

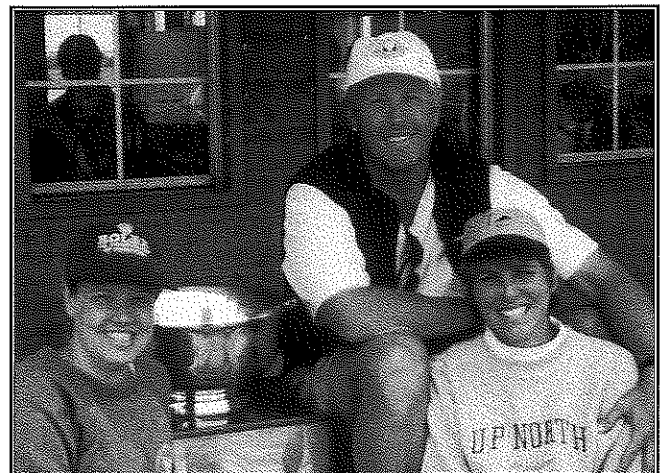
Scots'n Water

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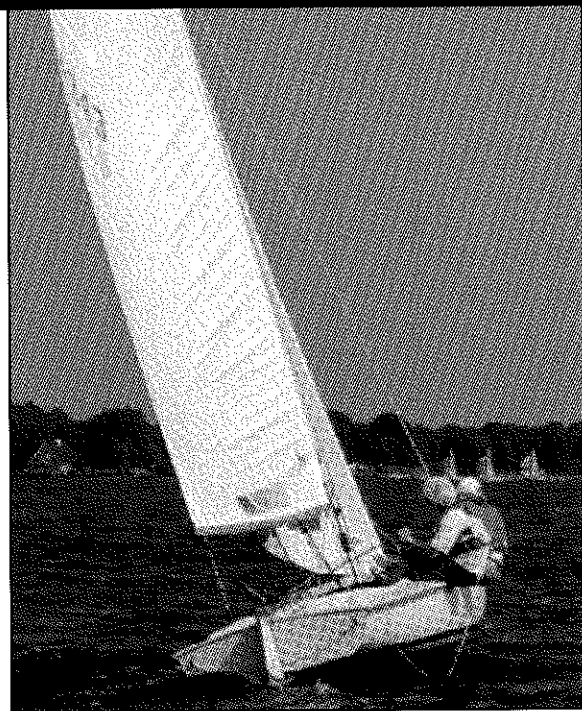
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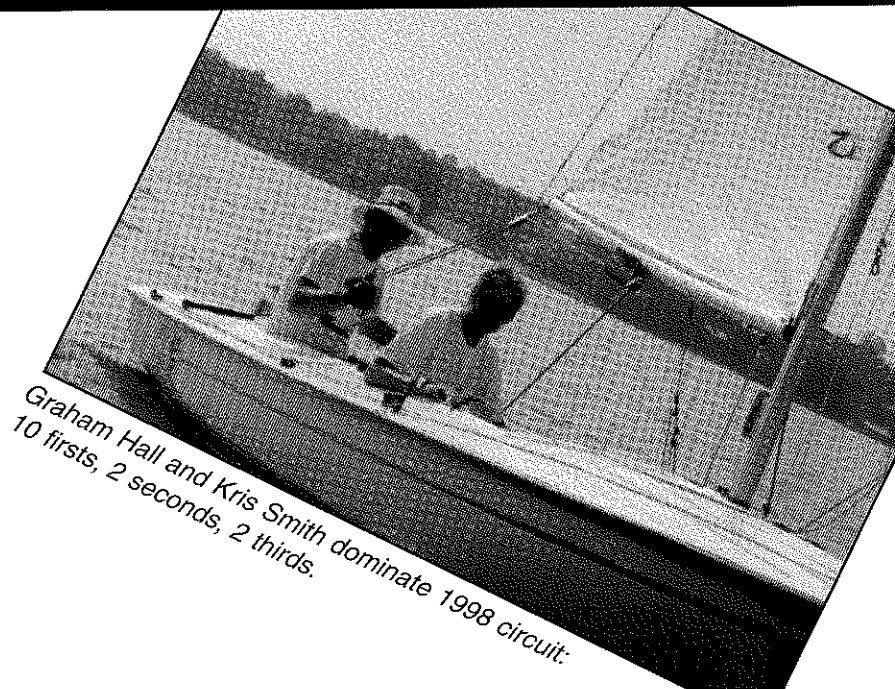
Flying Scot Sailors Win Championship of Champions!



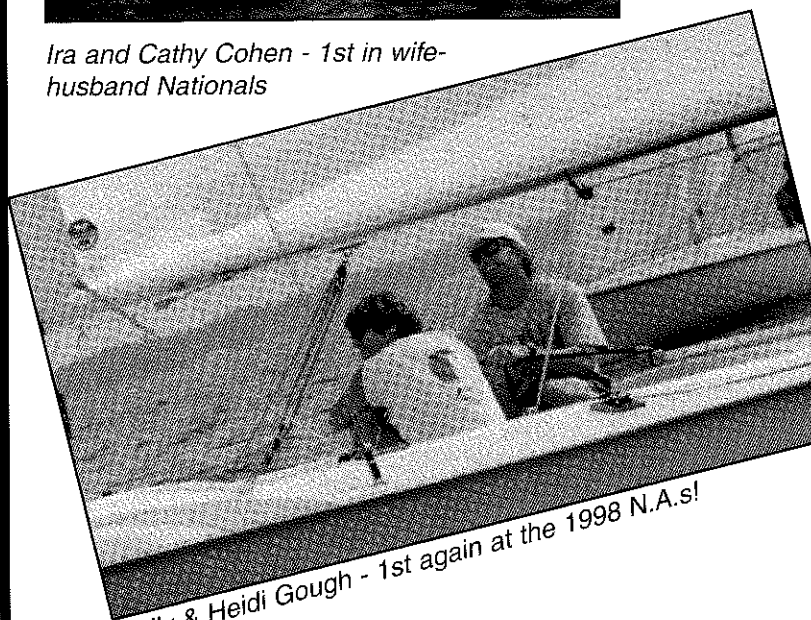
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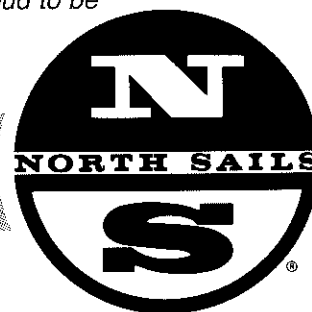


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Please save all articles submitted for publication in the ASCII Text Format

Scots 'n Water

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On the Cover: Kelly Gough, Heidi Gough and Natalie Mauney win the Championship of Champions Regatta.

From the President

by Dan Goldberg, FS 4991



This message is mainly for you Yankees north of the Mason-Dixon line. You Southerners may find it interesting too.

If you're like me, you're stuck in the cold north for another winter, boat hibernating under wraps, and you're depressed about not sailing all winter long. So what

can you do that's sailing-related to help pass the winter? I've discovered a number of things through the years that you may also find worth checking out.

First, there are lots of books about sailing. For racers, I highly recommend Dave Perry's *"Winning in One Designs."* It is available from *US Sailing*. Stuart Walker's early books, including *"The Strategy and Tactics of Small Boat Racing"* and *"Advanced Racing Tactics"* are also good, but a little harder to read. I can barely read his latest books, such as *"Wind and Strategy,"* so don't bother unless you're really into adiabatic inversions. For non-racers, I highly recommend *"Adrift"* by Steve Callahan. It's really more about sinking and subsequent drifting than sailing but it's really fascinating.

Second, there are a lot of sailing magazines. For racers, there's *"Sailing World"* which contains a lot of general information and useful racing tips each issue, plus an update on *US Sailing* and Olympic events. There's also Dave Dellenbaugh's

newsletter, *"Speed and Smarts,"* which is strictly dedicated to improving your racing performance. For non-racers there are *"Sailing"* and *"Yachting,"* which place more emphasis on big boats and cruising.

If you're more of a hands-on person, there are a number of late winter - early spring boat shows if you want to touch wood and fiberglass. If you're handy with a computer, there are a number of sailing and racing simulator computer games. Of course, the ultimate hands-on activity is a sailing school. For racers, the Offshore Sailing School and J-World Sailing school offer beginner and advanced racing courses. I've been to both and think they are excellent. Kolius also has a sailing school but I don't know much about it.

If you're really serious about racing, you can spend the winter working out so you'll be in top shape for Mid-Winters or those windy spring days in the north. Personally, I think that kind of stuff is best left for the crew!

HIGHLIGHTS ARRIVES

The 1998 edition of *"Highlights of Scots n'Water"* is now available from the FSSA office. It is a compilation of the best articles published in *Scots n'Water* over the past forty years. It is intended to be used by the first-time sailor/Scot owner as a guide to our wonderful sailboat and as a reference for all Scot owners who wish to maintain their proficiency with the boat. The articles that are included speak specifically to the Flying Scot and its unique characteristics.

"Highlights" includes articles on the history of the Scot, basic Flying Scot lore, safety, convenience rigging ideas, cruising, and performance sailing. The contributors/authors include some of the best sailors and racers in the sport of sailing plus many people who have been instrumental in the development and promotion of the Flying Scot as one of the leading one-design sailboats in the United States.

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Championship of Champions Regatta

BY GREG FISHER

The Grande Maumelle Sailing Club hosted the 1998 Championship of Champions which was held in Flying Scots. Kelly Gough, Heidi Gough and Natalie Maumey represented the Scot Class dominating the event with finishes of 1, 1, 2, 2, 4, 2, DNS. They beat some of the toughest competition I personally feel the event has ever seen, with Dave Dellenbaugh of America's Cup fame in second place, Scott Irwin from the Interlake Class in third, George Szabo, Snipe National Champion and past two time Championship of Champions winner in fourth place. The regatta was handled especially well by the Grande Maumelle Sailing Club and specifically their Flying Scot Fleet. Don Wright worked very hard to organize the acquisition of all the boats and kept the event running smoothly. Commodore Bill Brierley also a Flying Scot sailor, organized the fleet members and was the trophy presenter. Harry Carpenter delivered two new boats to the event and stayed the entire week, helping to maintain the fleet and represent the Scot Class. In his usual style, Harry was always available to help and was a great ambassador for the Class.

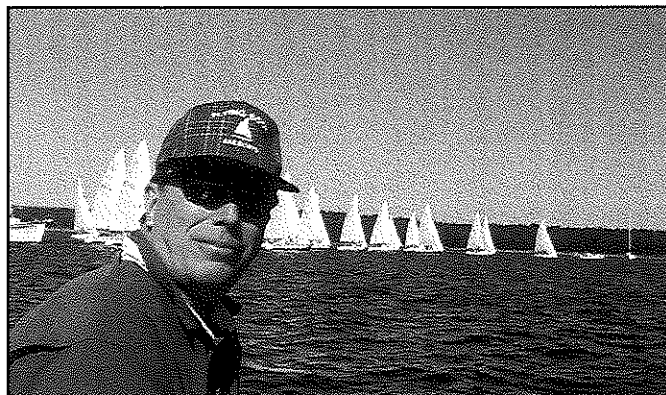
The regatta was a great one condition wise since the races were sailed both in flat out drifters to the flat out gear busters! However, there were really no breakdowns to speak of and the boats demonstrated their durability with only one break down flag the entire week.

Great job Kelly, great job to the gang at Grande Maumelle, and a great job to Harry for continuing to support the Class the way he does.

The photo on the cover is a great shot of Kelly, Heidi and Natalie taking the pin at the start and just as it appears, they sailed another ten boat lengths, tacked, crossed the fleet and sailed on to win the race by fifty yards.



Kelly, Heidi and Natalie in a relatively calm moment in between races



Harry with the fleet starting in the background.

AS VIEWED FROM "SPIRIT", THE GMSC RACE COMMITTEE BOAT BY SHERRY WRIGHT

If you host it, they will come! And they did - all the way to Little Rock, AR. Boats from Lake Carlyle and White Rock Lake in Dallas started arriving the weekend before the regatta, as did the competitors from Duluth, MN. By Tuesday afternoon our club was a mass of vehicles, Scots, trailers, sailors, and the champions. Seventeen Flying Scots were made as equal as possible - equipment checked, and rigging tuned.

There was a casual reprieve at the GMSC clubhouse Tuesday night, and Wednesday dawned clear and bright. (Except for Friday morning, the weather was perfect with temperatures between 65-80 degrees all week). Greg Fisher gave the competitors a short Flying Scot tuning/trim seminar and this was followed by the skippers meeting at 10:30 am. Scots were launched and the sound of sixteen sets of crisp new North sails was the equivalent of "Gentlemen, start your engines!"

As the competitors neared the finish line of the short practice race, I learned something new...some races consider it bad luck to cross the finish line during practice, while other racers can't come face to face with a finish line and NOT cross it. We had both kinds. Lunch was served on shore, then back to the race course for the real thing.

Race 1. Course-modified Olympic, wind southeasterly light and shift.

After what seemed like an eternity, the wind filled in nicely and there was a start at 3:00 pm. (Remember, I'm on the committee boat).

Rounding the first mark it was Brad Wieland, Kelly Gough, and Dave Dellenbough. Gough rounded the second mark first with

Continued on page 6

Wieland and Dellenbough on his heels. Second long windward had a big lift for boats going to right side of course and brought Scott Irwin into top three contention. Gough hung on to his lead but Dellenbough was right there waiting. At the finish it was Gough, Dellenbough, Irwin and George Szabo.

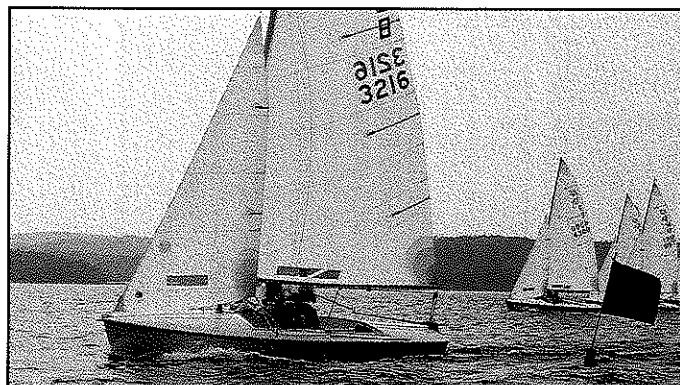
Wednesday evening there was dinner at the clubhouse and socializing with GMSC members. The Champions introduced themselves and their crew and gave a short sailing biography. A little bubbly added to the ambiance.

Thursday -

Racing all day. Harbor gun 9:30 am.

Race 2. Course - Full Olympic. Wind easterly and light.

Three general recalls, a squaring of the line and fourth start was a clean one. At the first mark it was Wieland, Dellenbough, Dean Snider and Gough. Rounding the third mark came Dellenbough, Wieland, Gough and Szabo. Gough passed Wieland on the second long windward and Dellenbough went to third. Up to the last leg the top three favored the left side of the course and saw the wind lighten. Steve Brace found some air by going right and finished third behind Gough and Wieland, ahead of Dellenbough.



Race 3 - Course - Full Olympic. Wind Southeast, gusty about 12 knots.

A few course adjustments by the race committee, and the race was on. In order at the first mark: Wieland, Gough, Szabo and Dellenbough. Same four up front for the entire race. The finish was very close and by two's Szabo and Gough (1st and 2nd respectively), and Dellenbough and Wieland (3rd and 4th respectively). Scot Irwin filed for equipment breaking score adjustment. Boat #14 was replaced by the stand-by boat between races.

Race 4 - Course - Windward-Leeward-Windward (WLW). Wind Southeasterly under 12 knots.

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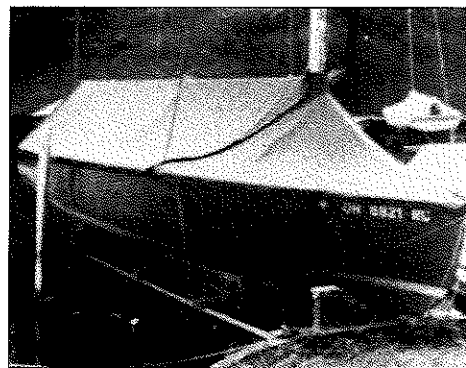
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Following a clean start at the first mark, it was Szabo, Gough, Dellenbaugh and Bruce Dryden. This was a short race with Szabo getting the gun followed by Gough, Dryden and Dellenbaugh.

Race 5. Course - Full Olympic. Wind South at 8-11 knots. Once again there were three general recalls, and the pin was reset. This time the "i" flag was up at 5:00 pm and we had an amazingly orderly start. Gough thought he might have been over (he wasn't) and did a round the pin restart. At the first mark Matt Fisher led, followed by Dellenbaugh, Irwin and Gough. The next reading I got was rounding the second long windward. Then it was Fisher, Dryden, Irwin, Dellenbaugh and Gough (Kelly had his lowest racing regatta finish in this race. He was racing in my boat!). The first and only protest was filed after this race, but it was later dropped. Everyone is tired at this point - even the boats. Drew Daugherty, Regatta Chairman, was driving the boat with Harry Carpenter and Greg Fisher around on fumes. Thursday night was an open night. I don't know what others did, but at my house, we ate and went to bed. Standings - Gough - 10 points; Dellenbaugh - 14 points; Szabo - 17 points; Irwin - undetermined because of Race 3.

Friday - Harbor gun at 9:30 am.

Race 6. Course WLW. Wind mostly Southerly 14 knots gusting to 25, black clouds overhead and occasional showers.

One general recall and out comes the "i" flag. Second start at 10:30 am was clean. Once again Gough favored the left side of the course. Dellenbaugh was middle to right side of the course. At the first mark it's Dryden, Gough, Irwin, and Colleen Cooke. The race committee barely has time to set the finish line before boats start rounding the second mark. Somewhere on this leg, Heidi Gough went swimming briefly. Kelly picked her up with one hand and before her feet hit the deck, Kelly was ordering her to "trim the sails!!!" Bruce Dryden took the gun, followed by Gough, Irwin and Szabo. Time lapsed - 30 min.

Race 7. Course - WLW. Wind same as last race.

Kelly Gough is not running this race. (Heidi probably needed a hot shower and dry clothes) Shortly after the start, George Szabo did a 720. At the first mark it was Dellenbaugh, Irwin, Fisher and Wieland. After the downwind leg, wind lightened to 10 knots. Scott Irwin takes first; Dave Dellenbaugh, second; Matt Fisher, third; and Chet Turner, fourth. With seven races completed there would be one throw out. Flying Scot National Champion, Kelly Gough, is this years "Champion of Champions". Dave Dellenbaugh wins second place. Remember Scott Irwin's third race equipment failure appeal? After his throw out and point adjustment for the third race, Scott Irwin nosed out George Szabo by two points to take third place.

Congratulations and "thank you" to all the winners and competitors for a great regatta! You were all truly champions.

LIST OF PARTICIPANTS IN THE CHAMPIONSHIP OF CHAMPIONS

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Mark McBride
Marblehead, MA
International One Design

BRAD WIELAND

Bill Draheim
Brenda Smedley
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Catalina 22

ROB SPRING

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Mike Perakis
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CHET TURNER

Lela Summers
Steve Heinbaugh
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Y-Flyer

GEORGE SZABO

Jeff Baker
Carol Cronin
San Diego, CA
Snipe

BRYAN LILLEY

David Samson
David Dickerson
Simsbury, CT
Blue Jay

ALLAN CREW

David Hess
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STEPHEN BRAESE

Rob Morris
Russ Braese
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COLLEEN COOKE

Willem van Waay
Jean Eichenlaub
Chula Vista, CA
Holder 20

BRYCE DRYDEN

Trish Walcott
Joyce Spring
Aeworth, GA
Thistle

KELLY GOUGH

Heidi Gough
Natalie Mauney
Coppell, TX
Flying Scot

KEITH J. STAUBER

Susan Turnham
David Turnham
Duluth, MN
San Juan 24

MATT FISHER

Mandy Hoffmeister
Dan Moriarty
Westerville, OH
Lightening

SCOTT IRWIN

Skip Dieball
Laurie Synowice
Toledo, OH
Interlake

DEAN SNIDER

Kay Sniker
Cynthia Creamer
Houston, TX
Ensign

DAVE DELLENBAUGH

Jim Crane
Robbie Crane
Easton, CT
Special Invitee

1999 Flying Scot Mid-Winter Championship

March 29 - April 2, 1999 • St. Andrews Bay Yacht Club

Panama City, Florida

The Race Committee for the 1999 Flying Scot Sailing Association Mid-Winter Championship invites you to join us in 1999 for one of the year's best regattas. We had a great turnout last year with many close races and several places in the top ten going to tie-breakers at the final tally. Everyone had a great time on and off the water, and we are looking to do it all again.

This year, we are going to try **something different!** Responding to input from a cross section of sailors, we have decided to hold the **first race of the regatta on Monday afternoon, March 29**. Historically, the first race has been held midday on Tuesday. This change will allow for more flexibility in scheduling the six races around varying weather conditions. Hopefully this will eliminate the need to run three races in one day. It will also afford you, the well-traveled racers, an extra day during the holiday week to get home and relax before returning to the dreaded "real world". Sail measurement and registration will be backed up a day to accommodate those of you who arrive on Friday night or Saturday.

If you have any questions, please call Ellen Price at (850) 872-9740 or evbprice@aol.com or Claude Arnold at (850) 871-5146 or casail@aol.com. There is very limited camping space available, so please call ahead if you plan to do so. We will also be putting together information on hotel specials and will forward that information to you upon receiving your registration.

So, mark your calendar, come join in great racing, great fun, great people, beautiful trophies, free stuff, parties and MORE!

Eligibility: All competitors must be current members of FSSA.

Divisions: Championship and Challenger.

Trophies: Seven places each division; dailies each division.

SCHEDULE OF EVENTS

Saturday, March 27: Registration/check-in and sail measurement, buffet.

Sunday, March 28: Registration/check-in and sail measurement, buffet.

Monday, March 29: Registration/check-in (early am); skippers meeting; first race; evening party.

Tuesday, March 30: Two races, if possible, evening party.

Wednesday, March 31: Two races, if possible; evening cocktail party.

Thursday, April 1: One or two races, as needed, evening awards banquet, entertainment.

Friday, April 2: One race if necessary; homeward bound.

Preliminary event timetable will be included with your registration confirmation;
final timetable to be included in your registration package at check in.

1999 Flying Scot Mid-Winters Championship Registration Form

Skipper _____ Crew _____ Crew _____

Skipper's Address: _____

Sail #: _____ Division: ☐ Championship ☐ Challenger USSA Member# _____

Fee: \$80 if postmarked by March 10th. (add \$5.00 if not providing USSA number)

\$100 if postmarked after March 10th or in person at registration.

Make checks payable to St. Andrews Bay Yacht Club and mail to:
Ellen Price • 100 Cherry Street, #407 • Panama City, FL 32401

Five Races, No Protests, No Divorces

Harmony and Civility are the order of the weekend at the 1998 Wife-Husband National Regatta in Toms River.

By Wayne Simpson, Fleet 162

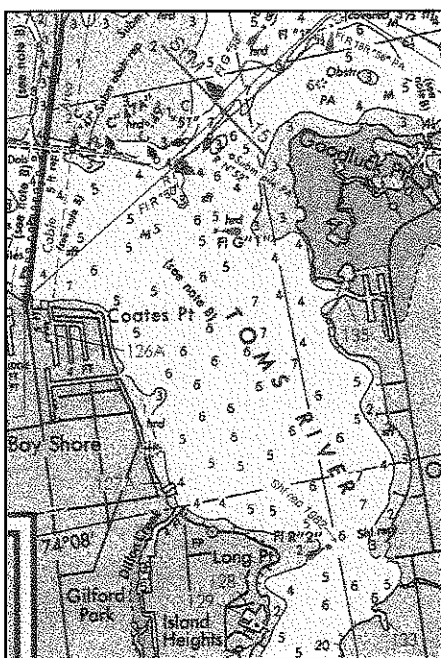
On June 13th, 36 families converged on Toms River for a weekend of wedded bliss and challenging sailing at the annual Wife Husband National Regatta. When it was over, five races had been sailed and 36 families headed home intact. By this metric alone, the event has to be termed a success with great sailing, outstanding race management and friendships made or renewed thrown in as an added bonus.

This year's event was hosted by Fleet 162 and the Tom's River Yacht Club. This fleet has shown tremendous vitality over the past five years, starting with fewer than ten boats and growing to its current size of about 30 members. Most of these are based at the Toms River Yacht Club, where Flying Scot sailing begins in mid March and doesn't end until the Fall Frostbite series finishes in mid November. On any given weekend during the summer, a Scot sailor can find competitive sailing on Saturday under the Barnegat Bay YRA and Sunday at one of the 13 local yacht clubs. A typical Flying Scot race will see at least 15 boats on the line, and usually more. Fleet 162 hosted the District Championships last year, and hopes the National Championships will come calling by 2000.

Founded in 1871, the Toms River Yacht Club is the second oldest in the nation (only the New York Yacht Club is older), and boasts the oldest perpetual sailing trophy in the United States. The Toms River Challenge Cup was first awarded just two weeks after the Club was founded and has been sailed for every summer since, making it the jewel in this venerable Club's crown. (What about the America's Cup, you ask? It isn't sailed for every year, and it's not in the United

States right now, is it?) Toms River takes its competitive sailing seriously.

In all, 39 teams from as far away as Georgia, Ohio and Texas registered for the regatta but the threat of bad weather kept three of these at home. A fourth, defending Champions Kelly and Heidi Gough, came all the way from Texas only





The Challenger Fleet gets under way on the second day of racing.

The races were held at the mouth of the Toms River in an area the locals call the "Wannamaker", where the shoreline opens up and forms an enclosure with plenty of room to set marks under all conditions. For the first race, the RC selected an Olympic triangle. The wind was a steady SW at 10-12 knots interspersed with lulls and higher gusts. I hadn't been in a race all season and was feeling pretty rusty, but to my surprise I got a beautiful start at the pin end, hitting the line with good speed at the sound of the gun. We were in a small pack of boats, the majority having elected to start at the committee end, tacking early to work the right side.

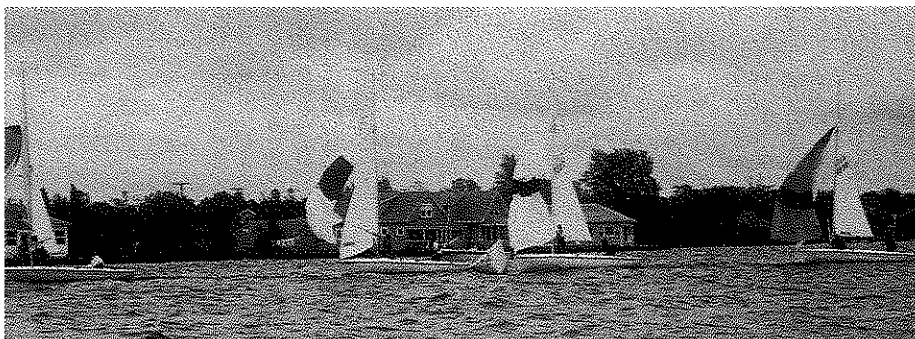
That had been my plan, too, but with a couple of boats on my hip blocking a tack, I had to improvise. When they finally tacked away I still felt lifted and elected to leg it out a while longer on starboard tack, working the left middle of the course. As we approached the first windward mark, I looked around at the fleet and started getting a warm feeling inside. "Mary," I said, "I don't want to say anything but"... "Shut up!" she yelled back at me. "Shut up! Don't spoil it!"

It's funny how you can live with someone for years and still learn new things about her. For weeks, Mary had been telling me not to expect much from this regatta. "Be thankful they're giving Participation Awards, at least we'll come away with something," she said again and again. Mary had never been an athlete, had never played sports in high school and always preferred books to outdoor gear. But now, when it looked as if we'd

put ourselves in a position to actually win this thing, she had suddenly become "Mary the Competitor".

We worked our way to the starboard layline about 10 boat lengths from the mark and tacked onto it several lengths ahead of our nearest competition. We rounded the mark cleanly in first but I'm afraid it was all down hill from there. Given our lack of experience with the chute, I had planned not to set it on the reach legs. Of course, I hadn't planned on being in the lead, either. When we were passed by one boat and another threatened, I finally decided to set the chute.

The rest of the race was pretty predictable, with us losing a boat or two on each leg while we worked to gel as a team. We finished in 8th place, a credible showing in our fleet of 18 boats but still a little disappointing considering the route we took to get there. On the plus side, we had set, gybed and doused the spinnaker successfully twice, and I wouldn't hesitate to set it again when necessary for the rest of the weekend.



The Championship Fleet rounds the gybe mark in race 4.

The second race was another Olympic, and my rustiness showed a little more. I had hove-to above and to the right of the starting line to wait for the Champ fleet's gun so I could set my watch. When it went off, I found myself a little farther away than I wanted to be, and the wind had died. I barely made it to the line in time for the start, but we turned in another decent performance, finishing 7th.

The third race, a Windward/Leeward Twice Around, I'd just as soon forget. I blew the start and put us at the back of the pack. By the final leg to the finish line, we had worked our way back near the middle of the fleet by favoring the left side of the course that had worked well for us all day. Then the wind died. Completely. When it filled in, it came from the right. We were the last boat to get it, and consequently we were the last boat over the line.

One other boat had gone left with us. They were Laura and Brian Bolin, the Georgia Couple who won the award for traveling the farthest with their own boat to get here. When the wind died, they were well behind us and a bit to windward. When the new wind filled in, they caught it first and passed us. We found ourselves nipping at their heels at the finish line. Had we gotten the wind a few seconds earlier, or if we had a couple more boat lengths to the line, I think we could have beaten them. If you want to know why I'm dwelling on this, look at the final standings.

So that was the first day. Eighth, seventh and butt-naked last. But fortune really does sometimes favor the fool. In the third race, six skippers in our fleet had failed to honor an offset at the windward mark. They were disqualified, moving us to 12th place in that race and

10th overall after the first day. We rushed home, showered, and returned to the Club for the regatta dinner that night. And whom did we grab and force to sit with us? Why the Bolins, of course, the couple we'd dueled with for last place just a few

hours before. They were two truly delightful people.

Conditions the second day were similar to the first but with less fog and more wind. We turned in a less-than-stellar performance in the 4th race, wrapping

the spinnaker on the second downwind leg and broaching with it on the first. We sat there for what seemed like a minute, clinging to the gunwales with the spinnaker flapping and the boom dipping into the tea colored water. Finally, the boat turned a little downwind and got back on her feet. Three other skippers were less fortunate. One couple in the Champ fleet, former E-Scow National Champions who before the regatta would have been voted least likely to capsize, found themselves treading water with the mast stuck in the mud, laughing hysterically while they waited for help to rescue the boat.

Sometime during the last beat, which had all the characteristics of a bronco ride in a rainstorm, Mary's spirit finally faltered. "Would you please remind me why we're doing this?" she asked after a particularly heavy soaking. I had to think about it, but finally answered "Because it's fun?" Time for a little cheerleading, I thought. "You know, no matter how this turns out I want you to know that you were really terrific." And I meant it, too. Given her level of experience and the conditions we were sailing under, Mary was doing great and I was proud of her. Going out on a limb, I asked her how she felt I was doing. "You're doing fine" she answered. Then Mary the Competitor returned and she said "But, you know, you really sucked in that third start."

Nearing the end of the 5th race and again at the back of the pack I had a revelation. The entire fleet had been picking the right side of the course in the westerly conditions, trying to stay out of the opposing current that ran down the channel. I did it, too but found the wind grew light and shifty as I neared the windward mark, making it difficult to stay in sync. When we rounded the last leeward mark in or near last place, I decided I wasn't going to pass anyone by following them, so I took a flyer off to left and headed for the opposite shore. The gamble paid off and I rode a lift all the way up the beach to the port layline, tacking over about a third of a mile from the mark. When we got there, we were 2 lengths below the pin and we had passed 6 boats. It wasn't exactly a victory, but it did put a positive spin on that last race.

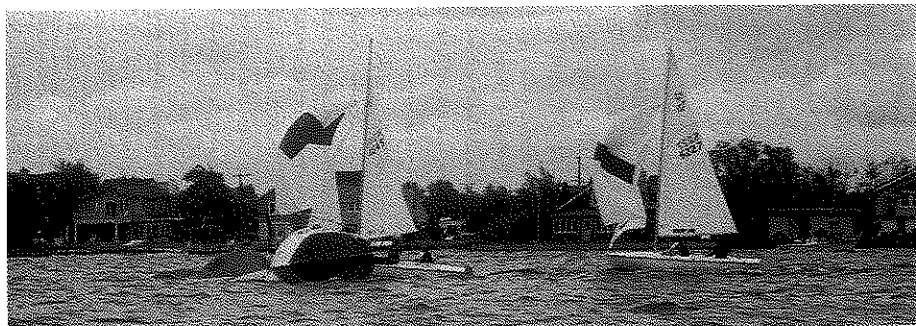
Championship Division

Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total	Place
4343	Cohen	2	2	1	1	2	8	1
5246	Ewing	1	4	8	3	1	17	2
4639	Swensen	4	16	2	5	3	30	3
4000	Sayla	17	1	3	6	8	35	4
4048	Vought	3	9	10	8	5	35	5
4045	Lines	5	6	13	2	10	36	6
3713	Applegate	11	7	9	9	4	40	8
3977	Warner	12	8	6	7	7	40	7
5227	Callahan	6	5	15	12	6	44	9
812	Tonkin	7	14	5	13	12	51	10
4938	DiResta	15	12	11	4	9	51	11
3411	Kerdock	9	11	14	11	11	56	12
2843	Blonski	10	10	4	18	18	60	13
299	Bailey	16	13	16	10	13	68	15
4722	Gibson	13	15	12	18	18	76	16
4321	Rudy	14	17	17	18	18	84	17

Challenger Division

Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total	Place
2162	Stombaugh	1	4	1	3	3	12	1
1299	Demand	3	11	3	1	1	19	2
4216	Waskow	2	1	4	2	19	28	3
5222	Worth	10	9	6	5	4	34	4
4398	Berglund	6	8	7	7	7	35	5
4947	Gillingham	10	12	2	10	5	39	6
3817	Cattanach	5	5	10	9	11	40	7
3900	Denholm	4	2	20	14	6	46	8
5025	Bolin	7	13	11	11	8	50	9
3833	Simpson	8	7	12	15	9	51	10
3678	Noone	15	6	5	13	13	52	11
5213	Shaffer	13	15	20	4	2	54	12
4736	Bishop	9	10	20	6	10	55	13
3956	Pumphrey	12	14	9	8	14	57	14
4254	Seldman	16	3	8	19	19	65	15
4306	Walton	14	19	20	12	12	77	16
4390	Van Anglen	17	16	19	16	19	87	17
4435	McFarland	18	19	20	17	19	93	18

Continued on page 12



A boat flipped in a puff during race 4. This couple can normally be found racing E-Scows, a boat constantly sailing on the brink of disaster. One wonders how they felt, swimming around the upturned hull of a boat as hard to capsize as a Flying Scot. Passersby reported they were laughing loudly.

And that, pretty much, was our regatta. The teams were treated to a barbecue lunch while we waited for the official results and the awards ceremony. In the Championship Fleet, Cathy and Ira Cohen from Garden City, NY finished first, with Eileen and Bill Ewing of Red Bank, NJ in second and Denise and Chris Swensen from Crofton, MD in third. In the Challenger Fleet, Susie and Tim Stombaugh of Powell, OH, locals Jennifer and George Demand of Bayville, NJ, and Susan and Darryl Waskow of Hopewell, NJ were 1st, 2nd and 3rd, respectively. In the Century Division, the Ewings took the

Eric and Mary Ammann Perpetual Trophy for the highest placing couple whose combined ages total more than 100. Locals Patty and John Applegate were second, and Barbara and Bill Warner were third.

In the other awards, Terri and Peter Sayia of Short Hills, NJ won the Bob Penticoff Perpetual Trophy for the best performance in their first Wife-Husband National. They were 4th in the Champ Fleet. Laura and Brian Bolin won the award for farthest distance traveled for pulling their boat the 1560 miles each way from Alpharetta, GA to Toms River.

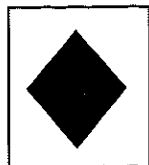
The Demands won the newlywed award by getting married just 11/2 years ago.

So how did Mary and I do? Well, I met all of my original goals. We finished all five races, we didn't flip, I never lost my cool, and we weren't last. We finished 10th of 18 overall. Mary did a great job and had a good time in spite of the fact that our Scot still lacks a bathroom. I might even be able to get her out for a race or two in the future, provided we're not out too long...

I found it remarkable how having wives and husbands racing together seemed to civilize the whole affair. Contrary to the stereotype, there were no arguments on or off the race course and I never heard any yelling. There were no histrionics at the start or mark roundings, and when room was called for, it was given un begrudgingly. There were no protests. Mind you this was not "Wimps Holiday in Paradise". The crossing distances were as close as ever and the competition was brisk, but for the most part, the teams went about the business of sailboat racing without contact or conflict.

So if the Wife Husband National comes to your area in the future, give it a try. Like us, you could do better than you'd think, the First Mate could surprise you and you could learn a few new things about each other in the process.

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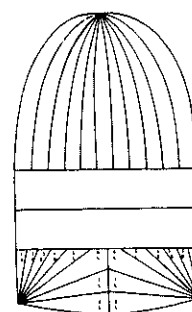
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Goodbye to Fred Tears

Well-known sailor from Fleet #23

Attached is the obituary of Fred Tears I thought would be of interest to Scot sailors who date back to the 1970's. When I first got into Flying Scot sailing in those days, his name was one that constantly came up on the pages of *Scots'n Water*. In case this was before your time, he seemed to see himself as some sort of Anti-Sandy, his own interpretations stretching the class specs beyond the breaking point. As you can see from the obit, he was obviously a very smart and excessively educated guy who should have been in a development class, like International 14's or A Scows, or meter boats, but instead got a kick out of challenging and bedeviling the most conservative of one-design classes.

I moved out of Scots into keelboats in the late 70's, but when I relocated to the Dallas area in 1985, I bought another Scot and raced it with modest success on White Rock Lake (where they have excellent Scot competition) for several years. And there he was, in real life and living color, but now apparently just another of the many very good Scot sailors on the lake. It was somewhat of a disappointment. If he had a forked tail, it certainly didn't show. Apparently the establishment had finally won. I retired and moved back to Wisconsin in 1989 (where I have been racing a Scot on a very low key basis), and so heard no more about Fred until my daughter, (a scow sailor and former commodore of one of the clubs on White Rock Lake) sent me the enclosed.

In any case, I think you will enjoy the literary quality of the obit. My daughter thought he might have written it himself.

Best regards,
Adrian J. Dick

TEARS

Claude Frederick, Jr.

"Fred", born May 13, 1919 in Cambridge, Massachusetts to Claude Frederick Tears and Gwendolyn Hope Jones Tears passed away on May 27, 1999 due to complications from a six month battle with cancer. Throughout his entire life he was an over achiever. Fred is survived by his brother: Stuart R. Tears and Stuart's wife Frances; son C.F. (Rick) Tears III; daughter Lisa Michelle Tears Olsen; grand-daughter Janielle Nicole Kastner; and Rubzie - one of several cats including Funny Little Kitty (FLK) and Pirate who came for a meal and decided to stay. He married Ruth McCulley in 1945 while in New York and together raised two children; and later married Sharon Robb who no doubt added many years to his life. Fred followed the lead set by both of his parents graduating from Cornell University in 1940, earning a BS in chemical engineering and lettering in fencing. During World War II he served his country working in New York City on the "Manhattan Project" segment in the development of the atomic bomb. Shortly thereafter he moved to Dallas to work with his father in the chemical and processing engineering business for the next twenty-five years at Tears Engineers and Tears Incorporated, thereafter working as an independent consultant until his death.

In 1952 he won the Correspondence Chess Championship, played on several national correspondence chess teams representing the United States in international competition during the 50's and 60's and was a two time Texas State Chess Champion. In

mid-life he discovered the joys of racing sailboats and raced his Flying Scot sailboat literally all over North American winning numerous local and regional championships over a twenty-five year period and caused eternal consternation to all chief measurers. He then took up the sport of scuba diving for many years earning several certifications and logged hundreds of dives ranging from the Blue Hole off Belize, Cozumel, the Caymans, Kuala Lumpur and all points in between. He remained active throughout his entire life and at the age of 75 went white water rafting through the Grand Canyon. In later years he went back to the mental challenges of correspondence chess. At the time of his death he was playing in the quarterfinals of the World Correspondence Chess Championship; had just completed playing in the third Pan-Am Correspondence Chess Championships representing the United States with a plus score; and was ranked as an International Master and about to become an International Grand Master. Ever the practical person, he donated his body to the Southwestern Medical School to be used for educational and scientific research purposes and would encourage others to do likewise. An informal skippers meeting, protest hearing and celebration will be held at the Corinthian Sailing Club on White Rock Lake at 6:00 pm on Wednesday, June 3, 1998.

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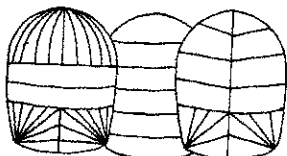
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It's a Family Affair on a Flying Scot

by Julia Sulek

Renee Comen has become a master at crewing on her Flying Scot one-handed. She doesn't have much of a choice. The other hand is usually occupied by one of her two little kids.

It's not unusual to see Renee holding curly-haired Masie or blond-haired Aaron in one arm and flying the spinnaker with the other.

"It doesn't seem to slow them down much," says Ed Lockey, a longtime Corinthian Sailing Club member.

Masie was just 15 months old when Renee and Steve Comen first brought her aboard during Sunday races at the Corinthian Sailing Club in Dallas. Now, at five years old, she's an old pro. "I remember that first season, the higher the winds the better. She loved it healing over," Renee said. "She was bored unless it was blowing." And now Masie even hikes out on occasion, holding onto an extra strap tied to the center board trunk.

Aaron, now three, got his sea legs before he could walk, but is a little more tentative than his older sister. "When it's blowing he's like, 'Whew, what's going on? This thing beneath me is tilting!'"

The Comens take extra precautions when the kids are on board. They'll tack less often, forego the spinnaker from time to time and of course require the kids to wear life jackets.

Keeping the boat level is always a challenge, especially since it's difficult for Renee to hike out if she's got a child in her lap.

"LUFF!" Renee calls to Steve when it gets gusty.

Renee is confident in Steve's skills to keep the boat upright and isn't too worried about problems.

"I'm more afraid of them being bored out there than their safety," Renee said.

Sometimes other sailors seem more concerned than they are. When Richard Wade is on committee duty, he'll follow the Comens around the race course.

Instead of rescuing babies, however, Richard usually ends up retrieving hats and juice cups the kids throw overboard.

"Richard will yell at people we would cross and say, 'Hey, you're getting beat by the baby boat!'" Renee recalls.

Their years sailing with the kids haven't been without incident, however. One time, Aaron grabbed the mainsheet as his dad was quickly pulling it in around the leeward mark. Aaron let out a scream when his fingers got caught momentarily in the block. And later in the same race, a gust of wind sent Aaron flying out of his seat, bouncing off the center board and face-planting in the leeward seat.

The kids have suffered no serious injuries, but the Comens have often grabbed them as they crawled on the transom.

Most of the time it's smooth sailing and Masie and Aaron toss extra lines into the water. When other boats pass and hear, "I've got a big one," it's just the kids pretending they're fishing.

Masie and Aaron also have lubed up the seats with sunscreen to protect the Scot from sunburn, and have made a goopy mess of crackers, raisins and juice in the well.

But the Comens figure if they didn't sail with their kids, they probably wouldn't sail much. Babysitters are hard to come by on Sundays. And for the most part, the kids seem to enjoy the sport.

When they grow up, Renee says, "they'll either love it or hate it."

THE OPEN HOUSE REGATTA WHITE ROCK SAILING CLUB, DALLAS, TEXAS BY SCOTT MAUNEY

Saturday morning with the wind blowing from 35 to 45 knots the races were postponed until further notice. There was nothing to do but have refreshments and watch football and have lunch. The wind was blowing hard enough to make the waves come through the floor at the club house. Since the wind did not let up the only activity on Saturday was the wonderful party and dinner that the club hosted that night. The excess energy that had built up since there was no racing was used on the dance floor.

Sunday brought wind of 12 to 15 knots and the racing started EARLY! Three races were held before a tasty lunch and the award presentation.

A great time was had by the many visitors and locals. If you are in or around Dallas in October, plan to come to our Open House Regatta. The competition is great, the food is excellent and we know how to put out the hospitality red carpet! Come on down so we can give you a big HOWDY!

CHAMPIONSHIP FLEET

SKIPPER	PTS	PLACE
Gough	6 pts	1(T)
Mauney	6 pts	2(T)
Wade	7 pts	3
Perna	16 pts	4
Miller	19 pts	5
Hartman	25 pts	6
Buller	26 pts	7
Richards	27 pts	8 (T)
Manicchia	27 pts	9 (T)
Bellows	31 pts	10

CHALLENGER FLEET

SKIPPER	PTS	PLACE
Comen	3 pts	1
Harrington	8 pts	2
Morris	10 pts	3
Diggins	11 pts	4
Soukup	15 pts	5

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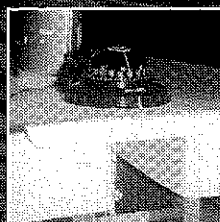
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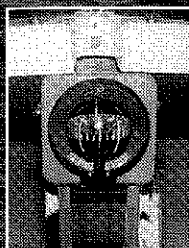


Aquameter Sailor II Compass & Mount...

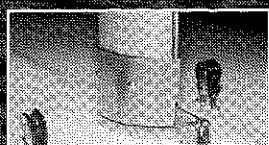
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. **\$70.00**

Plastimo Contest Tactical Compass and Mount...

3 1/2" 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. Price complete. **\$230.00**



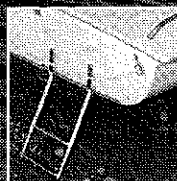
Trailex Aluminum Trailer... Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). **\$1540.00**



Stainless Steel Mast Sleeve... Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. **\$137.90**

Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. **\$81.00**



Swim Ladder... Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners. Ladder **\$110.00**
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Mainsail Flotation... For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete. **\$145.00**



Web Lifting Bridle... Light weight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete with stainless steel ring, bolt and shackle. **\$68.00**

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Spinnaker Pole... 1.5" diameter pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. **\$189.00**

Motor Bracket... Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template. **\$122.00**

Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube with black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. **\$34.00**
Clip to hold extension to tiller. **\$1.85**

Ronstan Telescopic X-10 Tiller Extension... 29" to 48" telescopic, same as Fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. **\$57.40**
Clip to hold extension to tiller. **\$2.40**

Bow Flotation Bag Kit... Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. **\$54.10**
Replacement bag only. **\$39.70**

Transom Port 4"... Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Looser hole saw available. **\$9.65**

Jiffy Reefing Kit... Hardware and line for a single 36" reef reduces mainsail area by about 25%, but does not require you to remove the bottom batten. (Modification to mainsail for reef grommets not included.) **\$128.00**

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Fleets In

FLYING SCOT CANADIAN CHAMPIONSHIP STONY LAKE, ONTARIO BY SUSAN HAUTH

It was a big success even though we had no wind on Saturday. We managed to squeak in three races on Sunday. We had a rematch of the paddle - a scot race and yes, Team Canada won once more. Team USA launched a protest saying they were cut off, but Team Canada responded "that any maneuvering was strictly defensive due to the fact that they were under fire." Yes, hard to believe but Doc Bellows was packing firearms (water guns) during the race.

We had an outstanding turnout (31 boats), the largest numbers since 1986 and we are already planning our year 2000 regatta.

Race results:

FS CANADIAN CHAMPIONSHIP

PLACE	SKIPPER	CREW	COUNTRY	SAIL#
1	Bill Ewing	Ron Hauth	USA/CAN	5246
2	Tam Matthews	Scott Handler	CAN	87
3	Josh Goldman	Ryan Minth	USA	3913
4	Paul Lee	Denise Lee	USA	8
5	Robin Collins	Coin Kinnear	CAN	4999
6	Paul Blonski	Paul Blonski Jr. & John Blonski	USA	2843
7	Don Griffin	Barbara Griffin	USA	2259
8	Dan Neff	Christine Hinkley	USA	2929
9	Larry Tagert	Melanie Dunham	USA	2601
10	Forest Rogers	Bill Dunham	USA	5230
11	Jim Starr	Arleen Richardson	USA	3550
12	David Jacobsen	Jim Cavanagh	USA	4937
13	Sandy Beatty	David McCumber	CAN	414
14	Douglas Smith	Susie Hauth	CAN	3691
15	Doug Tucker	Adam Karns	USA	5089
16	Gordon Collins	Bev Collins	CAN	3302
17	Bob Hamlin	Amethys Hamlin	USA	3211
18	Dave Osler	Ann Riley	USA	4080
19	Scott Avery	Peggy McCallum	CAN	3692
20	Chris Rotunno	Jeanne Rotunno	USA	3991
21	Alex McCumber	Aron O'Brien & Kerry Loughlan	CAN	442
22	Douglas McTavish	Kathy McCallum	CAN	4320
23	Garry Braund	John R. Moore	CAN	4480
24	Harry Carpenter	Karen Carpenter	USA	5019
25	Steve Bellows	Cayne Marchetti	USA	5107

SAIL FOR THE GRAIL LAKE ARTHUR, PA BY DAN GOLDBERG, FS 4991



Paul Blonski, fresh off his Ohio District Championship win two weeks earlier, narrowly won the 1998 Sail for the Grail held at Lake Arthur, PA on September 26-27, 1998, hosted by Fleet 80. The winning crew work was provided by his brother John and son P.J. Second place, two points behind, were Don and Barbara Griffin; and third place went to Dan Goldberg with Joni Reis and Missy Hare, who lost a tie-breaker with Griffin. Other trophy winners were Tom Hohler (4th), Jim Diffley (5th), Bob Gelman (6th), and Jim Starr (7th) in the 21 boat fleet. Weather conditions were spectacular for the four-race regatta, with temperatures about 10 degrees warmer than normal for late September.

The three races Saturday were held under a sunny, warm sky with shifty winds around 10 knots. Tom Hohler, the local Fleet 80 champion, won the first race with Fleet 80 sailors, Bob Gelman, Jim Starr, and Dan Goldberg finishing 2nd through 4th. A Fleet 80 sweep of the top places looked possible, but it was not to be. Blonski won the second race, coming from behind Goldberg on the last beat to give a glance of things to come. Jim Diffley won the third race in his own private puff, to scramble the standings after the first day. Hohler retained a narrow one point lead over Griffin, with a three way tie for third among Blonski, Goldberg, and Diffley, one more point back.

The winds picked up to 15 for the Sunday "Bridge-to-Bridge" long distance race. After a short beat, Hohler rounded first as everyone set spinnakers for the two-mile run. Jim Starr, coming from way back, sailed the low thumb-line route to take the lead at the leeward mark. The lead changed hands several times on the long beat back to the finish, with Blonski well ahead at the end. Wolf Goethert, sailing a strong last beat, edged out Goldbert for second right at the finish. Blonski was the only boat

Continued on page 18

to win more than one race, and only eight points separated the top seven boats.

On the land side, the highlight of the regatta was Uncle Charley Armitage's home cooking. He provided fresh sausage sandwiches for lunch on Saturday, and delicious barbecued ribs for the Saturday night dinner. He also graciously helped out with the race committee on Sunday. Also volunteering their services on race committee were Rob Wagner and the Catamaran fleet on Saturday, and Marty Newcomer on Sunday. Bob Gelman, Fleet 80 Captain, served as Regatta Chairman, helped by Ray and Pam Williams, Wolf and Joy Goethert, Betty and Brian Larman, Jim Starr (who provided liquid libations), and Dan Goldbert (trophies).

For the first time in recent memory, the weather was ideal all weekend and everyone echoed Regatta Chairman Gelman's proclamation that 1998 Sail for the Grail was the "best ever!"

Race results are shown below

SAIL FOR THE GRAIL RESULTS

SKIPPER	SAIL #	PTS	PLACE
Blonski	2843	13	1
Griffin	2259	15	2
Goldberg	4761	15	3
Hohler	3883	17	4
Diffley	4805	20	5
Gelman	5071	20	6
Starr	3550	21	7
Goethert	4233	18	8
McAdoo	3131	42	9
Stipkovich	4301	44	10

THE FALL 48 REGATTA

We have the Nationals, the Mid-Winters, the Great 48 and now the Fall 48. Thirty-five boats came from six states to enjoy beautiful fall weather on Lake Norman and compete in the first annual Fall 48. Fun, frustration, and friendship were experienced by all except Graham Hall, who only experienced fun and friendship. The even was promoted as a season finale attracting sailors from hundreds of miles who wanted one more opportunity to attend a highly competitive event before winterizing their boats.

The weekend began with a Friday afternoon sailing seminar run by Graham Hall and sponsored by West Marine. More than twenty people attended for valuable on and off the water instruction. On shore we explored the dynamics of the tight rig with a fuller slightly larger jib, which is Graham's latest attempt at improving speed. On the water we ran so many practice starts, and short races that we were all ready to turn back the clock and sign up for our college sailing teams.

Saturday races were run in light and variable breezes, but with Carolina blue skies and temperatures in the mid 70's there

were few complaints. Don Sweet was PRO, and aided by the LNYC Thistle fleet they got off two excellent races. Graham Hall and Rob Fowler won races one and two but noteworthy finishes were recorded by two of our most senior fleet members. WWII flying ace Tom Guy coasted to third and sixth place finishes on Saturday, while Hal Walker and his gorilla crew, Randy Mitkin, bagged sixth place in race one and fifth in race three. These guys are terrific light air sailors. Saturday night more than sixty competitors dined in a private room at Big Daddy's, and valuable door prizes donated by West Marine were awarded.

Sunday morning looked to be perfect with 12-13 knot breezes. The fleet left the dock with great expectations, and the race committee set an Olympic course. Then the wind became light and variable, the race was completed and trophies were awarded. The event is already scheduled for th last weekend in October in 1999, so mark your calendars and plan to attend.

TOP FINISHERS

- 1 Graham Hall
- 2 Harry Carpenter
- 3 Rob Fowler
- 4 Tom Guy
- 5 Larry Vitez
- 6 Don Smith
- 7 Hal Walker

ATTENTION ALL FSSA MEMBERS!

We REALLY appreciate if you send photos 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!

There is a great trophy for Best Picture!

If you have any suggestions or questions, please contact the Association office.



FSSA Website
www.fssa.com

FSSA E-mail
info@fssa.com

Starting Line

Note: Please send all Regatta Notices to the Association Office

Florida District Regatta

February 13 & 14, 1999

Ocala Sailing Club

Lake Weir, FL

For more information, contact Clayton Hunter at (352) 694-2296.

Florida District Regatta

February 27 & 28, 1999

Lake Eustis, FL

For more information, contact Pete Smith at (407) 365-6636.

Florida District Regatta

March 6, 1999

Melbourne, FL

For more information, contact Charlie Fowler at (305) 638-8885.

Florida District Regatta

April 17 & 18, 1999

Mt. Dora, FL

For more information, contact Pete Smith at (407) 365-6636.

1999 MidWinters

March 28 - April 2, 1999

St. Andrews Bay Yacht Club

Panama City, FL

Great racing and Great times!

Fill out the registration form on page 8.

For more information, please contact Regatta Chair, Ellen Price at (850) 872-9740 or e-mail: elley@aol.com.

River City Regatta

April 10 and 11, 1999

Jacksonville, FL

For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

Great 48 Regatta

May 1 and 2, 1999

Lake Norman Yacht Club

Lake Norman, NC

Starting Friday afternoon there will be a seminar held by Gregg Fisher and Graham Hall. Two races will be held Saturday, and prior to racing on Saturday and Sunday a continental breakfast will be provided. After Saturday's racing there will be a dinner and entertainment. Sunday's racing will start early with one race allowing out of town competitors the opportunity to get an early start home.

Come join us for a great weekend of racing, food and partying.

For more information, please contact Linda Burke at (864) 963-9361 or e-mail at sjb@mindspring.com or Craig Milliken at (704) 663-0688.

Gator Challenge

May 29 and 30, 1999

Jacksonville, FL

For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

1999 Full Moon Regatta

June 12, 1999

Monmouth Boat Club

Red Bank, NJ

1999 New Jersey State Championships kicks off in Red Bank, NJ on Saturday, June 12th. The 8th Annual Full Moon Regatta, hosted by the Monmouth Boat Club, will be sailed on the beautiful Navesink River. Come test your prowess as five races are planned. We've had winds from 3 to 30 in recent years. EZ in, EZ out on three hoists next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am.

For more information, contact regatta chairpersons, Bruce and Jackie Cattanch (973) 586-0825, or e-mail at bcattanch@worldnet.att.net.

1999 Wife-Husband

June 18 - June 20, 1999

Lake Carlyle, IL

This regatta is hosted by Fleet 83 and the regatta chair is Felicia Bamer.

Carlyle Lake is the is the midwest's largest lake and venue of the National, North American and International Championships and Olympic Festival.

Arrive on Friday, June 18 and enjoy dinner with a five race championship to take place on Saturday and Sunday.

Lake Carlyle boasts top yachting facilities and race management and also we have new lake cabins overlooking Lake Carlyle in Hazlet State Park.

Mark your calendars now!

Please look for the registration form in the next issue of *Scots'n Water*.

For more information, contact Felicia Bamer at (314) 227-4187 or e-mail at mst34@rockwood.k12.mo.us.

1999 North American Championship

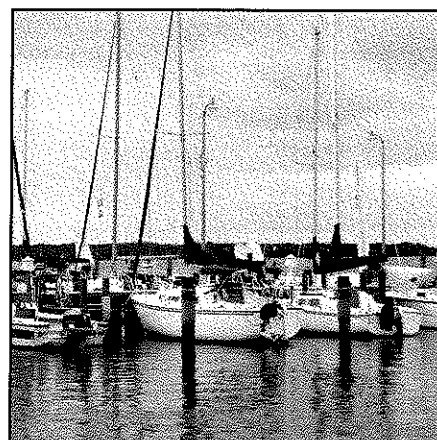
July 24 - July 30, 1999

Gulfport Yacht Club

Gulfport, MS

This regatta is hosted by Fleet 79.

Please look for more information in future issues of *Scots'n Water*.



If the rumors are true, these two past Flying Scot sailors may be sailing the Mid-Winters this year... Who knows who they are?



Answer: 1) Con Lancaster 2) Andy Fox



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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	4721	Donald A. & Susan C. Corkran	Hickory Hill Road	Chadds Ford, PA 19317
	5067	Arthur W. Donahue	21657 Potomac View Drive	Leonardtown, MD 20650
	5158	Edward F. Watkins	2021 Indian Circle	St. Leonard, MD 20685
	5206	Marshall Orr	7 Amphill Road	Richmond, VA 23226
160	B962	Robert N. Reid	5300 Holmes Run Pkwy, #1113	Alexandria, VA 22304
162	4392	James A. Golding	839 Arnold Street	Philadelphia, PA 19111
Carolinas District				
	2171	Blaine S. Nashold	410 E. Forest Hills	Durham, NC 27707
	2728	Thurman Garriss	2868 Erwin Chapel Road	Dunn, NC 28334
	4416	Richard Mullen	988 Beverly Drive	Rock Hill, SC 29730
48	A954	John Barry	21415 Nautique Dr., # 104	Cornelius, NC 28031
78	4354	John J. O'Conner	105 Circle Drive	Beaufort, NC 28516
Greater NY District				
	1570	Vincent P. Donnelly	444 Valley Road	Fairfield, CT 06630
	0574	S. David Koonce	168 Boggs Hill Road	Newtown, CT 06470
	3386	Steve Aslan	184 Mohawk Drive	Cranford, NJ 07016
	4948	Letitia Baroll	25 Tudor City Place, #719	New York, NY 10017
	W166	Peter Craz	General Delivery	Remsenburg, NY 11960
72	B826	Kelly Baughman	Box 398 USMMA	Kings Point, NY 11024
127	3570	Vince Kasten	295 Midway Avenue	Fanwood, NJ 07023
142	4922	Michael Blais	4 Primrose Court	Norwalk, CT 06854
175	1942	Frances Rice Minsch	Box 148	Remsenburg, NY 11960
Gulf District				
	B981	Michael Menkus	2950 Leafwood Drive	Marietta, GA 30067
	1427	Therous C. Kolff	2678 Mabry Road	Atlanta, GA 30319
	3458	Ronald Blasi	6438 Chestnut Hill Road	Flowery Branch, GA 30542
	1784	Jack Hollingsworth	2708 Overhill Road	Birmingham, AL 35223
	3525	Current Skipper FS #3525	PO Box 634, 430 Beach Blvd.	Biloxi, MS 39530
	1912	Sandra Hicks	7200 Glen Hollow Drive	Pascagoula, MS 39581
	B974	Daniel T. Baird	824 Jena Street	New Orleans, LA 70115
	B973	Nancy L. Claypool	2833 Napoleon Avenue, Apt. D	New Orleans, LA 70115
13	4087	Robert L. DeHart	16010 Lakewood Drive	Sale Creek, TN 37373
118	3384	John M. McCary	4662 Old Looney Mill Lane	Birmingham, AL 35243
118	4106	George M. Taylor	PO Box 830719	Birmingham, AL 35283
121	3221	Patrick Ferguson	3742 5th Avenue	Tuscaloosa, AL 35405
154	5149	Current Skipper FS#5149	PO Box 633	Mandeville, LA 70470
Michigan-Ontario District				
	B316	Nicholas Price	Flat 5, 67 Deodar Road	London, EN SW152N
9	2227	Lindy T. Cergizan	2150 Austin	Schererville, IN 46375
20	4336	Michael Ehnis	307 Taylor Lane	Chelsea, MI 48118
Midwestern District				
	B968	John Conley	807 Stonebridge Lane	Crystal Lake, IL 60014
New England District				
	1311	Stanley Haskins	14 Cider Mill Road	Farmington, MA 01701
	2737	Martin & Elaine Kamarck	9 Griggs Terrace	Brookline, MA 02446
105	0330	Jeff Donze	9 Parker Avenue	Cohasset, MA 02025
New York Lakes District				
	0803	Stephen H. Vincent	39 Fleming Street	Auburn, NY 13021

Continued on page 22

Fleet #	Boat #	Name	Address	City, State & Zip
Ohio District				
	4962	Nawaf I. Nseir	20 Durham Drive	Greensburg, PA 15601
	2552	Eric Gunderson	4445 Brittany	Toledo, OH 43615
1	2177	Anne, John & J.J. Webber	6528 Rising Spring Court	Centerville, OH 45459
6	4701	Tom Wolffe	5816 5th Road South	Arlington, VA 22204
6	A331	Guy Shelledy	618 Ash Street	Summersville, WV 26651
37	3950	Kevin & Monica McJunkin	20 Massey Drive	Westerville, OH 43081
Pacific District				
11	1951	Anna M. Farrenkopf	210 NE Morris Street	Portland, OR 97212
40	3767	Thomas Calhoun	567 10th Avenue	San Francisco, CA 94118
40	B979	Kim Desenberg	523 Santa Fe Avenue	Albany, CA 94706
100	A952	Diana Ellis	1105 N. Quebec Street	Kennewick, WA 99336
Prairie District				
	3332	Stephen Strom	2110 Woodhaven	Cape Girardeau, MO 63701
	5004	Robert Wilson	10530 Marty Street	Overland Park, KS 66212
	4091	Steve Burge	PO Box 114	Dover, ID 83825
Texas District				
67	2841	William Christian	1876 Palace Drive	New Braunfels, TX 78130
Florida District				
	5220	Dori Miningham & Alan Warner	704 N. East Second Street	Delray Beach, FL 33483
131	5078	David Caples	1617 Atlantic Avenue	Amelia Island, FL 32034
New Members this report 57				

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

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FS 395- Douglass, yellow deck, black bottom, white hull with yellow stripe. Main, jib, spinnaker, motor mount, 3hp Johnson, tilt-trailer with spare, net storage, flotation, carved teak centerboard cap. "Miss Sunbeam". Ten year sailing log with maintenance history. Excellent! \$4900. Located in Canon City, CO. Contact Joseph Gambino at (719) 276-1673 or email: jesseph@ris.net.

FS 1198- Douglass, white, solid hull and deck, new boom and spinnaker pole, new jib and main, race equipped with good trailer. \$2700. Located in Wichita Falls, TX. Will consider delivery. Contact Steve Priester at (940) 723-5578 or (940) 692-3709.

FS 3261- Customflex, race ready, grey hull and white deck with blue trim, good condition. Schurr sails, spinnaker, trailer, brand new tent cover (white). Located in Birmingham, AL. \$3500. Call Mike Graham (205) 871-7100 or e-mail: mikeg@grahamcompany.com.

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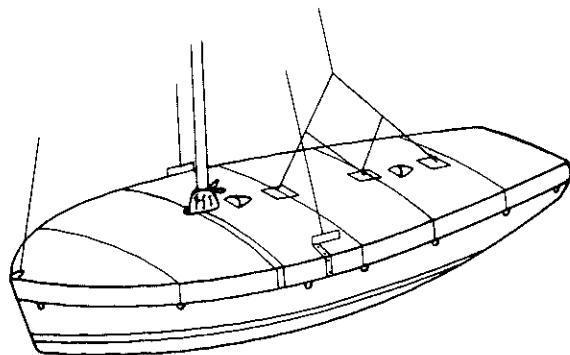
FS 4101- Douglass in good condition. Ivory hull and white deck. 1984 TeeNee

trailer. North main, jib, spinnaker and rigging. Race equipped. Cockpit cover and rudder lift kit. Includes miscellaneous equipment and parts. Located in Bristol, NH. \$5500. Contact Jared Clark, Franklin, MA, (508) 520-9110 or e-mail: jsaclarck@compuserve.com.

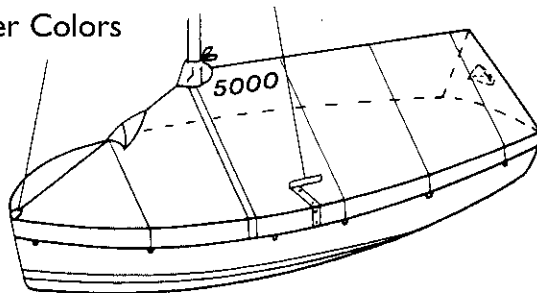
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