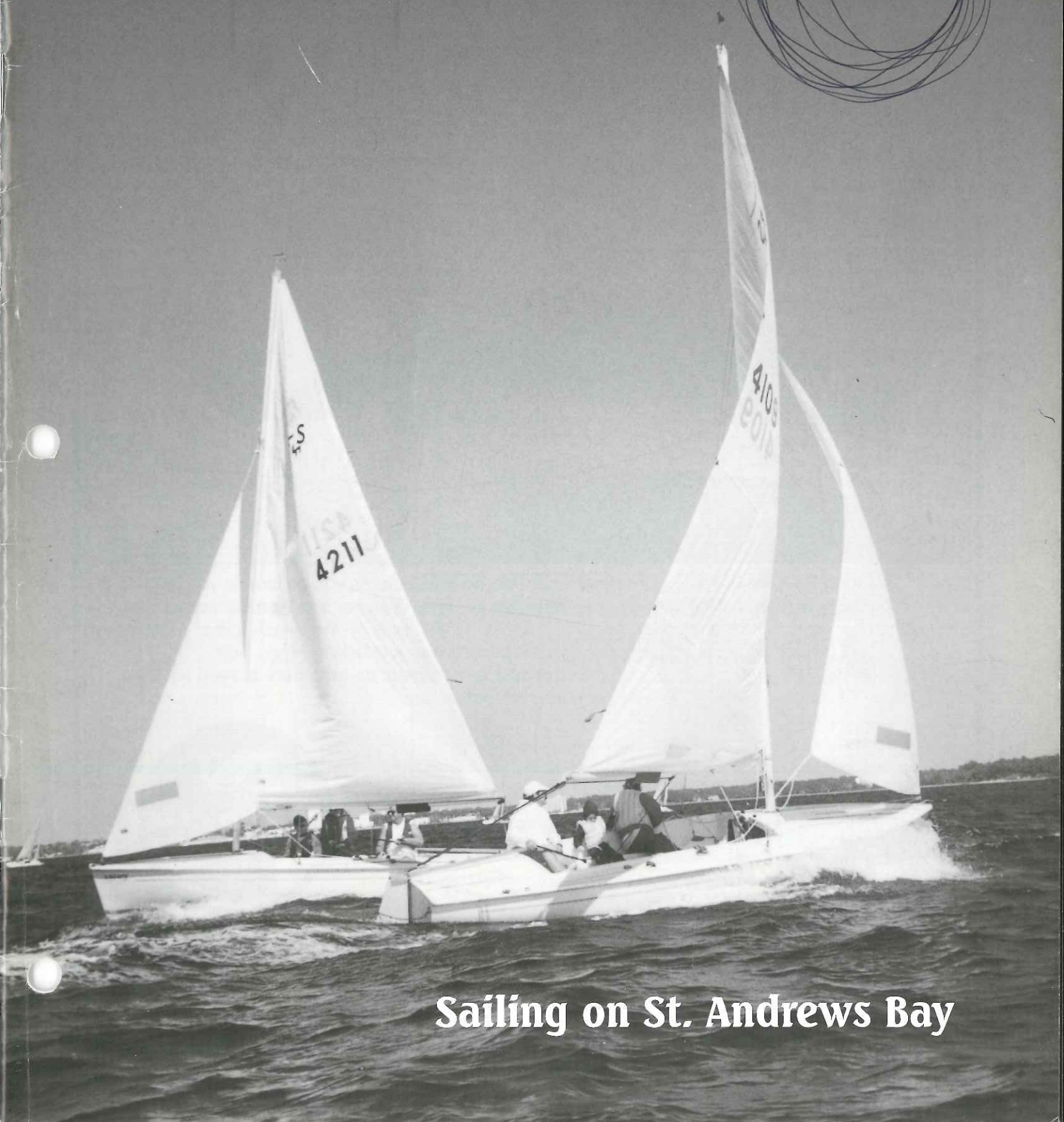


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 41 NUMBER 3 MAY/JUN 97



Sailing on St. Andrews Bay

When You Give It All You've Got Shouldn't Your Sailmaker Do The Same?

NORTH HIGHLIGHTS **1996 NORTH AMERICANS**

Championship Division:

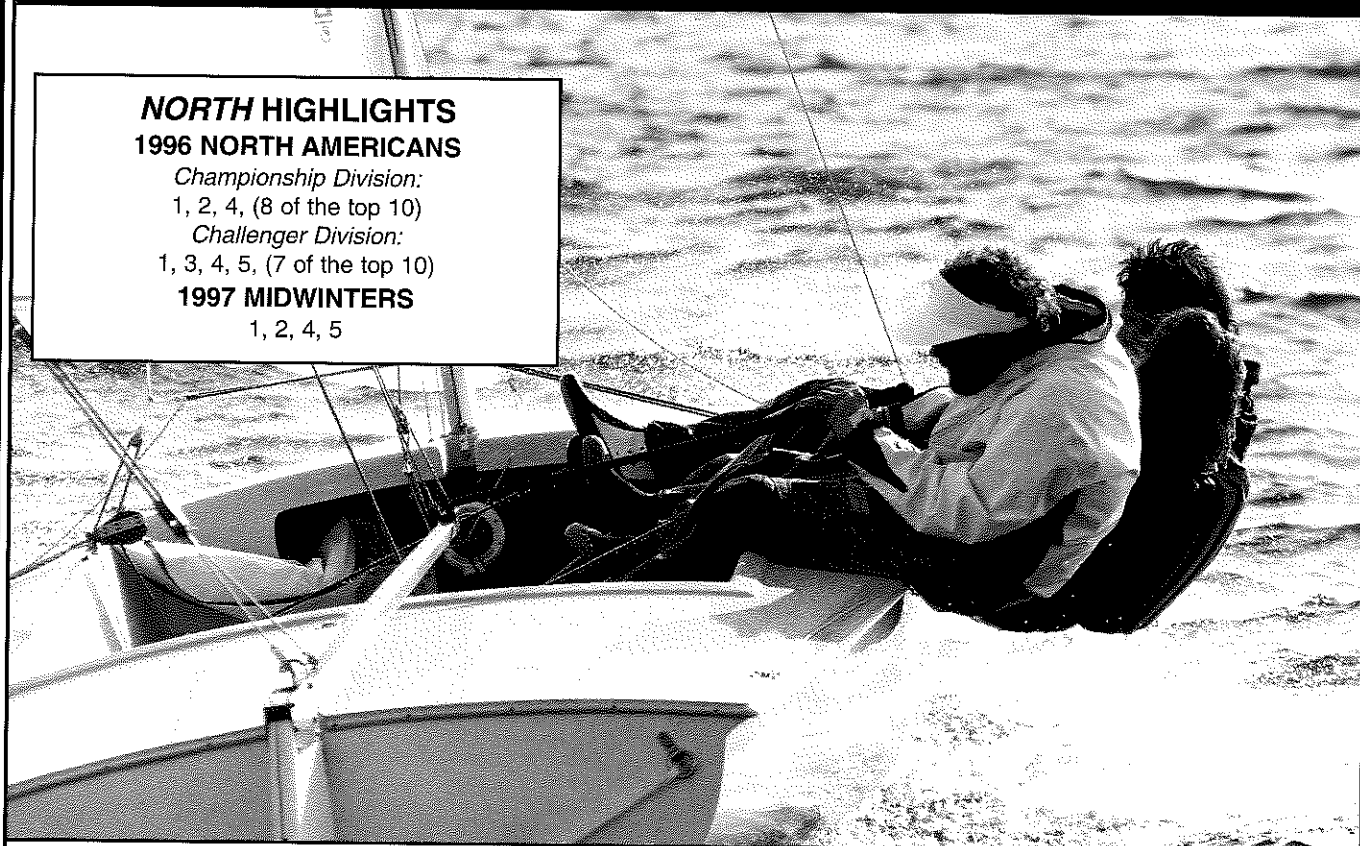
1, 2, 4, (8 of the top 10)

Challenger Division:

1, 3, 4, 5, (7 of the top 10)

1997 MIDWINTERS

1, 2, 4, 5



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On the Cover: Sailing on St. Andrews Bay.

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Attention Web Surfers and E-mail Users

The FSSA Flying Scot web site is online.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

Scots n' Water

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

Publication Deadlines: January/February issue, **October 15**; March/April issue **December 15**; May/June issue, **February 15**; July/August issue, **April 15**; September/October issue, **June 15**; November/December issue, **August 15**.

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

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

EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587 **LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrap.

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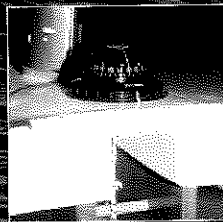
New Boats ... We build new Scots to order and take used Scots in trade.

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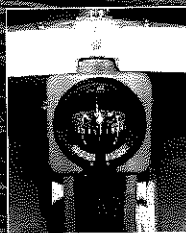
Aquameter Sailor II Compass and Mount...

Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete..... \$62.00



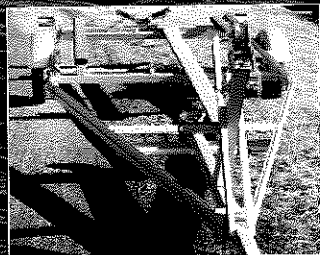
Plastimo Contest Tactical Compass and Mount...

3 3/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. New, lower price for 1996-complete..... \$230.00



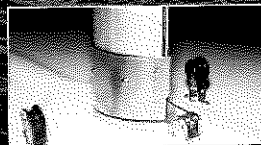
Trailax Aluminum Trailer...

Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).... \$1510.00



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Clip to hold extension to tiller..... \$1.85

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Letter to the Editor

To the Editor:

They're out to get you, Jim Harris!

Page 19 of the January/February issue of *Scots n'Water* shows a photo of a smiling couple, Jim Harris and Betty Struckhoff. The photographer, John Woodworth, took care to capture each and every detail of Jim's expertise on the water, including the main sheet hooked under the rub rail and the spinnaker sheet shrimping well aft. The editor had an excellent opportunity to save Jim some embarrassment by letting the inset photo creep up just a little higher thus covering up the faux pas, but not Jim. I feel your pain!

Sincerely,

Ferkle

P.S. I'm submitting this to "Dr. Crash"

DEADLINES

District Governors, Fleet Captains, Boat Owners, Friends...

DON'T FORGET! DEADLINE IS WHEN I HAVE TO SEND YOUR COPY TO THE PRINTER - SO MAIL EARLY!!

Deadline	Issue	Dist. Responsible
6/15/97	SEPT/OCT	Texas
8/15/97	NOV/DEC	40th Anniversary Issue
10/15/97	JAN/FEB 98	Carolinas
12/15/97	MAR/APR 98	Pacific
2/15/98	MAY/JUN 98	Florida

PLEASE CUT OUT OR COPY AND SEND BACK TO ME BY JULY 15, 1997 FOR THE 40TH ANNIVERSARY ISSUE.

PLEASE HELP US TO HAVE A SUPER ANNIVERSARY ISSUE!

Name: _____ E-mail address: _____

Address: _____

Fleet #: _____ District: _____

How long have you owned a Scot? _____

Do you Cruise? _____ Have you ever raced? _____

How did you decide to purchase a Scot? _____

What is the reason you like the boat? _____

Why would you recommend the Flying Scot to others? _____

What about the FSSA... how do you feel about it? _____

Please describe your most memorable experience in a Scot: _____

PLEASE MAKE YOUR RESPONSES AS LONG AS YOU WISH.

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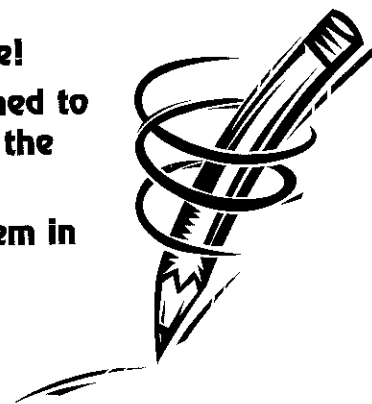
Columbia, SC 29205

E-Mail: Hartsung@msn.com

Email: info@fssa.com

ATTENTION ALL FSSA MEMBERS!

We **REALLY** appreciate all the photos you send in for publication and we would like to have more! The new policy is for any photos that you would like returned to you, please write your name and address on the back of the photo and we will return them as soon as possible. We **LOVE** seeing all the great pictures, so start sending them in along with any regatta or sailing news! If you have any suggestions or questions, please contact the association office.



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Mid-Winter Regatta 1997 Results

Championship Division

Pos.	Skipper	Crew	Hometown	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	W/Throw Out
1	Greg Fisher	Laura Milne, Skip Dieball	Gahanna, OH	4916	2	0.75	4	0.75	0.75	39	47.25	8.25
2	Kelly Gough	Jeff Grinnan		4545	0.75	2	3	2	6	39	52.75	13.75
3	Doc Bellows	Leah Nellis, Dunkin McLane	Pensacola, FL	5107	7	4	8	3	4	0.75	26.75	18.75
4	Kevin Northrop	David Reich, Emily East	Mobile, AL	GYA 38	6	7	10	7	10	3	43	33
5	Harry Carpenter	Melanie Dunham, Bill Dunham	Oakland, MD	5019	3	15	11	15	3	2	49	34
6	Brian Harrison	Scott Raines, John Fleege	Shalimar, FL	87	11	6	12	19	2	4	54	35
7	Ira Cohen	Brian Hayes	Long Island, NY	4343	5	9	2	8	16	12	52	36
8	Dan Neff	Bob Neff	Edgewater, MD	4884	10	16	5	27	5	11	74	47
9	Brock Schmidt	Bruce Lindhiem, Brian Larruso	Mandeville, LA	GYA 176	16	39	6	6	13	7	87	48
10	Darren Cooke	Russell Brown	Ft. Walton Bch, FL	GYA 115	19	11	14	9	9	6	68	49
11	Ned Lawson	David Ryan, Shoko Hirao	Dedham, MA	5079	8	3	16	13	21	10	71	50
12	Bill Ewing	Eileen Weing, Ernie Dreball	Red Bank, NJ	4246	17	39	9	5	8	14	92	53
13	Graham Hall	Kelly Baughman, Michael Brahier	Kings Point, NY	4945	18	17	0.75	4	20	16	75.75	55.75
14	Scott Mauney	Natalie Mauney, Meg Linck	Dallas, TX	3265	9	12	25	16	19	5	86	61
15	Paul Lee	Denise Lee, Thom Lee	Farmington, MI	8	39	13	17	14	7	13	103	64
16	Frederick Meno III	Frederick Meno, IV	Panama City Beach, FL	4968	39	39	7	11	12	8	116	77
17	Jim Cavanagh	Taylor Smith, Cris Swensen	Sharon, MA	6	15	5	31	18	17	33	119	86
18	Jerry Hartman	Pat Manicchia	Milton, FL	3605	39	39	18	10	11	15	132	93
19	Jeffrey Lines	Linda Lines, Bruce Longo	Toms River, NJ	4045	4	8	34	37	29	21	133	96
20	R.J. Cooper	Jeremy Mullis	Panama City, FL	GYA 65	39	20	13	34	14	23	143	104
21	Vin Sweney	Mike Boehl, Christine Hinckley	Remsensburg, NY	4825	39	39	24	20	15	9	146	107
22	David P. Jacobsen	David W. Jacobsen, Ann Seidman	Woodbury, CT	4937	27	18	20	23	22	26	136	109
23	Peter Christian	Boog Bolton	Gulfport, MS	GYA 51	28	27	15	25	24	18	137	109
24	Larry Taggart	Carrie Berger, Peter Seidman	New Orleans, LA	4510	24	39	23	17	26	20	149	110
25	Billy Mason	Bob Wells, Holly Clark	Panama City, FL	GYA 64	20	10	30	22	28	30	140	110
26	Jeff Perna	Carl Gruber, Hunter Rowell	Dallas, TX	1436	26	23	21	39	25	17	151	112
27	Josh Goldman	Martin Waine, Andy Dickinson	Greenwick, CT	3913	14	14	37	30	30	24	149	112
28	John Sepanski	Andrea Sepanski, Jennifer Aljets	Glen Carbon, IL	4520	25	24	22	32	18	27	148	116
29	Charles Fowler	Jim Fowler	Miami, FL	5126	13	19	38	26	36	25	157	119
30	Larry Klick	Kurt Holmquist	Minneapolis, MN	4530	23	21	36	21	23	32	156	120
31	John Domagala	Susan Domaglia	Bloomington, IN	3577	22	28	19	31	39	22	161	122
32	Kris Smith	Brent Mazingo, Jim Worth	Bedminster, NJ	4901	21	25	27	24	32	29	158	126
33	Joseph Thorpe	Ray Folio, Cathy Worth		4101	12	22	29	28	39	39	169	130
34	Patrick Glazier	Dick Page	Cincinnati, OH	2253	31	29	32	12	27	34	165	131
35	Kate Thropp	Michael Donnigan, Andrew Kerr	Bay Head, NJ	4298	29	26	33	33	33	19	173	140
36	Frank Gibson	Bob Gibson	Arlington, VA	4722	32	39	26	29	31	28	185	146
37	Dick Schultz	Jack Warrender	Pine Knoll Shore, NC	1885	30	39	28	36	34	35	202	163
38	Bernie Knight	Steve Hartman	Hudson, OH	4115	39	39	35	35	35	31	214	175

Challenger Division

Pos.	Skipper	Crew	Hometown	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	W/Throw Out
1	Gary Werden	Ben Pierce, Tara Rieu-Werden	Sharon, MA	2363	5	6	0.75	2	4	0.75	18.5	12.5
2	Michael McCarthy	Lawerence McCarthy	Upton, MA	5041	17	3	2	4	2	3	31	14
3	Fred Myers	Eric Nolte	Panama City, FL	11	3	5	3	10	3	7	31	21
4	Ellen Fitzgibbon	Roth Rowell, Chris Sylvester	Panama City, FL	4305	0.75	4	12	5	13	6	40.75	27.75
5	Ralph Rieu	Matt Glod, Terri Swift	Gladehill, VA	4565	2	2	14	7	7	11	43	29
6	Rick Banning	Carina Gerry, Ben Craig	Salem, OH	4994	4	8	6	11	6	8	43	32
7	John Payne	John Diggins, Kai Kunnapas	Mesquite, TX	4500	6	0.75	18	9	11	10	54.75	36.75
8	Ed Bayer	Fred Blackmer	Warren, MI	3	13	11	4	0.75	8	13	49.75	36.75
9	Stewart A. Sumpton	Stewart Sumpton, Bill Becker	Southport, FL	3028	16	23	17	8	0.75	5	69.75	46.75
10	George Kunkle	Ted Odell	Newport, NC	4862	9	23	5	3	17	16	73	50
11	Bob Scott	Bob McNamara	Paoli, PA	4047	12	23	8	6	10	20	79	56
12	Jack McClurkin	Emilio Tellini, Bob Watkins	Holfman Estates, IL	3404	23	10	11	17	5	14	80	57
13	Anthony Di Resta	Regina Di Resta, Paul Runyan	Center Moriches, NY	4938	7	7	10	14	19	23	80	57
14	Jim Leggette	Mike Funk, Vin Paladini	Brandon, MS	1518	8	9	16	12	15	23	83	60
15	Brad Mascott	Ted Mascott, Mary Huntsman	New York, NY	4536	23	23	7	13	16	4	86	63
16	David Olsen	Paul Tubley	Riverside, CT	4080	14	14	9	15	14	12	78	63
17	Ed Summerfield	Harold Gerhab	Beachwood, NJ	4736	11	12	19	16	12	15	85	66
18	Jim Harris	Tom Pinkel, Dana Patten		4296	23	23	13	20	9	2	90	67
19	John Bob Stanley	Don Pell, Paula Pell	Muncie, IN	2851	10	23	15	19	20	9	96	73
20	Hal Wilson	Justin Wilson, Harry Redgrave	St. Charles, IL	4530	15	13	21	21	21	17	108	87
21	Granny Dees	Terry Kolenich, Carolyn Boothe	Fairhope, AL	4109	23	23	20	18	18	19	121	98
22	Bill Vokac	Amy Vokac, Chris Wojnar	Mansfield, IL	391	23	23	22	22	22	18	130	107

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SOFT FLANNEL-LINED CANVAS WITH
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RUDDER COVER:
FLANNEL LINED \$43
FOAM PADDED \$55

Here are the simple facts:

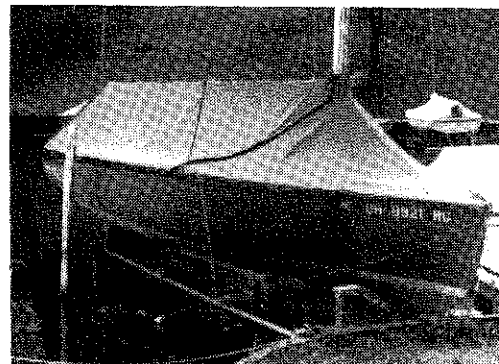
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

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"Life Jacket"

by John Cooke, FS 4619



I would first like to give you some history about myself and Flying Scots. I have been sailing Flying Scots for 23 years now, and being 31 years old, you can see I have been doing this most of my life. In my younger years, safety on the water was the furthest thing from my mind. My sailing attire consisted of shorts and suntan lotion.

I have sailed up and down the east coast in everything from 30 knot winds in Panama City to 0 knots and motor boat waves at Candlewood Lake. I've flipped a Scot over to the port, to the starboard, spinnaker up, spinnaker down. I've broken booms, demasted, even ripped the rudder off a Scot going downwind with the spinnaker up in 20-25 knot winds. Most of these times I was not wearing my life jacket.

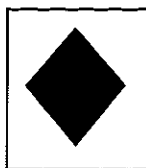
My attitude toward safety has changed over the last couple of years. First, in 1992 I lost a good friend and competitor, Jack Orr, in a sailing accident. I sailed with Jack often before he died and had many discussions regarding my lack of wearing a life jacket. In one discussion he asked me if I had ever tried to swim with my foul weather gear on. I said, "No", but that I would try it after the race. I have been a swimmer all my life, have taken lifeguard courses, and was sure it would be no problem. Guess what... you SINK. My boots filled with water and the one-piece suit I was wearing got very heavy. That was enough for me. I wear my life jacket with foul weather gear.

Second, in May of 1996 I had something happen that has not happened in over 10 years. I fell off the boat. This happened while crewing with Dave Jacobsen (4937) at the Full

Moon Regatta. The Full Moon is a Saturday only, five race regatta. The weather was 70 degrees and partly cloudy with winds of about 5-10 knots. It was during the last race of the day during the first downwind leg that I decided to take my "spinnaker sheet around the boom walk" off the back of the boat. The first thing I remember is I couldn't breathe. Going from the warm air to the cold water (45-50 degrees) knocked the wind out of me. The second thought was that I did not have my life jacket on. Being a nice day with light wind, I was not wearing one. Fortunately we were near the top of the fleet and boats were coming up to me in the water. I am still thankful to Chris Smith (4901) who threw his life cushion to

me while I waited for Dave to come get me. Once wrapped around the cushion I looked around and was surprised to see the Race Committee boat no more than 10 yards away from me. They saw me fall in and were making sure I was all right. I remember thinking that when I run a regatta, I will make sure that there are plenty of safety motor boats and I hope to be on the ball as well as the Manmouth Bay Yacht Club Race Committee was.

Life jackets have gotten much more comfortable and lighter. As the ad states, "It won't work if you don't wear it." I still do not wear my life jacket all the time. Maybe this year I'll use it the whole season after writing this piece.



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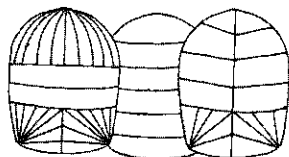
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Racing with Kim

By Gordon Reeve, FS 4997

In this life there are many challenging tasks. One of them is to teach your own child to race with you in the same boat. Over the last two years, I have done this. Still finding myself alive and on speaking terms with my daughter, I thought a highly summarized version of our adventures in sailing might encourage other parents who have dreamed of racing with their children to start the process.

When my daughter Kimberly was born in 1983, I had been sailing for 18 years and racing for the last eight of these with my wife, Peggy. In a fashion similar to that of the proud young father who buys his infant son baseball gloves or footballs, I dreamed that some day my daughter would share my love for sailing and, that before she would leave for college, she and I would be a top notch racing team.

Given the difficulty of baby sitting schedules, we didn't sail much during Kim's first year even though we had a great place to sail, Cowan Lake Sailing Club near Cincinnati. But when Kim was one, we moved back to Houston and began sailing again in the strong winds of Galveston Bay. Having sold our Flying Scot in Ohio, we promptly bought a newer vintage Scot and a Sunfish and joined Seabrook Sailing Club. Kim's first sail was on the Sunfish on a light wind morning. We spent about an hour slowly reaching back and forth in front of the club. Kim was on her stomach crossways on the deck with her head well over the leeward side dragging her tiny fingers and the bill of her baseball hat in the water as it went by. I sailed with one hand for the boat

and one hand firmly gripping Kim's life jacket leg straps.

Though I raced the Scot for that season, Peggy and I were both nervous about sailing with a one-



Kim sailing on FS 4997 during Easter Vacation on Galveston Bay - but that's another story

year-old in a boat that was ramp launched and could capsize. Given this concern and being very logical people, we sold off the two boats and replaced them with a brand-new J-27. Despite the apparent irony, the "J" fit the bill pretty well. We had a secure place for Kim to play or to nap while underway. The boat sailed beautifully and we didn't have to worry about what to do with Kim while we launched or retrieved a boat from a ramp. As an added bonus, it was comfortable enough for overnighting in the marina occasionally.

As Kim grew, she went through several stages in terms of her behavior on the boat. When she was a very small toddler she was fearless as long as she was in her mother's lap or in some way attached to her. Between the ages of four and ten she developed and expressed very definitive opinions about what she liked the boat not to do, especially when it came to the

angle of heel. Several years prior when we first got the "J", Peggy had crafted what was to become the "15 degree rule". As the inclinometer approached 15, sail had to be reduced or course changed to flatten the boat. I can't say for sure, but I believe that one of Kim's first spoken phrases referred to the "15 degree rule". When she was six or seven she had figured out what made the boat heel, so she would often suggest that we "let out the main some" or "let's go down wind."

I must admit it was extremely frustrating to be in a solid breeze with the boat moving well, and have to respond to a crew protest based on the "15 degree rule." But I listened to Peggy's advice: "Don't scare her and give her a little bit of control or you'll lose her forever."

Over time I developed some of my own strategies for calming a nervous young sailor. The best one was distraction and it was considerably cheaper than bribery. These distractions took two forms. One was a guessing game which started out with, "I am thinking of an animal. Ask me some questions to find out what kind." The other was to let her and her girlfriends, bundled in their life jackets, dangle their toes over the leeward rail. On warm summer days, the "15 degree rule" was quickly waived in order for me to heel the boat sufficiently for them to get their feet into the water as it bubbled by the lee rail.

We owned the "J" for ten years and we all still have many pleasant memories of the boat and the fun we had sailing her. But as the years

Continued on page 12

passed, locations and time commitments changed. In 1995, after living in southeast Michigan for several years, the expense and commitment to a keelboat exceeded the return we could enjoy from sailing it in the four and a half months of the Michigan season. I had also noticed that while Kim knew a lot about sailing, she just didn't have the boat feel that you can only get from sailing small boats. Also big boats can be more scary for young sailors than little boats when the wind is up. For anyone who has never learned how to surf a Sunfish or a Laser, the movement of a big boat in heavy air can seem like your living room has been caught in a tornado. So we sold the "J" and went back to the largest small boat I know, the Flying Scot.

Our new boat, FS 4997, arrived from the factory at Portage Lake Yacht Club in March 1995. We had hoped that we could race as a family team, but the progression of Peggy's MS made her choose between racing on Sunday or being able to teach school the next day. So I raced the boat with pick-up crews for the first part of the season until Kim was out of school for the summer.

Kim and I planned our racing debut for one of our club's Thursday night races. I thought a practice session of following the Lasers around their race course on a Tuesday night would be just what we needed. Kim and I were to practice sailing the boat and Peggy was to go along for the ride. The practice did not go well. There was a lot of discussion about how fast the boat reacted to the wind. I recall an obviously lame threat of trading in the new boat for a Laser and racing by myself, until I was reminded of the old strategy: give her some control and distract her. So I gave her the helm and I trimmed sails. She steered to a reach, and I steered us off into a discussion that the Scot will

actually go faster if we only heel it five to ten degrees. So the "15 degree rule" was still important. When we docked we were all on speaking terms again, and Kim and I were ready for Thursday night.

Thursday night was a beautiful summer evening; a cobalt blue sky and a cool breeze at 12 knots. With 11 Scots on the line, Kim was extremely nervous and was chattering like a magpie. But I didn't attempt to try and tell her she was wrong to be nervous, I just let her chatter and tried to calm her down by keeping her busy with things to check on the boat or the race course. We got a good start. As we completed our third tack on the first leg shaving a couple of transoms which were attached to starboard boats, Kim leaned aft to me and said, "Dad, this is kind o' fun." I told her that I had been waiting twelve years to hear that. I can't even remember if we flew the chute or not. But when we finished in the top third of the fleet, I got a "high five" from Kim and the sunset was beautiful.

We continued to race together through the end of the season consistently finishing in the top half of the fleet. If we got discouraged with a particular finish, we reminded ourselves that we were still learning how to sail as a team. As the season progressed, we began to develop a problem that is common to many crews; having arguments about boat speed when there isn't any wind. As much as it was difficult, we tried to observe the rule that criticism of a task was focused on the task and not the crew member. We also agreed to resolve our arguments before we got back to the dock. Fortunately, it was very important to both of us not to go back to the sailing club with puffy eyes that meant either one of us had been crying. Still to resolve things, I listened a lot and bit my tongue often.

Toward the end of the summer we began to develop a spinnaker handing problem. When dousing the spin-

naker and retrieving the pole, we perfected a technique for dropping the spinnaker guy into the water so it went completely under the boat. Despite our efforts at teamwork, we found ourselves routinely having to disconnect the spinnaker sheets, pulling them from underneath the boat and running them back around the forestay and reconnecting to the chute. Kim, however, simply refused to run the spinnaker lines around the forestay, even on calm days. She said she was afraid that she would fall off the boat. So for the most of the summer, she would steer while a grumbling skipper re-ran the lines.

However, this problem like many others in life resolved itself. During our club's annual fall regatta, we were sailing in heavy air and had an old friend crewing with us. We were tearing downwind toward the leeward mark with the chute up. We were in fourth or fifth place but surrounded by several other boats. As we came to the mark, we had gotten the chute down without incident but didn't have enough time to get the pole down. I told Kim to forget the pole, that we'd let it ride the forestay and would get it later. She would have none of this! She jumped up with one foot on the foredeck and the other on the seat to get the pole. Somehow I managed to convince her that it would be OK to leave the pole and she climbed down into the cockpit just in time for us to round. From that day forward, she has moved over the boat like it was a piece of playground equipment.

This past year we improved greatly as a team and finished second in our club's Thursday Night series. We finished fourth in the Weekend series. We are looking forward to the 1997 season with great anticipation. Kim plans to skipper one of the racing series. I can hardly wait. That means I am the crew and the skipper has to be nice to me!!!

A Tribute to: William A. Myatt 1514 St. Mary's Street Raleigh, NC

by Eric Ammann

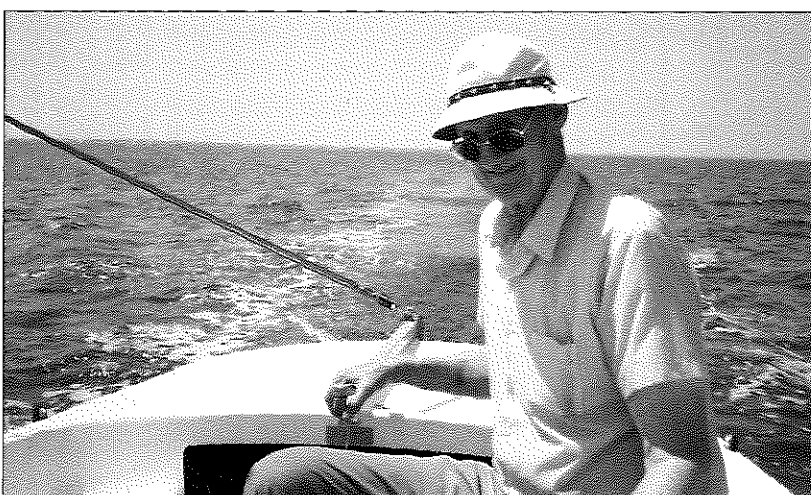
How often I have written that address, how often I have stayed at Bill's house. These thoughts were brought home to me by a phone call from Bob Murdoch, telling us that Bill Myatt had died.

I first saw Bill Myatt when he came into the Boat Company to pick up FS No. 102, back in 1959. There was that huge man, covered by a small round hat, who came through our door, saying "I am Bill Myatt, I am looking for my boat". He soon did what he did so well, tell stories and

spin yarns. Bill had meant to buy FS No. 2, the first Scot ever built. Sandy Douglass' first ad in the January, 1957, issue of *Yachting Magazine* had stirred his interest. When he found he could not have No. 1, a number Sandy held for himself, Bill opted for No. 2. That boat was built in July of 1957 as a working laboratory, to be sailed on Lake Erie. Sandy learned much from that boat, for example, things he wanted to change on his production boats. Then, Bill told us, his church in Raleigh had burned down, and he saw that he had to help rebuild it. That postponed his Scot for a year, and by then he wound up with FS No. 102.

That was the start of a long association and friendship. Bill was more than a good fellow and a good story teller. He turned out to be a spark-plug. We found he could preach the

Scot gospel and he could organize a fleet. That fleet is still sailing on Kerr Reservoir. Bill also sailed on the Carolina Coast, at Oriental, and on



Pamlico Sound. Bill talked Sandy into letting him rep for him, something Sandy was not keen to have happen. He had found dealers a bad idea when he was sales manager for Douglass & McLeod. He meant to keep control of his business. Bill could and did persuade him, and went on to prove he could make the Flying Scot a go in North Carolina.

FS No. 102 was only the beginning of this long friendship with Bill Myatt. Bill soon owned other Scots. He loved poetry, and he could recite long pieces of it from memory. He loved puns, and the names of his boats were puns, often on his name, such as "My Yatt", written in tall letters. He sailed well, and he had a knack with people. I think his most important contribution to his fleet and to the class was his ability to convince folks that sailing is

fun. He was so right in that. If sailing is not fun, we have no product.

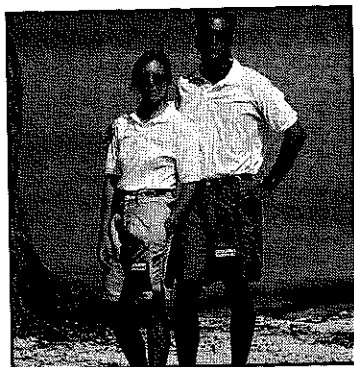
Sandy Douglass and Bill Myatt loved to bargain and haggle with one another, a sight to behold. I recall a time that Bill was in our office and opened the cupboard he knew held Sandy's Scottish bonnets. He took them out, counted them, laid back two midget ones, and told Sandy that he needed the other 36 for a fleet promotion. Sandy came back with a "Well, they will cost you \$16 a

piece." Bill did not like this, and told Sandy how valuable it would be to have 36 skippers, all in Scottish bonnets, and their friends, listen to yet another riveting sales pitch on the Scot. In the end Bill left with the 36 hats, now his, pleased to have carried the day. I was amazed how two normally reasonable businessmen could haggle for two hours over nothing, each trying to out-scotch the other. Both loved that game, which became almost a ritual with them.

Bill was casual about his trailers and cars. He often came for a load of Scots without a license for the trailer and without registration. When I asked him about it, he waved me off, saying, "If it makes you feel better, make a cardboard tag saying: 'Lahcense applahd fo.'" I did just that.

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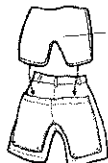
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I recall that he once drove Sandy Douglass up the wall with his mast-raising antics. Standing next to his boat, he picked up the mast near its bottom end, lifted it up like a small stick, and set it right on the step. He told Sandy, "just hook up the wires." Sandy felt that such grand-standing gave the wrong idea to new owners, who knew they could never do this. Bill was so tall he could look into the top boat of a double load, one atop the other, while standing on the ground. Mary recalls that she came to work one day in 1976, when we did not have doors on our first storage barn as yet, to find Bill Myatt standing on the cross brace holding the second boat, looking into the third boat on top. The barns hold Scots three high and ten wide. Bill could reach almost anything in a Scot while it was on the trailer, standing next to it. He loved kidding folks, and he went out of his way to do it.

When Sandy Douglass died a few years ago, his good friend Jack

Brown - first owner of FS No. 4 - wrote to me that he thought Sandy would now plane his Scot on the River Styx, and amaze old Charon with what a real sailboat could do, compared to Charon's old, time-worn barge. I can see Bill Myatt now, joining Sandy Douglass in doing just that, having a ball, telling jokes, spinning yarns, still sailing. For who would want to give up what one likes to do best?

Bill Myatt's passing brings home to me that the "Fleet on the River Styx" is growing all the time, and that many of our good friends have gone to join it. I mourn their passing, and know that Gabriel's trumpet can be heard in the near distance. This crazy sailboat has brought Sandy, Mary and me, Harry and Karen, many good friendships, many of them lasting through decades. While we are saddened by Bill Myatt's passing, we are glad to have had him and so many others in the class as friends. Keeping in mind the Regatta on the River Styx, I wish him fair winds.



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A Case for Simplicity

by Mike Palm, FS1242

First, the Scot is one of those rare examples of a design that turned out to be "just right" the first time. (I built a house in the country. It has a large wood-burning fireplace. After the last course on the two story brick chimney was on, the mason came down the scaffold, ran into the living room and lighted a fire. As it was 95 degrees, I asked what he was doing. He said I'm not going to put the cap-stones on until I see if the damn thing draws.) Despite Sandy's skill as a designer, it is always a matter of luck. Ask Dennis Conner. He got beat on the drawing board.

Second, Sandy purposely designed the simplest standing rig available at the time. He liked to single-hand. The running rigging reflects simplicity within reach of the natural sailing position. He felt the Scot sailor would travel so he designed it to be easy for one person to rig and launch from a trailer. (He said if he could not get the mast up by himself he would quit sailing.)

Third, he built in adjustments for the luff, leech and foot of the main, as well as shape control for the jib. He also built a large cock pit for family cruising with seats to hold eight. At the odd moment, I can pull into a nook or cranny, throw up a bimmini (Spinnaker head on a light-weight whisker pole) and lay out on the seat. Can't do that with seat cleating. There are better ways to bring the jib foot in-board. Weather sheeting does the trick.

Fourth, centerboard mechanics? A masterpiece. Easy to lower, raise and trim alone, and all without a pivot pin. One person can remove the CB using any of the three halyards. It only weighs 105 lbs. (If you want to have fun with a new crew carry it some-

where giving them the lower end. Fake strain as if your end is heavy).

All you have to do is be on the safety boat on a windy day during a Lightning regatta to appreciate how simple is the Scot. We are heavily involved in training activities on our lake. Teen Camp, Ladies Camp, Red Cross Learn-to-sail, fleet training, etc, etc. Having watched all methods and boats, I am convinced the Scot is the best training boat on the lake. Once trained it is easy for the sailor to move up or down. A sailor who puts in the hours learning basic boat-handling on a Scot can handle a twelve-meter. But if you do not learn boat handling you can't move up the competitive ladder.

I think it profane to make the simply rigged Scot a maze of hidden lines and tweakers that only a skipper can love. For training, especially, the rigging should be obvious as to its function. For example: All white for the main and jib; black for sail adjustments (vang, cunningham, out-haul); bright yellow for spinnaker halyard; bright orange for centerboard; red, black and white flecked for shock-cord spinnaker down-haul and tiller snubber; all red for port spinnaker guy/sheet; and blue for starboard. I personally use green for an anchor line because green on deck clashes with my color scheme. Pick your own colors.

Make it logical and not a memory test that only the Skipper's Siamese twin can pass.

I want my students or crew or me to see to what the line is attached. My boat has under seat provisions for the spinnaker lines, but I route them on deck so the other person with me can follow them to their purposes.

We have a "new member" training course each year. It is required that

new members attend no matter the prior experience. One problem is we don't have one for members who are not new. The second problem is that the only time some members sail is during a race. The third problem is a focus on go-fast gimmicks when the solution is skill. It bothers me to see the novices and back-half chasing the "magic potion" when they should be practicing boat-handling.

I tried to write an objective analysis of "Go-Fast" rigging used by our very best racing sailors. To my surprise it was as bad as discussing religion and politics at a social gathering. There is no common ground. The pro and con was debated in strident tones similar to that used on both sides of the abortion issue. I was just trying to be a reporter with no axe to grind nor credentials to drip water on the grindstone. I failed.

A friend of mine has asked me to crew, on occasion, when his regular crew was unavailable. He is a good sailor, a good leader and a good friend. The first time I helped him rig, he told me the jib was not rigged as he wished. He wanted the lower shackle to enclose the forestay. I was aware of the theory, and aware that some of the fleet leaders used it and some did not. If you calculate the difference in angle of the jib leading edge, the theoretical performance difference is negligible and the real difference less. It is the difference between IQ and common sense.

I predict that in 10 races between Carpenter and Goldberg, switching from one system to the other would not change the outcome. What surprised me was the passionate faith my otherwise practical friend had in

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the "trick". His problem was poor starts and failure to cover. I'm not talking behind his back, I told him so during and after the race. But that makes him no worse than the tactician on America III. (Sorry Dave.)

Another good friend has gone to seat cleating with no change in standing. He is trying to do with rigging what he can't do with boat handling. Gimmicks take time and energy away from the real solution.

A man who sails in a place where there are no other Scots came to our lake to study rigging. His boat is fast on all points of sail, confirmed by two experienced Scot skippers. His problem is that he simply lacks sufficient time on the Scot's tiller to be a fast skipper. He spends time chasing the "Grail" instead of practicing on the water.

Look at the crew work at the NCAA sailing finals 1995...the Naval Academy vs the rest. The result of sound boat handling fundamentals, discipline and practice is obvious.

This past season, a friend and former Highlander sailor asked me to crew for him so I could see why he was having so much trouble. I found that over the years he had jury-rigged his boat following every rumor and gadget thought to raise his standing. It did not help. It made it worse. It is a simple boat to sail and single-hand. His spinnaker sheet and guy went through so many blocks, friction was too great for the chute to fill in light to medium air.

The only time he would have needed to use the rigging, as it was set up, was during 30 to 35 knots. To be practical it is not smart to fly the spinnaker on short legs with lots of course changes. It causes handling errors. Using wing-on-wing is competitive in

strong winds without the risk of handling errors.

Every Sunday "sailors" throw themselves on to the race course with targeted aggression and little else. During a recent Lightning regatta a "sailor" from Columbus capsized but was rescued and pumped quickly. His crew would not continue so he drafted another family member. He was rescued two more times on the same day. He finally quit when he ran out of family. He had more boat than brains, and by God, he was going to win if it killed him (and his crew).

A good sailor will never move to the top of the class because of things such as the gimmick, described in "A Main Sheet Rigging Tip", Nov/Dec '96. The "fix" fixes the wrong problem. The solution is simple rigging and good maintenance. You may see folks with a frisbee slotted in on the main sheet bundle down by the rudder post. This is another bad fix for the problem.

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Both miss the point. The way to keep the main sheet bundle from hanging-up on the transom is as follows, (unless you want to round the stern, in which case you need a chain saw and a lot of duct tape):

1. Simple Rigging - Use a good block, adjust the set screw so the block does not swivel. Make sure the main sheets are threaded properly without twists and cross-overs both of which add friction.

2. Maintenance - Lubricate the block, only if and as the manufacturer prescribes. Annually, cut off one foot of the main sheet, so the wear is distributed and the worn parts do not rest on the block when sheeted in. (Obviously, start with a main sheet a little longer than minimum. Add a foot for each year you expect it to last, but remember it will last longer if you cut a foot off each year.)

3. Sailing - As you jibe, manage the tiller smoothly, pull in the main fast, until the main slams over, then let it out fast, but controlled. You may have to control the tiller with a leg, but the secret is to jibe smoothly and in a controlled way. Don't get greedy. Do not trade-off control.

I have never had the sheet bundle hang-up since I have followed my own advice. It was watching students that led me to my solution. I am not evangelizing. Many will work it out on their own terms. Some of the persons that sail on my boat have occasionally had a hang-up but can clear it by hand with no difficulty. After we practice the maneuver there is no hang-up.

I have another good friend who rigs his boat so that everything is "hidden", routed under deck and brought to a beveled slab of wood mounted on the CB trunk lid. He has the ability to tweak everything. It is neat and adds no more than 7.2563 lbs. of stainless steel fittings. The man is a good sailor. He sails the Scot as flat as anyone on the lake. His problem is that he can't keep crew. I hesitate to crew for him, even once. As

familiar as I am with the boat and rig, I would grab the wrong line at the wrong time. Then he would swear at

For skipper and crew alike, the essence of my advice is KISS. What I mean is...Keep It Simple Stupid.

me. Then I would have to jump overboard to modify his behavior.

I think our Pat Glazier is an excellent sailor. From onshore and on-boat observations, I think he could beat most sailors with a boat as simple as mine. He has good judgement, good wind sense and the ability to concentrate. You don't see him beating himself.

I heard he adopted the main-sheet tip gimmick. Pat is good enough that it won't hurt him. But the average back-pack sailor will delay his development by focusing on hardware rather than software.

In 1995, during a stiff breeze at the Pig Roast, only one skipper reefed before the race. He won and no one was a close second. Last year in a local 20 mph. race, Pat Glazier carried four while everyone else carried three. His wife and son did their normal chores with consummate skill. I was ballast. He had the speed and point advantage to windward. He has good sails and superior tactics. Neither of these wins were based on hardware. It was all brains.

The average sailor must hone his skills and get to the top third of the fleet then look at go-fast tricks. In the meantime, stop friggin' with the riggin' and go sail. The secret to winning in a tightly regulated class race is desire and hard work with emphasis on the following:

Sails

Starts
Shifts
Simplicity
Strategy

Skill, but not necessarily in that order.

Over the years we have allowed the class to drift into gimmick land. It is time we take stock and go back to simplicity.

The answer is right in front of us. For our youth series, Sears, Bennis or Smythe (I can't remember which) we make the competing crews switch boats to eliminate the hardware difference. Same is true with the NCAA. The test in single design class sailboat racing is boat handling skill. It is not a test of purse, shop dexterity, inventiveness or getting the jump on the other tweekers. I am confused by a class that allows seat cleating and disallows light-weight whisker poles. If hiking straps are prohibited to keep the "jocks" of the world from dominating the class why is a crew friendly whisker pole not allowed?

If I had my way, you could get out of one Scot and into another without knowing you moved. I do not expect the class to follow me unless I am in the lead. I am no longer interested in racing. I am interested in passing on the craft to those who will follow, but in a different sense. A partial answer to the very good question raised by Joe Rotolo in *Scots 'n Water*, Nov/Dec 1996, "How do we Attract more Juniors...?" is to get back to basics and eliminate the tricks. This is a case for a return to the designers intention to sail a simple boat. This is a case for simplicity.

Remember, this advice is free but comes with a money back guarantee. But don't take my word for it, go back and read everything Sandy Douglass wrote.

For skipper and crew alike, the essence of my advice is KISS. I am not talking about replacing high-fives with lip-locks. What I mean is...Keep It Simple Stupid.

Meet the Staff



MaryAnn Crews

In an effort to better acquaint you with the FSSA staff, we will run an article and picture in each issue of Scots n'Water until all staff members have been identified.

MaryAnn Crews (formerly Mary Ann Eubanks) is president of J. Edgar Eubanks and Associates, the management company selected to manage the FSSA in 1978. Her late husband Ed Eubanks, was the founder of the company and served as the Executive Director of FSSA until his death in 1990. MaryAnn took over the business after Ed's death and has served as Executive Director of FSSA since 1990. She is responsible for the overall management of the Association. She attends all board meetings, takes minutes, and oversees the work done by the staff for FSSA.

J. Edgar Eubanks and Associates is the home office for FSSA. Located in Columbia, SC, it has fully equipped and furnished offices, a conference room, local and 800 telephone service, a FAX machine, and up-to-date computer services, as well as the talent of a highly competent and experienced staff. The company is responsible for payroll, employee benefits, taxes, insurance, replacement of personnel, and all other office operations. The management fee pays for: office space and equipment, meeting planners, bookkeepers, secretaries, editors, printers... a full and complete staff for much less than the cost of hiring one executive and setting up an office.

On the personal side, MaryAnn married Jerry Crews in April of 1996. She has two children: Ann Louise Eubanks and Ed Eubanks, Jr.



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OUR NEW SCOTS are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A **Midwest Sailing** Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

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SAILING SPECIALISTS. *Midwest Sailing* has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Compac.* Please call or fax us for details and prices today.

WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.

Fleets In!

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

FLEET CAPTAINS: Why not send in the results of your season and series championships? We will gladly publish the winners for you. Send'em in!

CANDLEWOOD LAKE INVITATIONAL

The Candlewood Lake Invitational was held on September 28 & 29, 1996. The event brought in boats from New Jersey, New York, Massachusetts, and Connecticut, twenty-four boats total. Candlewood Lake is notorious for light shifty winds. It was decided to hold the Invitational in late fall in hopes that we would get some wind. Boy, did we get some wind.

Races one through three were scheduled for Saturday. Races four and five Sunday. Winds on Saturday blew a constant 18-20 knots from the South with gusts up over 25 knots. With the wind blowing as it was five boats decided not to sail and crew on other boats. The first race was won by Jeff Lines with crew Russ Lines and Greg Lines (FS4045) and everybody finished. During the second race, things started to get crazy. The race committee had selected a Gold Cup course in which the first three legs were normal. Going to the fourth mark, we had our first mishap. Bob Lee in FS 3720 lost his crew Hal Mullen overboard. Hal was picked up by a safety boat, returned to his boat and they retired for the day. Leg five was when all hell broke loose. Spinnakers raised, winds blowing a steady 25 knots, Melanie Dunham and crew Mike Boehl (FS2601) in the lead

and screaming down to the finish (they won), we watched second place boat Brad Mascott with crew Ted Mascott and Bill Ewing (FS4536) do the the first flip of the day. They demasted while going over and thank God everybody was alright. Not ten seconds after Brad went over, third place boat Josh Goldman and crew



Martin Vaine (FS3913) flipped as they passed Brad. Now we had two boats turtled 200 yards from the finish with five safety boats around them and sixteen boats to finish. Lucky for us that was all the damage for race two.

By race three we were down to fifteen boats. Winds had calmed a bit, back to 18-20 knots. This race was not as bad as the second. We had one demasting, Greg and Diane Kampf (FS1557) and one broken boom, Peter Barnicle and crew Roger Pierce (FS3318). To finish the day off, Andy Fox with crew Matt Orr (FS3063) flipped with the spinnaker up on the second leg. Jeff Lines and crew (FS4045) won race three.

Sunday races were the exact opposites. We had to postpone the start of the fourth race for lack of wind. We got 5 knots out of the North to start the race, but it never built. Josh Goldman and Martin (FS3913) came back and won race four after a DNF and DNS Saturday. We got race five off and the wind died. Jim Cavanagh

with crew Dave Franks (FS6) won the race after RC shortened the course to two legs.

I would like to take this space to thank all members of the Candlewood Yacht Club who helped in this Invitational. A special thanks to Bear and Mrs. Rogers and motor boat fleet who gave up their weekend to be safety boats for

us. It would have been really hard without you.

- 1 Jeff Lines, Russ Lines, Greg Lines
- 2 Graham Hall, Mark Bowdich
- 3 Jim Cavanagh, Dave Franks
- 4 Melanie Dunham, Mike Boehl
- 5 Dave Jacobsen, Christine Hinckley, Ann Siedman
- 6 Gary Werden, Dan Pierce, Dave Robinson
- 7 Jay McNeff, Leila McNeff
- 8 Josh Goldman, Martin Vaine
- 9 Mark Riefenhauser, Doug Divesta
- 10 John Palmer, Harry Bly

Starting Line

Egyptian Cup Regatta

May 31 and June 1, 1997

Lake Carlyle, IL

Flying Scot Fleet #83 at Carlyle Sailing Association - Lake Carlyle, IL, is organizing the annual Egyptian Cup. We invite everybody, especially Flying Scot sailors of the neighboring states, to participate in this great event. The end of May/early June date will guarantee great atmospheric conditions. The doors will open Friday evening May 30, and the sailors of CSA will organize an exceptional welcome party for all new and old out of town participants (maybe Cleopatra and Julius Caesar will join us!)

For more information, call Emilio or Susan Tellini: (314) 921-5033. or e-mail: ETellini@aol.com.

1997 Michigan - Ontario District Championship & 3rd Annual Crystal Ball

June 7 and 8, 1997

Crystal Lake Sailing Club
Crystal, Michigan

Fleet 41 welcomes all Flying Scots to an early season District Championship. Crystal Sailing Club is located in the heart of Michigan's lower peninsula. Expect great sailing conditions, food and camaraderie. Accommodations include camping on-site, nearby motels, and beds in nearby cottages (call for availability). Baby sitting will be available, (call ahead).

Call Bruce Korstange (517) 694-2415 for registrations and additional information or Steve Last (517) 832-5706.

1997 Midwest District Championships

June 13 - 15

Delavan Lake YC and Fleet #114
Delavan, Wisconsin

On June 13 - 15, the Delavan Lake YC and Fleet #114 will be hosting the 1997 Midwest District Championships. The club has a reputation for great regattas and is looking forward to continuing this 102 year old tradition. Good racing, good food, and good times are what make this club special and its regattas memorable.

Delavan Lake is located south west of Lake Geneva in Southern Wisconsin. Flying Scot Fleet #114 is one of six competitive fleets at DLYC and the weekly Sunday club series averages 12 to 14 Scots on the line. This is inland lake sailing at its best.

This is an open invitation for Flying Scots to join us for a weekend of competitive sailing. Please contact Harry Haack (847) 362-7878, to be added to the mailing list.

Berlin Y.C. Invitational Regatta

June 14 and 15, 1997

Come race with some of the best Scot sailors in Ohio at Fleet 19, BYC's Annual Invitational Regatta! Enjoy the legendary cocktail party, free camping on site and good competition. Tell your Highlander, Thistle and Laser friends, too.

Please contact Mike Gold at (330) 584-4662 or YALE60@worldnet.att.net, or 588 Eddy Ln., North Benton, OH 44449-9735.

FS 40th Anniversary Regatta

June 20 and 21, 1997

Cowan Lake, OH

We sincerely hope you and your family join us for the 40th Flying Scot Anniversary Regatta and Pig Roast June 20 and 21, 1997. We race and party with equal vigor. - Steve Yovan, Commodore.

Fleet 42

Summer Solstice Regatta

June 21 and 22, 1997

How many races can we get in on the longest day of the year? Come sail with Fleet 42 and find out during our Annual Summer Solstice Regatta.

Fleet 42 is located in Edgewater, MD on the South River. Races may be held on the river or the Chesapeake Bay, depending on weather conditions. As well as being an excellent place to sail, the non-sailor may also enjoy day trips to Washington, DC, Baltimore, Annapolis, or St. Michaels.

For further information, call Chris Swensen at (410) 721-2505.

The Governor's Cup Regatta

June 21 and 22

Kerr Lake

The Governor's Cup regatta at Kerr Lake. This regatta is an open regatta, and Flying Scots are always one of the largest fleets. Kerr Lake is located Northeast of Raleigh, NC and camping as well as local motels are available. In addition to individual fleet trophies, a very large and prestigious Governor's Cup trophy is presented to the top overall skipper. For additional information, please contact Don Smith (Carolinas District Governor) email: dsmith@concordnc.com.

New England Districts

June 21 and 22

Duxbury, MA

Please send inquiries to johnc@belv.com or call John Clarke (617) 210-6331.

The 4th of July Open Regatta

July 5 and 6

Lake Norman YC

This is a great time to come and practice for the NAC's, which LNYC is hosting Aug. 2 - 8, 1997. LNYC is located about 45 minutes north of Charlotte, NC, and has excellent facilities for sailing, and camping. While the winds can be light, the food, fireworks, and hospitality nicely compliment the sailing. For additional information, please contact Don Smith, email: dsmith@concordnc.com.

The Oriental Sailing Social

July 12 and 13

Oriental, NC

If you like great sailing out of a quaint fishing town, this is it. Oriental is located on the Nuese River, just as it spills into Pamlico Sound (about 30 minutes from New Bern). The river is 5 miles wide at this point and winds are usually pretty good. Reservations at the local motels will go fast as this open regatta attracts many sailors. If you plan to make a vacation out of this regatta, the NC Outer Banks are an excellent spot to spend your holiday.

For additional information, please contact Don Smith, email: dsmith@concordnc.com.

13th Annual Newport Regatta

July 18, 19 and 20, 1997

Multi Class One Design Ad • Handicap Regatta • Narragansett Bay • Nightly Tent Parties

For further information, contact Trixie Bobrouniczky (401) 846-1983.

NY Lakes District Championship

July 19 and 20 1997

Fleet #104 welcomes one and all to the NY Lakes District Championship to be held on picturesque 4th Lake in the heart of the Central Adirondack Mountains. Come sail the five race series over two days. A cocktail party and dinner are planned for Saturday night, along with an awards ceremony after racing on Sunday.

For more information contact Duffy Zornow at (716) 383-8099 or Randy Blakeman at (518) 885-0150.

1997 NERD

July 19 and 20, 1997
Annapolis, MD

The 1997 Northeast Regional Districts (NERD) will be hosted by Fleet 42 and sailed on the scenic Chesapeake Bay on July 19 and 20, 1997. Fleet 42 is located on the South River just south of historic Annapolis, MD. There will be two divisions, Championship and Challenger, as well as team racing to promote the exchange of tactics between sailors of varying skill levels.

Don't miss out on the charm of Annapolis and the Chesapeake Bay, where there is plenty to explore for the sailor and non-sailor. There are numerous hotels, inns, and bed and breakfasts in the area, as well as limited camping.

For further information on the regatta or housing, please call Chris Swenson at (410) 721-2505 or Frank Gibson at (703) 271-2716.

Race Weekend Regatta

July 26 and 27 1997
Fleet 3, Wilmette, IL

Join us for our Annual Race Weekend Regatta. The first race starts at 10:00 am on Saturday morning and there are beautiful top three prizes for all crew.

We have a free hoist service and trailer storage. We provide unlimited beer after the races and on Friday night. Box lunches are available by our kitchen and a steak dinner is offered on Saturday night.

The entry fee is only \$20. Accommodations can be found at the Hilton or Howard Johnson or for only \$20 per night for two at a Wilmette college dorm.

Experienced racing crew available, and if you are traveling the following weekend, we can store your boat for the week.

For further information, call Fleet Captain Bill Luksha at (847) 967-6852 or e-mail: wmluksha@aol.com.

Sandy Douglass Memorial Regatta

July 26 and 27 1997
Deep Creek Lake, MD

The 1997 Sandy Douglass Memorial Regatta will be held at Deep Creek Lake in Western Maryland on July 26 and 27. Sailors will find Deep Creek Lake the center of Garrett County's recreational attractions - an ideal spot for a summer vacation. The lake is 12 miles in length with a shoreline of 65 miles.

Garrett County is the home of Flying Scot, Inc., formerly the Gordon Douglass Boat Company established by the late Gordon K. (Sandy) Douglass, designer of the Flying Scot. Deep Creek Lake is located about 100 miles from Pittsburgh and 175 miles from Washington, DC, between Cumberland, MD and Morgantown, WV.

There will be three races on Saturday and two on Sunday followed by trophy awards in the championship and challenger divisions. We will help you find accommodations with local hosts or at nearby campgrounds and motels. A boat launch and mooring/docking space will be provided.

Registration will include a light meal Fri. evening and continental breakfast on Sat. and Sun. morning. Other food and entertainment will be available on Sat.

Information and registration forms can be obtained from Bob Givan (301) 387-8064, or via e-mail: rlgsr@garrett.ncin.com.

1997 North American Championships

August 1-8, 1997

The 1997 Flying Scot North American Championships will be held at Lake Norman YC near Charlotte, N.C., August 1-8. Registration must be completed by 5 p.m. on Sunday, August 3. The schedule calls for measuring-in and social activities during the first weekend, three preliminary races on Mon. and Tues., and a five-race series for championship and challenger divisions Wed., Thurs. and Fri. Trophies will be awarded Friday night, August 8.

The junior and women's NACs will be sailed on Sunday, August 3, if at least five boats are pre-registered. In the Junior Championship, skippers and crew must not reach 18 years of age in 1997, except that immediate family (father, mother, brothers and sisters) may serve as crew. In the Women's Championship, all skippers and crew must be women.

There also will be competitions for masters and seniors.

LNYC is the home of FS Fleet 48, which hosted the NACs in 1976, 1981 & 1988, and the Wife-Husband Championship in 1995. The club comprises some 22 acres and offers excellent facilities for launching and camping.

Contact Marti Worthen at (910) 766-9042 or Dave Alkire at (704) 364-2277.

92nd Annual Ephraim Regatta

August 2 and 3, 1997
Ephraim, Door County, WI

The Ephraim YC will host 5 races over two days with five separate trophies: Ephraim YC 92nd Annual Regatta - first five places; Wisconsin Cup - (First three races) - First three places; Vail Cup - Winner of the first race; Hanseman Cup - Winner of the last race; Sturgis Trophy - Highest finishing skipper age 18 or under.

Please be our guest in scenic Door County and don't miss the legendary Bratfest.

For a copy of the Notice of Race, an entry form, and more information, call Jay Lott at (773) 472-3451 or e-mail: Jaylott@aol.com.

Deep Creek Lake Women's Regatta

August 16 and 17, 1997

Come join us for the good times, good racing, great people, good food.

Come sail at our Women's Regatta. Contact Geri Meehan (703) 369-5065.

The Hoop Pole Regatta

August 23 and 24 1997
Beaufort, NC

The Hoop Pole regatta at Beaufort, NC is another great regatta on the NC coast. Sailing is on the ICW, but wind and tides play a factor. The Saturday night "seafood boil" is excellent, competition is keen, and the hospitality can't be beat. You can make this part of a vacation trip, as Beaufort, NC is right on the coast with an immense amount of activities nearby.

For additional information, please contact Don Smith (Carolina Dist. Gov.) email: dsmith@concordnc.com.

Sprague Memorial

August 23 and 24, 1997
Moriches Bay, L.I., New York

Fleet 10 will host the 5th Annual Sprague Memorial, Long Island Summer Flying Scot Regatta. Enjoy sailing Long Island's south shore sea breeze, and the hospitality of Moriches Yacht Club. NO ENTRY FEE. Camping, and some housing available.

For further information, contact Tony or Regina DiResta, FS 4938 at (516) 878-8710 or AJD4938@aol.com.

Scott Decker Memorial Capitol District Championship

September 6 and 7, 1997

The 1997 Capitol Districts will be hosted by Fleet 86 of the Potapskut Sailing Assoc. in conjunction with their annual Scott Decker Memorial Regatta. The club is located on the Magothy River between Baltimore and Annapolis, and is one of the Chesapeake Bay area's finest sailing venues. Come join the Capitol District's finest for a weekend of great racing.

For further information, contact Craig Decker at (410) 729-1362 or Frank Gibson at (703) 271-2716.

The Mayor's Cup Regatta

September 13 and 14, 1997
Lake Townsend

The Mayor's Cup Regatta is held at Lake Townsend, just North of Greensboro, NC. This small lake will try your wind shift skills, and competition is always tough. The launch facilities are excellent. This is an open regatta, with individual fleet trophies, as well as a Mayor's Cup to the top overall skipper. Motels are available in the Greensboro area (no camping at the marina).

For information, please contact Don Smith email: dsmith@concordnc.com.

The "Hot-To-Trot" Regatta

September 13 and 14, 1997
Fleet 20, Portage Lake YC

Flying Scot Fleet #20 and Interlake Fleet #22 will host the event. Races will be sailed on beautiful Portage Lake, which is approximately 15 miles north of Ann Arbor, Michigan.

A series of five races is planned; three on Saturday, and two on Sunday morning. All Sunday events are to be completed by 1:30 Sunday afternoon in order to allow out-of-town participants time to return home at a reasonable hour that evening.

Typically 20-25 Flying Scots and 15-20 Interlakes race this regatta with separate starts. While the weather is never entirely predictable, the autumn winds usually provide good air for this series. With opening of the new Clubhouse three years ago, the Club has been able to provide very good food service throughout the weekend at reasonable cost.

For further information, call Gordon Reeve at (313) 416-5390.

The Carolinas District Championship

September 27 and 28, 1997
Smith Mountain Lake, VISA

The Carolinas District Championship will be held at Smith Mountain Lake at VISA (Virginia Inland Sailing Assoc.). This is an excellent sailing site, located in the mountains of Virginia, 45 minutes Southeast of Roanoke. The fall is cool and the winds are good. Lake sailors will feel at home because of the many wind shifts. The regatta is open to all FSSA

members, with the District Championship trophy reserved for the highest finishing Carolinas District sailor. Excellent camping facilities and local townhouses are available. As an added bonus, you will be able to leave your boat on the VISA grounds and come back the next weekend to sail in the VISA open regatta. For additional information, please contact Don Smith, email: dsmith@concordnc.com. or call Connie or Ray Stevens at (540) 389-1923 or Baxter Gordon at (540) 389-8892.

Candlewood Lake Invitational Regatta

September 27 and 28, 1997

Come enjoy sailing on Connecticut's largest lake. Last year's regatta was 24 boats strong. It will also be the second leg of the John Pridmore Memorial Round Robin.

For further information, contact Frank Riefenhauser at (203) 746-4752 or John Cooke at (203) 790-7688.

The Founders Cup

October 4 and 5, 1997
Riverside YC, Riverside, CT

FS Fleet #7 will be hosting its 7th annual regatta, in memorium of Chuck Rettie (#27, #273, #906) and Lew Howe (#28, #2828) who together founded Fleet #7 in 1959 and helped to build it to over 40 boats today. Last year's regatta was a great event, and we hope to build on its success.

Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound. We will have a Friday evening reception, Saturday night dinner and Awards luncheon Sunday after racing. For registration forms and sailing instructions contact: Ed Davis, FS#2828, (203) 637-1055.

The Cave Run Grand Regatta

October 4 and 5, 1997
Cave Run Lake

Last years regatta had 45 boats, what a blast it was on scenic Cave Run Lake in the heart of Daniel Boone National Park. Fleet 165 invites all to sail, camp and party with us. Call Jim Sprow, (608) 231-8768 (w) or (606) 299-4662 (h).

The VISA Regatta

October 4 and 5, 1997
Smith Mountain Lake, VA

The VISA (Virginia Inland Sailing Assoc.) regatta at Smith Mountain Lake is excellent at this time of year. This is an excellent sailing site, located in the mountains of Virginia, 45 minutes Southeast of Roanoke. The fall is cool and the winds are good. Lake sailors will feel at home, because of the many wind shifts. This is an open regatta with the Flying Scot class usually the largest fleet. Excellent camping facilities and local townhouses are available. As an added bonus, if you sail in the Carolina District Championships the prior week, you will be able to leave your boat on the VISA grounds and come back for this regatta. VISA is an easy drive for most of the Carolinas and Capitol District Scot sailors. For additional information, please contact Don Smith email: dsmith@concord.com.

1997 Wife-Husband Nat'l Championship Regatta

October 11 and 12, 1997
Rudder Club, Jacksonville, FL

The Regatta will be held on the three-mile wide St. Johns River in Jacksonville, FL. The weather conditions at this time usually have favorable winds and warm water. This event will be hosted by Flt. 131 and the Rudder Club of Jacksonville. The club is located approximately 15 miles from Jacksonville Beach and 25 miles from St. Augustine.

Tentative Schedule of Events:

Friday, October 10

- Early registration
- Welcoming Party

Saturday, October 11

- Late Registration
- Skipper's Meeting
- Three scheduled races
- Dinner and party

Sunday, October 12

- Two scheduled races
- Awards ceremony

Accommodations: Look for updates on motel and hotel information in future issues of *Scots n' Water*.

For more information call Brenda Ruthven, Regatta Chairman at 110 Governor Street, Green Cove Springs, FL 32043, (904) 284-2359 or Jonathan Hamilton, (352) 392-2999 (office/messages); (352) 335-1243 (home). The Rudder Club can be reached at (904) 264-4094.

Flying Scot Open House Regatta

October 18 and 19, 1997
Corinthian Sailing Club, Dallas, TX

This fall regatta of five races is sailed in two divisions with steak dinners and a party on Saturday night.

DISTRICT REGATTA SCHEDULES

CAPITOL DISTRICT

Club Contacts:

FBYC (Fishing Bay YC) - Flt 103:
Max Aldridge (804) 360-4919

PSA (Potapskut SA) - Flt 86:
Craig Decker (410) 729-1362

WRSC (West River SC) - Flt 97:
Roger Schermerhorn (301) 843-8852

PRSA (Potomac River SA):
Lee Spain (703) 256-0698

LOWSC (Lake O' the Woods SC) -
Fleet 160: (703) 503-9555

SBSC (Selby Bay SC) - Flt 42:
Chris Swenson (410) 721-2505

MRYC (Miles River YC), Hampton YC &
Warwick Y&CC - No fleet affiliation,
contact club.

May 24-25
PRSA - Spring Regatta

May 31
Portsmouth BC - Portsmouth Challenge

June 01
FBYC - Spring Series - Fleet 103

June 07
PSA - Dandelion Regatta - Fleet 86

June 08
FBYC - Spring Series

June 21-22
SBSC - Summer Solstice Regatta

July 05-06
Hampton YC - Annual Regatta

July 12-13
Warwick Y&CC - Annual Regatta

July 19-20
SBSC - NE Regional Dist. (The NERD)
Fleet 42

July 26
WRSC - Mid-Summer Regatta - Fleet 97

July 27
WRSC - Ladies in Pursuit of Silver -
(LIPS Regatta) - Flt 97

August 02-03
MRYC - Annual Regatta

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August 09-10
 FBYC - 58th Annual Regatta - Fleet 103

August 29
 WRSC - Long Distance Race -Fleet 97

August 30-31
 WRSC - Annual Regatta - Fleet 97

September 06
 PRSA - Leukemia Cup

September 06-07
 PRSA - President's Cup

September 06-07
 PSA - Scott Decker Memorial/Capitol
 Dist. Championship - Flt 86

September 14
 FBYC - Fall Series - Flt 103

September 21
 FBYC - Fall Series - Flt 103

September 27
 FBYC - Fall Series - Flt 103

September 27-28
 WRSC - Konigsburg Regatta - Fleet 97

October 11-12
 FBYC - Indian Summer Regatta - Flt 103

October 18-19
 WRSC - Pumpkin Patch Regatta -
 Fleet 97

NORTHEAST DISTRICT

June 14 & 15
 Greater New York District Championship
 Toms River, NJ
 Ed Summerfeld (609) 461-9446

June 21 & 22
 New England District Championship
 Duxbury, MA
 John Clark

June 21 & 22
 Summer Solstice Regatta
 Edgewater, MD
 Chris Swenson (410) 721-2505

June 21 & 22
 Flying Scot 40th Anniversary Regatta
 Cowan Lake, OH
 Pat Glazier (513) 474-9037

June 28 & 29
 Sprite Island Regatta -
 Douglass/Orr Invitational
 Sprite Island, CT
 Joe Gulick (203) 438-2440

July 19 & 20
 New York Lakes
 District Championship
 Fourth Lake, NY
 Randy Blakeman (518) 885-0150

July 19 & 20
 NERD
 Edgewater, MD
 Frank Gibson (703) 272-2716

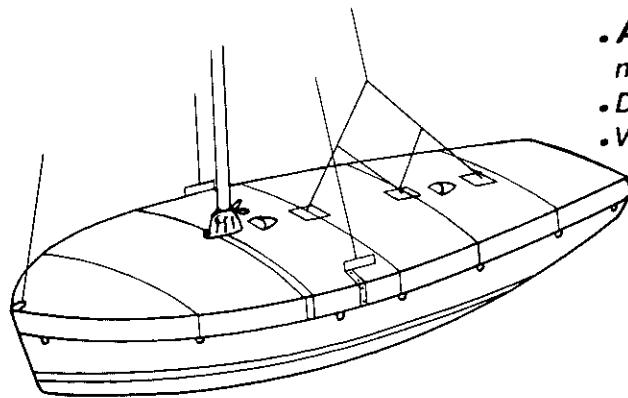
August 3
 Woman's, Junior,
 North American Championship
 Charlotte, NC

August 4 - 8
 North American Championship
 Charlotte, NC
 John Slater (704) 586-0630

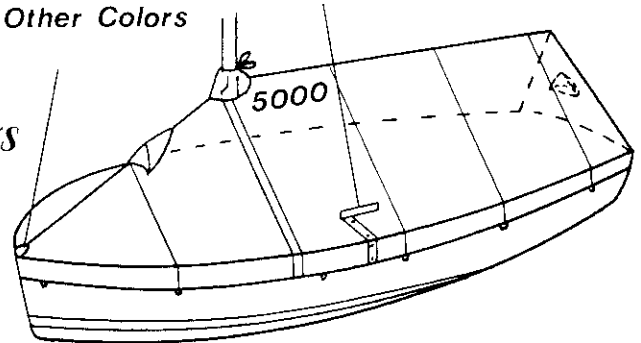
August 16 & 17
 Saratoga Lake Flying Scot Invitational
 Saratoga, NY
 Peter & Ann Seidman
 (518) 877-8731

August 23 & 24
 Moriches Sprague Memorial
 Moriches, NY
 Tony DiResta (516) 878-8710

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- **Acrylic**, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
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- **Velcro enclosures for side stays**
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- **Other Colors**



FLYING SCOT	White	Blue	Other Colors
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Flat Full Side	376.00	391.00	411.00
Tent 6" Skirt	325.00	330.00	345.00
Tent Full Side	418.00	431.00	452.00
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 Memphis, Tenn 38111



September 6 & 7
Massapoag Regatta
Sharon, MA
Jim Cavanagh (617) 784-5088

September 6 & 7
Horricks-Palmer Invitational
Sayville, NY
Paul Patin (516) 363-9069

September 6
Shore Acres Invitational
Shore Acres, NJ
Mike Sheridan (908) 254-2961

September 13 & 14
Glimmerglass Regatta
Cooperstown, NY
Dick Staley (607) 432-0815

September 20
Toms River Invitational
Toms River, NJ
Ed Summerfield (609) 461-9446

September 27 & 28
Candlewood Lake Regatta
New Fairfield, CT
Frank Riefenhauser (203) 746-4752

October 4 & 5
Fleet 7 Founders Regatta
Riverside, CT
Ed Davis (203) 637-1055

October 11 & 12
Wife/Husband Championship
Jacksonville, FL
Brenda Ruthven (904) 284-2359

CAROLINAS DISTRICT

June 21 & 22
Governor's Cup Regatta
Kerr Lake, Raleigh, NC

July 5 & 6
The 4th of July Open Regatta
Lake Norman YC, Charlotte, NC

July 12 & 13
Oriental Sailing Social
Oriental, NC

August 23 & 24
The Hoop Pole Regatta
Beaufort, NC

September 13 & 14
Mayor's Cup Regatta
Lake Townsend, NC

September 27 & 28
Carolinas District Championship
Virginia Inland Sailing Association
Smith Mountain Lake, VA

October 4 & 5
The VISA Regatta
Smith Mountain Lake, VA

OHIO DISTRICT

June 14-15
Berlin Regatta
Berlin Lake

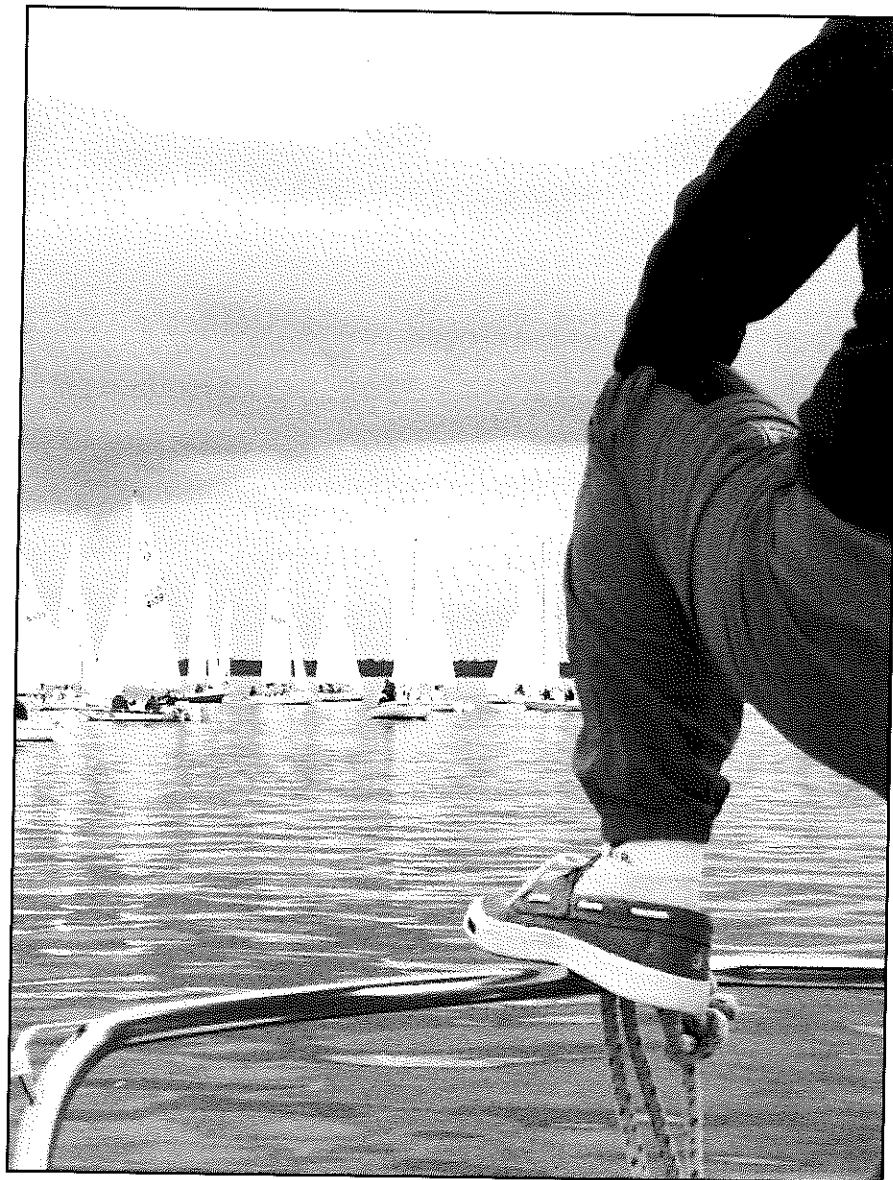
June 21-22
Pig Roast Regatta
Cowan Lake, Cincinnati

July 26-27
Sandy Douglass Memorial
Deep Creek Lake, Oakland, MD

September 6-7
Harvest Moon Regatta
Atwood Lake

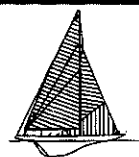
September 20-21
Sail for the Grail
Lake Arthur, Pittsburgh

October 4-5
Grand Annual Regatta
Cave Run Lake, Morehead, KY



Flying Scot New Membership

Fleet #	Boat #	Name	Address	City, State & Zip	E-Mail Address
Capitol District					
		John Roy Doggett	9205 Centerville Road	Manassas, VA 20110	
	2430	Richard A. Skinner	PO Box 168	Salem, WV 26426	
	4855	Howard Wiley	15004 Randall Lane	Williamsport, MD 21795	
	5039	Brooke W. Strohmam	7802 Kavanagh Road	Baltimore, MD 21222	
Carolinas District					
		William Edwards	902 W. Conrwallis Drive	Greensboro, NC 27408	
	5147	John S. Welsh	504 Mill Road	Goldsboro, NC 27534	
48		Stephan B. Lowe	454 Westover Avenue	Winston-Salem, NC 27104	
48	4462	Brian Sigmon	808 E. Worthington Avenue	Charlotte, NC 28203	
Greater NY District					
	5021	Maurice S. Corson	120 East 81st Street, 11B	New York, NY 10028	
Gulf District					
	0133	Jerry G. Lane	7421 Saddlebrooke Drive	Knoxville, TN 37938	
	3424	David W. Davies	649 Winwood Drive	Birmingham, AL 35229	
	5142	Jerry Nichols	1035 NE Rio Pine Lane	Jensen Beach, FL 34957	
	1812	David & Beverly Brill	168 Williams Street	Mobile, AL 36606	
2		Darren R. Cooke	220 Greenbriar Drive	Ft. Walton Beach, FL 32548	
28	3007	Current Skipper FS#3007	180 Ferry Road	Ft. Walton Beach, FL 32548	
28	4683	Current Skipper FS#4683	180 Ferry Road	Ft. Walton Beach, FL 32548	
Michigan-Ontario District					
		John Selby	8600S-362E	Jonesboro, IN 46938	
Midwestern District					
	4812	Richard A. Hermmings	1214 Scott Avenue	Winnetka, IL 60093	
	0465	Jim Dowe	1219 Homestead Road	Beaver Dam, WI 53916	
	0167	Mark Bader	12613 Van Buren	Crown Point, IN 46307	
	2652	Christoper Fardoux	1747 Beverly Place	Highland Park, IL 60035	
83	3546	Parks G. Carpenter	5331 Chapelford Lane	St. Louis, MO 63119	
New England District					
		Rod Nordblom	200 Barnes Hill Road	Concord, MA 01742	
New York Lakes District					
43	co3211	Robert M. Hamlin	1335 W. Valley Road	Preble, NY 13141	
Ohio District					
19	4805	James M. Diffley	5106 Market Street	Youngstown, OH 44512	
Pacific District					
		Sarah (Sally) Smith	PO Box 1379	Kodiak, AK 99615	
40		Jim Pettigrew	39 Shell Road	Mill Valley, CA 94941	
Florida District					
	5125	William P. Brett	320 S. Mary Street	Eustis, FL 32726	
31	5155	Roy W. Borton	2889 Bounty Lane	St. James City, FL 33956	
New Members this report			29		



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7" Half hull on 5"x10" solid walnut.....	\$35.00
7" Half hull w/cloth sails on 12"x15" solid walnut base	\$100.00
7" Half hull w/pen & pencil on 4"x10" solid walnut base	\$80.00

MINI AWARDS

3.5" Half hull on 3"x5" solid walnut	\$17.00
3.5" Half hull w/cloth sails on 6"x8" solid walnut base.....	\$50.00

NEW SILK SCREEN AWARDS

Silk screen drawings of hull & sail plan on 5"x7" walnut base	\$13.00
Silk screen sail with mini resin hull on walnut base	\$25.00

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- ** Engraved Plates, Shipping & Handling are extra.

Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.

A \$25.00 fee is charged for placement in both Scots'n Water and the FSSA Website.

A \$15.00 fee is charged for placement only in Scots'n Water.

Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment.

Send payment to FSSA Headquarters, 3008 Millwood Ave., Columbia, SC, 29205.

FS 832- Douglass, green deck with white hull, all Harken gear and race equipped. Dry sailed, inside stored, two sets of sails, spinnaker pole, good trailer. In excellent condition. Located in N.E. Ohio. \$3500. Call David Haska (330) 296-7576.

FS 1704- Douglass, oystershell deck with white hull, green boat top. Ulmor MJS, full and day covers. Ground tackle etc., sterling trailer with new tires and spare. 5hp, opm with removable mount. Dry sailed three seasons only and dry stored, trailer never in water. Boat and all equipment in outstanding original condition. Economical delivery east coast or midwest preferred, anywhere possible. Call Walt Fitzgerald (313) 565-2957 or (215) 256-9237.

FS 1759- Customflex, fern green and white, teak; new North sail, Fisher main and North jib and Cross Cut spinnaker, Midwest Aquatics rigged; Harken, compass, clinometer, whisker pole, telescoping tiller extension, centerboard swivel cleat, crew hiking line, guy clips, mooring and cockpit cover. 1970 Gator Tilt trailer with tongue jack. \$3750. Contact Lorence Wheeler (608) 222-5115, Madison, WI or Denver CO.

FS 2346- Customflex, white deck and hull, minimum weight, all Harken equipped for racing, racing sails, spinnaker pole and hardware, always dry sailed and stored inside for over 10 years. Good trailer. This boat is like new. Located in N.E. Ohio. \$5000. Call David Haska (330) 296-7576.

FS 2599- Douglass, white hull and deck with blue stripe. Excellent condition. Comes with two sets of sails, aluminum trailer, and tent cover. \$2495. Call Steve Spencer (512) 343-7189.

FS 2919- Douglass built, sterling trailer, both in excellent condition. \$2950. Call Robert deVilleneuve (518) 477-4870 after 6:00 pm.

FS 2927- White deck and hull with red stripe, three main and jib sets, one spinnaker, under-deck spinnaker sheets, Harken blocks, full boom cover, galvanized trailer. Sailed only in fresh water, stored on hoist during season, undercover out of season. Located in Michigan. \$3000. Call Robert Lavidge at (602) 998-2311 or (602) 607-2250.

FS 3323- Douglass, Sterling galvanized trailer, yellow with white deck & graphite bottom, two suits sails & spinnaker, under-deck spinnaker sheets and jib sheets on seats, anchor, boom tent, compass, hoisting bridle, motor mount, tongue jack, Bearing Buddies, bow floatation bag, very good condition, dry sailed at Saratoga Lake, NY, ex Gary Powell 3rd '91 Nationals. \$4500 obo. Call Rob Ballinger (518) 587-7723 evenings, (518) 783-4253 days.

FS 3366- Douglass built, well maintained, dry sailed, complete like new sails, brand new 3hp seagull with bracket, sterling trailer, yellow/blue stripe. Last sailed 1990, one owner, winter covered and stored. \$4200. Call Bill Davis (603) 428-3228.

FS 3424- Customflex built 1978, white hull with blue stripe, 2 sets of sails, one set brand new by Schurr with latest radial design - window in jib. Boat in excellent condition, comes with 3hp Johnson motor, fully race rigged with air bag, transom port, motor mount and trailer. Located in Birmingham, AL. \$5200 obo. Call David Davies (205) 822-2882.

FS 3575- Douglass built, refurbished in 1988, 1995. Very good condition, TeeNee trailer, new tires, red with white stripe, one set of sails, rigged for spinnaker, all accessories (including tent cover) and more. Sailed on Long Island Sound., covered in winter, new 2hp Suzuki outboard. \$4250. Call Jim Sullivan (860) 767-7612.

FS 4415- Douglass, white, race ready/equipped, no cleats on deck, 2:1 jib sheeting, internal spinnaker sheets, two sets of sails (racing set used three times), spinnaker & pole, dry sailed, TeeNee galvanized trailer, full boat cover. Located in Holmdel, NJ. \$5200. Call Dennis N. Nitka (908) 946-3802 (h) or (908) 530-9000 (w).

FS 4461- Douglass, Tee-Nee trailer with launching guides and spare tire. "Risher gray" hull, white deck and stripe. Two sets of sails/jib, spinnaker, mooring cover and anchor. Dry sailed and covered. Nicely rigged and well maintained. Located in Raleigh, NC. \$6400 or best offer. Call Tim McCarthy, W(919) 954-1110 or (800) 332-1928, H(919) 834-1928, email: mccarthy@ipass.net

FS 4675- Excellent condition, purchased new. Spinnaker, trailer, hoist cable, good sails, raced two seasons, pleasure cruising. Moriches Bay, West Hampton Beach, L.I. \$6000. Call Milton Silver (516) 325-2188.

FS 4767- White hull, blue stripe, North and Schurr sails plus one seldom-used spinnaker, anchor, full mooring cover, trailer. \$6500. Call David Niemiec (212) 906-7044.

FS 5040- White with blue stripe family package. Trailmaster galvanized trailer with spare tire, Schurr jib/mainsail, jiffyreefing with two reef points, compass, motor mount with 36 pound thrust Minn Kota electric motor, built in battery box with SeaGel Marine battery. This is a new boat with all safety equipment and well maintained. Located in Augusta, GA. \$8500. Call Joe LeBlanc (706) 855-1601.

WANTED: Used Flying Scot mast only. Call Douglas Southworth (616) 352-4743 or write, PO Box 1075, Frankfort, MI 49635.

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Do you have sails gathering dust? You may be able to gain a valuable tax deduction while helping youngsters learn sailing and seamanship. YMCA Camp Letts, on an inlet just south of Annapolis, is refurbishing their five Flying Scots and would love to accept your older main, jib or spinnaker in good condition. "We only race the Scots against each other so we're not looking for perfection, just a clean, not too blown out sail," said Tom Coleman, Waterfront Director.

Camp Letts, now in its 91st year of serving children, families and adults is recognized as having one of the country's best sailing programs. "Volunteerism and donations have always gone a long way to help maintain a quality program," Coleman reports.

Anyone interested in tax deductible contributions of sails or gear should contact Tom Coleman at (301) 261-4286 or FAX (301) 261-7336.

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QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Bugees	\$12.00	
	FSSA Shirt Colors: Red, White, Blue Sizes: S, M, L, XL, XXL with Boat # or with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
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 55 Tarrymore
 Concord, NC 28027
 (704) 788-8532

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