

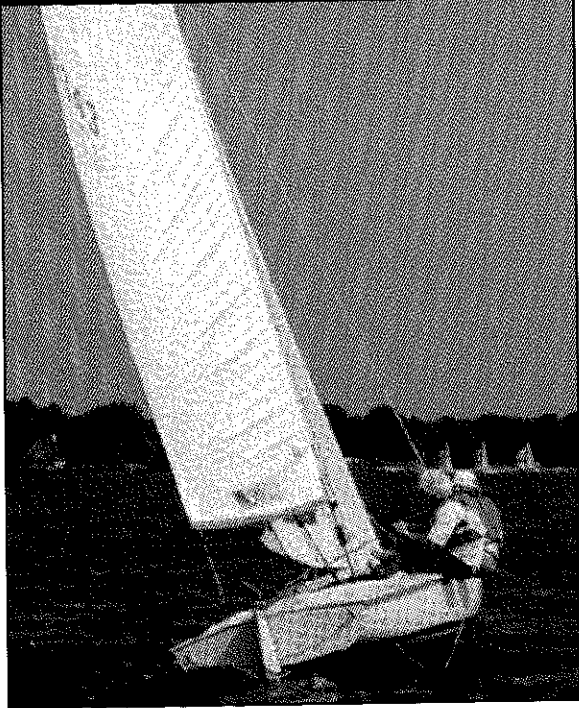
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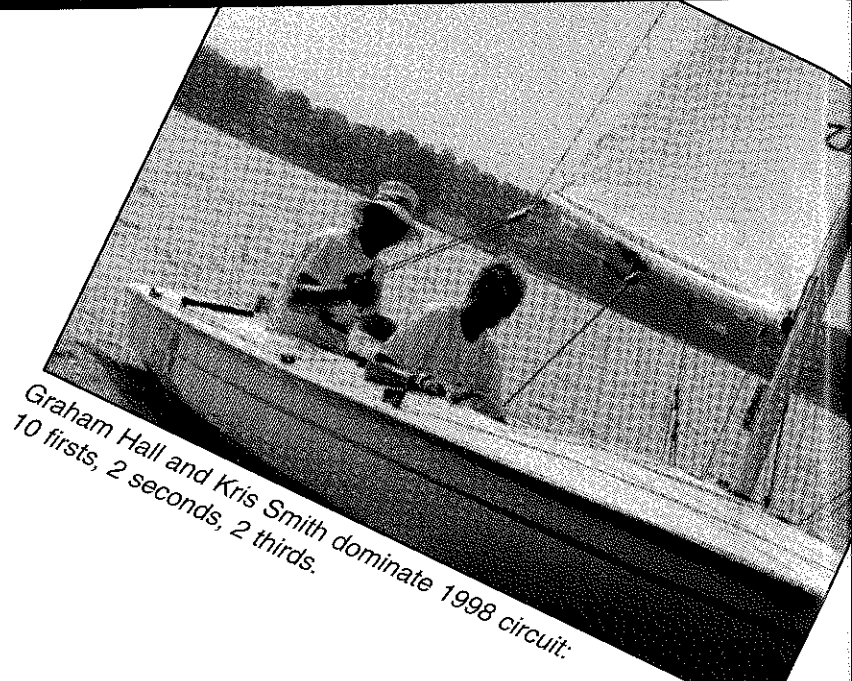
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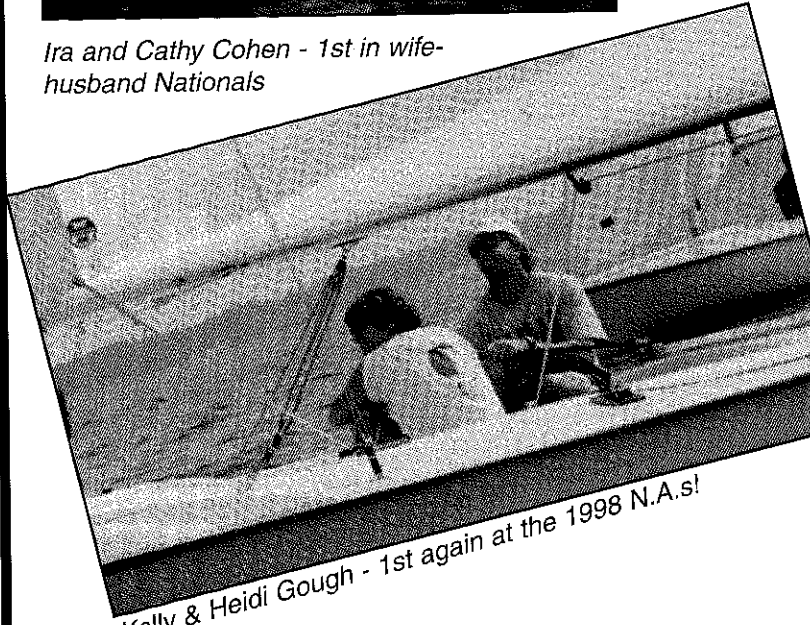
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The Email address for regatta notices and regatta results to be published in Scots 'n Water is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

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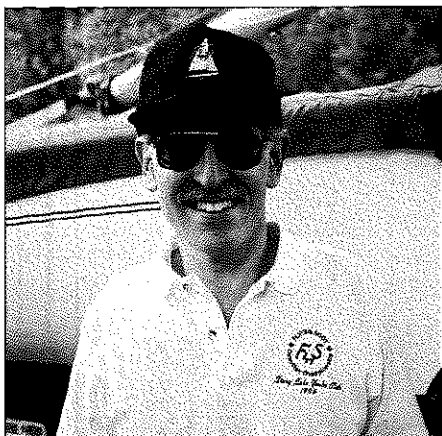
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On the Cover: Another beautiful day on the pond!

From the President

by Dan Goldberg, FS 4991



I am writing this article during the 1999 North Americans at the Gulfport Yacht Club and would like to inform every one of two changes that hopefully will be in effect by the time this is published. Also I would like to say thank you to Gulfport Yacht Club for doing an outstanding job hosting the 1999 North Americans. They really did a great job!

First, the newly revised Handbook has been finalized and will be posted on the FSSA Web Site for all to see or download. It contains a number of updates, including changes to the Constitution, By-Laws, Chief Measurers Rulings, and Official Plan. Hardcopies are also available upon request, as explained elsewhere in this issue. This

new revision completes a long, arduous job by Larry Taggart, with assistance from Bob Neff, Andrella Brunson, and others. Thanks to all of you for your efforts on this update!

Second, due to popular demand, we are restoring the Caveat Emptor used boat listing on the Web Site. Dave Jacobsen, our Web Site editor, figured out a way to keep the FSSA involved in used boat transactions. Inquiries from prospective buyers will be channeled through the FSSA, so that we can explain the benefits of membership to potential new owners.

On a separate subject, congratulations are in order to various Fleets and individuals:

To Fleet 83 (Carlyle Lake), a belated congratulations on winning the Fleet of the Year for 1998. Fleet 83 hosted the 1998 NACs and has always been one of our strongest fleets.

To Fleet 80 (Moraine Sailing Club, near Pittsburgh, PA), for winning the 1999 Fleet of the Year. Details can be found elsewhere in this issue.

To Steve Branner, for winning the Executive Secretary's Award for service to the FSSA. Steve edited the new revision of *Highlights of Scots N Water*, and was more recently involved in the recommendations regarding the

NAC format. By the way, the first printing of the new *Highlights* was a complete sellout and we are now in our second printing. No Scot owner should be without one! You can order your copy by phone call (now toll-free, 1-800-445-8629) or e-mail (info@fssa.com) to FSSA Headquarters.

To Jack Rudy, Ohio District Governor, who set a New World Record with six articles published in the last issue of *Scots N Water!*

On a separate subject yet ~ After nine years of dedicated service, Andrella Brunson has left FSSA Headquarters. Andrella did a great job, a lot of which was behind-the-scenes, and was an avid supporter of the FSSA. We wish her the best of luck in her future endeavors.

One last note - we are always interested in potential sites for the NAC and Wife-Husband regattas, especially those that we haven't been to recently or at all. So don't hesitate to let us know of a site or Fleet interested in hosting a regatta. We are posting a Questionnaire on the Web Site, to fill in by potential regatta hosts, to help us evaluate whether a potential site is suitable for one of our regattas.

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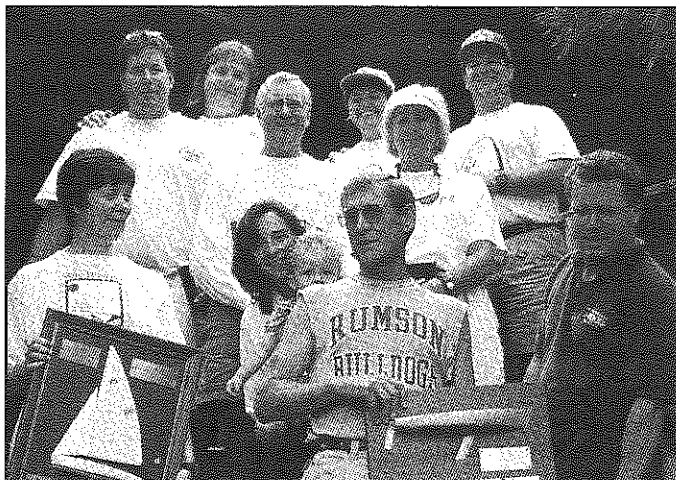
Ewings Win Wife-Husband National Championship at Lake Carlyle

by Felicia Bamer, Regatta Chair

Couples traveled from Alabama, Texas, Wisconsin, New Jersey, Pennsylvania, Maryland and the Midwest to enjoy pleasant breezes, camaraderie, friendship, wonderful food, and fun at Carlyle Sailing Association. Twenty-eight Flying Scot couples competed, evenly divided in two divisions on June 19 and 20. On Saturday three races were completed in nice light winds of 6 to 12 miles per hour. A nice breeze early Sunday morning, that totally died 15 minutes into the race, caused abandonment "I used an RC prerogative to abandon because it became no longer a test of skill" as stated by Principal Race Officer, Ted Beier (US Sailing Senior Judge).

The first race, a windward-leeward with a gate, began with the Championship Division reaching the first mark with an easterly breeze of 6-8 mph. The fleet was led by Bill and Eileen Ewing (New Jersey), then Susie and Tim Stombaugh (Ohio), John and Suzie Domagala (Indiana), Jerry and Sunshine Hartman (Pensacola), and Jim and Betty (Struckhoff) Harris (Carlyle). Positions continued to change throughout the runs and the second beat. At the leeward mark, Harris was at the tail of Ewing rounding the starboard gate mark. In sixth place, Hartman was first to see the 30 degree windshift to the north and was the first to round the port leeward gate to find himself finishing behind the Ewings and Paul and Denise Lee (Detroit) for a third place finish. All couples were photographed by me with a digital camera with spinnakers flying. New borrowed "toys" are wonderful.

Into the sequence of race two another windshift came, RC postponed with a reset to the southeast breeze of 7 - 10 mph. Prior to the lunch break, finishing first were the Ewings, followed by Scot and Natalie Mauney (Dallas) in second, and the

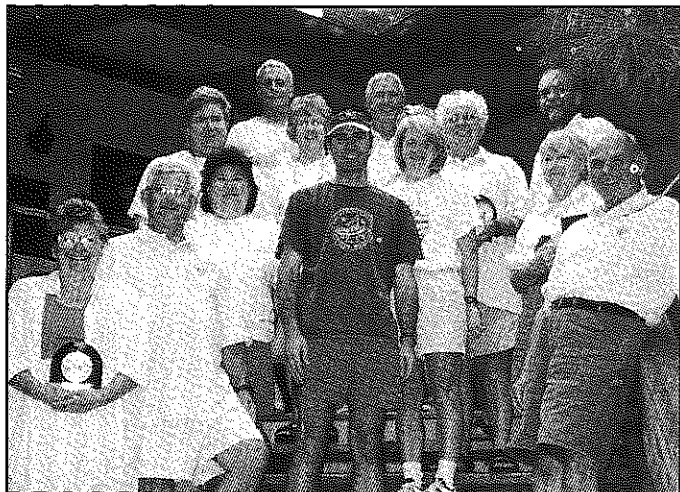


Wife-Husband Championship Winners and Crew

Lees in third. After lunch an Olympic Modified race was sailed with winds beginning at 8 mph changing from 110 degrees to 130 degrees for another postponement. The winds increased to 10 -12 mph and the longest race was finished on a beat with a change to 100 degrees. In the third race the Ewings guaranteed their regatta win with another first and the Lees almost insured their second with a second. John and Patti Applegate (New Jersey) placed third.

Sunday morning the race was begun in a nice breeze of 5 - 6 mph after a postponement again with windshifts from the 120 degree, to 140, to 160, to 90 degrees and then, and then, and then fifteen minutes after the start, abandonment, and we again had a windless Sunday. (CSA has now had three windless Sundays in a row during June.)

The Challenger fleet found rotating finishes with two DSQs from couples who won a race. So, with two seconds and a fifth, Brian and Laura Bolin (Georgia) won the Challenger Division. Winning the third race pink spinnaker Jim and Myra Brown (Chattanooga) won second place. Third and fourth place were won by locals Mike and JoeAnn Sullivan and Joe and Marilyn Gerrity. Bill and Carol Clark won their first regatta trophy by placing seventh with their new sails. Fleet #83 is looking forward to Bill and Carol shining in their new Scot #5170. The Gerrity's received two special award for the oldest couple (151) years as well as the longest married (55 years). Each first seven couples in each division received a clock for their trophy.



Wife-Husband Challenger Winners and Crew

Continued on page 6

Continued from page 5

Century Division winners all came from the Championship Series: The Ewings, Applegates, Wrights, Hartmans and Knights. Their trophies were wood laser cut Flying Scots.

PERPETUAL TROPHY WINNERS

Championship First (Charlotte and Greg Fisher Trophy) and Century First (Eric and Mary Ammann Trophy) - Bill and Eileen Ewing

Challenger First (Cal and Anita Hudson Trophy) - Brian and Laura Bolin

First Time Highest Finish (Bob Penticoff Memorial Trophy) - Tom and Pattie Lawton.

Other special awards went to newest married (13 days) - Jim and Arlene Starr (Pennsylvania)

FOOD

Lots of thanks! Dolores Swan with husband Pat coordinated all the eating extravaganzas plus prepared breakfast, lunch and hors d'oeuvres. Friday evening John and Blanche Wiegand prepared the BBQ Ribs with Marilyn Gerrity's brownies. The Saturday evening Fried Turkey dinner was prepared by Hobie 16

racers Rich and Sue Dudek. Rich fried 18 turkeys Saturday afternoon including fixing Cajun potato-corn boil and coleslaw. Prior to the raffle (that included a jacket, duffles, battons, knife, tee shirt, caps, ditty bags and CSA burgees) in which each competitor received a gift, everyone was served a piece of W-H cartoon cake. The clubhouse was set up in banquet style with lines, silverware wrapped in embroidered napkins, and W-H labeled wine, anchor bookmarks and ribbon/confetti as centerpieces.

True Love couple Ted and Florence Glass were guests Saturday evening.

The scrumptious Father's Day brunch prior to the awards ceremony Sunday was cooked by Dolores after preparation by Fleet #83 wives.

SPECIAL THANKS

Registration was completed by Chair Blanche Wiegand and the graphics, brochure and website was designed by Carol Clark. Peg and John Woodworth scored the national championship and served on race committee with Sandy and Tom Pinkel, the Moore men, CSA Vice Commodore Andrea Sepanski, and Ted's wife Jeanette. Also putting in many hours were Fleet Captain Bill Clark, Joe Gerrity, Mike and JoeAnn Sullivan, and Rhoda and Clark Ashby. And, I must mention again the hard continuous work of Pat and Dolores Swan for and during the regatta.

Join us any time at Cariyle Sailing Association.



Wife-Husband Century Divison

Place	Name	1st Race	2nd Race	3rd Race	Total
1	Bill & Eileen Ewing	1	1	1	3
2	John & Patricia Applegate	4	2	2	8
3	Don & Sharon Wright	6	3	3	12
4	Jerry & Sunshine Hartman	2	6	4	12
5	Bernie & Barbara Knight	5	5	5	15
6	Jim & Betty Harris	3	4	17	24
7	Jim & Myra Brown	11	8	6	25
8	Mike & JoeAnn Sullivan	8	9	8	25
9	Joe & Marilyn Gerrity	9	10	10	29
10	Jim & Brenda Mulhollan	17	7	7	31
11	Fields & Carol Gunsett	7	17	9	33
12	Harry & Rosemary Haack	10	12	12	34
13	Bill & Carol Clark	13	11	11	35
14	Clark & Rhoda Ashby	12	13	14	39
15	John & Blanche Wiegand	14	14	15	43
16	Harris & Rose Marie Marx	15	15	13	43



Wife-Husband Championship Divison

Place	Name	1st Race	2nd Race	3rd Race	Total
1	Bill & Eileen Ewing	1	1	1	3
2	Paul & Denise Lee	2	3	2	7
3	Susie & Tim Stombaugh	6	4	6	16
4	John & Patricia Applegate	9	5	3	17
5	Scott & Natalie Mauney	4	2	15	21
6	John & Suzie Domagala	7	10	5	22
7	Greta & Michael Mittman	8	7	9	24
8	Harry & Karen Carpenter	12	8	4	24
9	Don & Sharon Wright	13	6	7	26
10	Jerry & Sunshine Hartman	3	14	10	27
11	Tom & Patti Lawson	14	9	8	31
12	Jim & Betty Harris	5	11	15	31
13	Jim & Arleen Starr	10	13	11	34
14	Bernie & Barbara Knight	11	12	12	35

Wife-Husband Challenger Divison

Place	Name	1st Race	2nd Race	3rd Race	Total
1	Brian & Laura Bolin	2	2	5	9
2	Jim & Myra Brown	6	3	1	10
3	Mike & JoeAnn Sullivan	3	4	3	10
4	Joe & Marilyn Gerrity	4	5	6	15
5	Jim & Brenda Mulhollan	15	1	2	18
6	Fields & Carol Gunsett	1	15	4	20
7	Bill & Carol Clark	9	7	7	23
8	Harry & Rosemary Haack	5	9	9	23
9	Ron & Ann Poole	8	6	12	26
10	Hal & Lisa Wilson	10	8	8	26
11	Clark & Rhoda Ashby	7	10	11	28
12	Wallter & Mary Sue Barniskis	11	11	13	35
13	Harris & Rose Marie Marx	13	13	10	36
14	John & Blanche Wiegand	12	12	14	38

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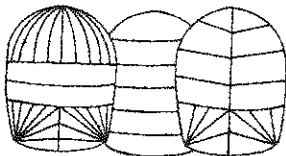
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1999 Flying Scot North Americans

July 25 - 30, 1999 • Gulfport Yacht Club, MS

by Robert J. Bailey

John Dane III added the Flying Scot North American Championship to an already impressive list of sailing accomplishments, including the Sears Cup, the Soling North American Championship, and the L-16 International Championship. He outdistanced Greg Fisher of Columbus, Ohio, a perennial Flying Scot favorite, in what turned out to be a two-boat series. In the first two races of the series, Dane posted back-to-back second place finishes, while Fisher's fourth and first place finishes put him one point behind. On the second day, the breeze freshened to Dane's liking, and he scored two impressive victories. "We had two windy races today, which are our best conditions," he said in an obvious understatement. In any case, his grip on the championship tightened dramatically

after the two wins. Going into the last race, only Fisher was within striking distance. "My strategy was to stay close to Fisher," Dane said. "We actually got a better start than he did. So on the first tack we were ahead of him and basically covered him the rest of the way." Dane finished third to Fisher's sixth, with Benz Faget of New Orleans second in the final race and third overall in the regatta.

Though these were, in effect, home waters for John Dane, it was outstanding boat speed and impressive crew work that won the day. "We had good boat speed throughout the series...and the crew work on the spinnaker runs was great," he said. His crew consisted of son Schaeffer Dane and Leslie Kelly, herself a three-time Women's North American Sunfish Champion. "Leslie was taken care

of," Dane said, adding, "My son is big and strong and he handled the front. We had good teamwork." In addition to Dane and Fisher, other individual race winners in the series were Doc Bellows who won the first race and Bruce Lindheim who won the final race.

In the Challenger Division, Anton Speaker of host Gulfport Yacht Club, after finishing eighth in the first race, won four straight to capture that series. Schaeffer Dane, who crewed for his father in the Championship Series, won the Junior Championship, while Shelly Killeen won all three races to capture the Women's Championship. It is interesting to note that John Dane, Schaeffer Dane and Shelly Killeen all hail from Pass Christian Yacht Club - quite an accomplishment for one sailing club.

Championship Division

Place	Captain	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total
1	John Dane III	2	2	1	1	3	9
2	Greg Fisher	4	1	3	3	6	17
3	Benz Faget	8	3	9	2	2	24
4	Bruce Lindheim	6	5	14	9	1	35
5	Sam Hopkins	10	10	2	4	10	36
6	Ken Kleinschrodt	5	7	5	8	11	36
7	Donnie Brennan	13	6	4	7	8	38
8	Harry Carpenter	3	13	11	13	5	45
9	Marcus Eagan	11	8	10	11	7	47
10	Thomas Baker	12	4	13	5	14	48
11	Adam White	14	9	6	12	9	50
12	George Fisher	9	11	12	10	12	54
13	Zane Yoder	16	14	8	6	13	57
14	Doc Bellows	1	12	7	DNS	DNS	60
15	Larry Taggart	15	16	16	17	4	68
16	Charlie Buller	7	15	19	14	15	70
17	Charles Fowler	17	18	17	15	17	84
18	Bernie Knight	19	17	15	16	18	85
19	Frank Richards	18	19	18	18	16	89

Continued on page 6

Challenger Division

Place	Captain	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total
1	Anton Speaker	8	1	1	1	1	12
2	Gilly Chamberlain	4	2	3	4	3	16
3	Peter F. Christian	1	5	6	6	5	23
4	William Howell	10	3	2	2	9	26
5	Susie Stombaugh	6	4	4	3	11	28
6	John Tete	3	6	9	11	4	33
7	Felicia Bamer	7	8	7	7	7	36
8	Sara Hall	5	11	5	10	10	41
9	Michael Roberts	2	12	14	8	6	42
10	Bill Vogler	9	9	10	5	13	46
11	Jim Leggette	13	7	8	12	8	48
12	Jerry Lane	11	14	11	15	2	53
13	Harry Haack	16	16	13	9	14	68
14	Maurice Sullivan	12	13	12	DNF	12	70
15	Robert Cleveland	15	19	16	13	17	80
16	Jeff Zern	18	18	17	14	15	82
17	John Beery	14	10	DNS	DNS	DNS	87
18	Harris Marx	20	17	18	16	16	87
19	Paul Moore	17	15	15	DNS	DNS	89
20	Donald Hott	19	DNS	19	DNS	DNS	101

Women's North American Championship Regatta

Place	Captain	Sail #	1st Race	2nd Race	3rd Race	Total
1	Shelly Killeen	GYA 38	1	1	1	1
2	Micki Gramm	5107	2	3	2	7
3	Leslie Kelly	GYA 51	5	2	3	10
4	Emily Jo East	GYA 88	4	4	4	12
5	Susie Stombaugh	2162	3	6	5	14
6	Melanie Dunham	4510	6	8	6	20
7	Felicia Bamer	3882	9	5	10	24
8	Sara Hall	GYA 39	10	4	4	24
9	Nancy Claypool	GYA 29	8	9	8	25
10	Nina Koehler	GYA 101	7	10	9	26

Junior's North American Championship Regatta

Place	Captain	Sail #	1st Race	2nd Race	3rd Race	Total
1	Schaeffer Dane	GYA 39	1	1	2	4
2	Karl Kleinschrodt	GYA 99	2	2	3	7
3	Austin Howell	GYA 198	4	5	1	10
4	Chris Douglas	GYA 59	3	4	4	11
5	Andrew Eagan	GYA 29	5	3	5	13
6	Robert Cleveland	GYA 16	6	6	7	19
7	Jeff Zern	GYA 10	7	8	6	21
8	Phillip Harris	4296	8	7	8	23

1999 NAC Board of Governors Meeting

by Dan Goldberg, FS 4991

In order to keep our membership well-informed, we are reporting the results of our Board of Governors' meetings. Here is the report of the 1999 meeting held July 26, 1999, at Gulfport Yacht Club.

Minutes - The minutes from the 1999 Mid-Winters Meeting were approved as written.

Budget and Membership - FSSA Headquarters Staff (Crews and Brunson) reported that dues income is down, and membership is down by about 100. There are currently about 1800 members. McClurkin (Treasurer) and Staff discussed the billing cycle prior to the meeting. Staff recommended that dues renewals not be changed from the current August date, but that second notices be sent in February. Also, the dues notice printing will be done in-house, because the one-time cost of conversion is expected to be outweighed by the overall cost savings. This will be evaluated after two years. All agreed. The following additional actions were agreed upon to decrease cost and increase membership:

1. The November-December issue of *Scots n Water* will contain a statement to the effect that this will be your last issue if you have not renewed. The Electronic Media chair will implement a method (if possible) for paying dues via e-mail through the Web Site.
2. Staff will prepare a letter for the President's signature explaining the benefits of membership, and will send this letter with the second dues notice. To support this effort, the immediate Past Commodore will provide to Staff a similar letter he had previously prepared.
3. The same letter will be sent to the Fleet Captains along with the annual letter they get with the list of renew-

ing and non-renewing members. The letter which forwards this list will request the Fleet Captains to contact the non-renewers and remind them of the benefits of membership.

4. Dues renewal notices will be sent to members during the last five years, rather than to the entire database of 4000 previous owners.

Whether to grant a one-year free membership to new owners was discussed. All agreed that this should be the subject of a Development Committee recommendation at the next meeting.

The 1999-2000 budget was approved as proposed. It shows a slight deficit due to the one-time cost for issuing the new Handbook, discussed below, which is offset by the surplus from previous years from funds budgeted for the Handbook but not spent.

District Governors were requested to strictly enforce the requirement that in order to sail in a District or Regional Championship, you must be a member. Staff will provide each District Governor with membership forms so that nonmembers can join on-the-spot the day of a District or Regional Regatta.

Executive Committee - Goldberg reported that in response to a written request for a clarification of the Constitution, the Executive Committee ruled that membership in a Yacht Club cannot be a requirement for membership in a Fleet. The President will prepare a letter with this ruling to the fleet involved, with a copy to the letter author, for the Staff to issue.

Measurer - Neff (via Carpenter) reported that Gulfport Yacht Club did an outstanding job of measurement and no problems with boards or hulls were encountered. A list of new Chief Measurer's rulings was recommended, consisting of minor clarifications and "clean-up" as opposed to major changes. These were approved with an editorial

change to item #1 to add "is permitted." They will be incorporated into the Handbook prior to issue.

International Race Committee - Harris reported no problems. Goldberg thanked Harris for ensuring that the NAC Sailing Instructions conformed to the Standardized SIs, and noted that the IRC chairs in the future must be diligent in informing the NAC (and Mid-Winter) host clubs that the IRC chair must review and approve proposed SIs, and must be diligent in ensuring that they conform to the Standardized SIs, particularly with regard to course diagrams. In response to a request from the Judges of the 1999 Juniors, Harris recommended that the Standardized SIs be revised to prohibit the presence of adult competitors in protest hearings for Juniors. This was approved with a minor clarification to define "Juniors" per the FSSA eligibility criteria, and will be included in the Standardized SIs prior to issue of the Handbook. Also, the standardized SIs will be e-mailed to the Staff for inclusion on the Web Site. The standardized Notice of Regatta and Host Club Questionnaire will also be posted on the Web Site.

Scots N Water - No report. Goldberg congratulated Jack Rudy (Ohio District Governor, but not present) for a new World Record - six articles in the July/August 1999 edition! Brunson mentioned that she received an article for *S n W* from Israel. Gulfport Yacht Club was requested to write an article for *Sailing World* on the FS NACs, and will be requested to forward this article to Hartman for *S n W*.

Publicity and Development - No report. Goldberg stated that Bill Ross is the PRO for the Thistle Nationals this week, and is scouting their site (Elizabeth City, NC) as a potential location for a future FS NAC. Brunson stated that there

Continued on page 12

Continued from page 11

is a new fleet in Utah and that two fleets were withdrawn from the suspension list and will remain active.

Amendments - Because of conflicting interpretations in the past, Goldberg proposed and the Board approved a By-Law change to state that in order to win a District Championship, one must be a member of that District. This will be incorporated into the Handbook prior to issue. Taggart reported that previously approved changes, inadvertently overlooked in the previous draft, have all been incorporated in the new electronic version.

Handbook - Brunson reported that Neff has completed the conversion of the Official Plan to an electronic format and has forwarded it to Staff. This will be on one-page fold-out that will replace 11 pages of current text. Taggart reported that the conversion from a typeset hardcopy to electronic format is complete, and that the new revision will be ready to issue after incorporation of the changes

approved at this meeting. Taggart will e-mail the final clean copy to Staff by August 15, 1999. Various options were discussed for disseminating the information in the new Handbook, considering the large printing and postage expense. The following plan was agreed upon:

1. The revised Handbook will be posted on the Web Site.
2. All new members will receive a binder with hardcopy.
3. Any old member who wishes to receive a hardcopy can receive one (free) upon request to FSSA Headquarters, excluding the Official Plan.
4. The Official Plan will be sold for \$5.00, because of the large expense to print it (special paper material and non-standard size).

Taggart will send an article to *Scots n Water* describing the new Handbook, its division into two parts and their contents, and the options for obtaining a copy as described above.

Staff will print an appropriate number of hardcopies after review of pricing

options with Goldberg. Crews stated that the new version can be posted on the Web Site and hardcopies can be printed within two weeks after receipt of the final clean copy from Taggart. Brunson stated that advertisers have been slow in responding to solicitations for advertising in the Handbook. Fowler (Florida District Governor) noted that cost is somewhat high. Goldberg requested Staff to aggressively follow-up with advertisers so as not to delay the issue of the new revision. It was also requested that our advertisers be linked to the Web Site. This will be investigated.

Goldberg noted that the one section of the Handbook, on guidance/protocol for running a NAC, has not been updated as part of the current revision. Harris agreed to draft an update with input from the current Gulfport Yacht Club NAC regatta chairman.

Electronic Media - Jacobsen reported that the Web Site is much improved since its overhaul by Hank Sykes earlier this year. He requested and Staff agreed that District and Regional



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events should be posted in the same manner as NACs, Mid-Winters, and Wife-Husband (i.e., immediately upon receipt). He also requested that District Governors encourage their local and fleet-level regatta chairs to e-mail results to Headquarters, and to advise him of any changes needed to the Web Site. Jacobsen also reported that the standard regatta announcement form had been created and he will e-mail it to Staff to be posted on the Web Site in a "fill-in-the-blank." In order to ensure that the Web Site is accurate and current, Goldberg requested and Jacobsen agreed that he would contact Courtney at Staff on a monthly basis regarding additions, deletions, changes, etc.

Caveat Emptor on the Web Site - Jacobsen recommended that the Caveat Emptor page be restored to the Web Site in a modified manner. The boat information would be listed with the actual listing date, without owner name or phone or e-mail address, and promptly removed after 60 days, for a \$40 fee. All inquires from

prospective buyers would be through the FSSA Headquarters, to ensure they are aware of the FSSA and the benefits of membership. This recommendation was approved. Staff will revise the Web Site accordingly and announce the fee structure in *Scots n Water* and on the Web Site. Jacobsen will advise Courtney of Staff when to delete each listing (after 60 days). Staff will retain the "Hot List."

Future Regattas - Staff has received a copy of the permit Indian Harbor has been waiting for and will formally advise Josh Goldman that they are granted the 2000 NAC. The 2000 Wife-Husband was granted to Saratoga. Staff will advise Ann Seidman. No formal bids have been received for the 2001 NAC although Tom's River previously expressed an interest. Jacobsen will contact them to determine their interest for 2001 or 2002 and advise Goldberg. Beery (Capitol District Governor) will explore options in his District. Goldberg will contact Ross regarding Elizabeth City, NC. Berlin Lake has expressed interest in the 2001 Wife-

Husband. Stombaugh (acting for Rudy) will request Rudy to request them to send a formal bid to Headquarters.

The Board approved the Executive Committee as Dan Goldberg, Terry Dees-Kolenich, Jim Harris, Jack McClurkin and Larry Taggart.

The meeting was then adjourned.

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


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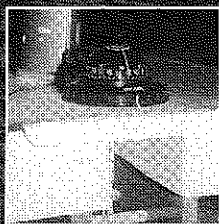
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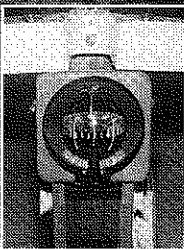


Aquameter Sailor II Compass & Mount...

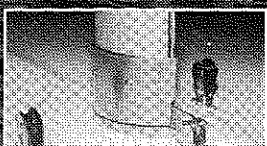
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. **\$70.00**

Plastimo Contest Tactical Compass and Mount...

3 3/4" 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**



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). **\$1540.00**

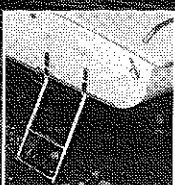


Stainless Steel Mast Sleeve...

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**
 Grab Rail **\$21.00**

Mainsail Flotation... For added security against turling 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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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. Loaner hole saw available. **\$9.65**

Jiffy Reefing Kit...

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FSSA Annual Meeting

July 29, 1999 • Gulfport Yacht Club

The annual meeting of the FSSA was held at the Gulfport Yacht Club on Thursday July 29, 1999 at 7:00 pm.

The meeting was called to order by Dan Goldberg, president. He introduced the officers present.

Minutes - The minutes were available upon request and were approved.

Treasurer's Report - The treasurer's report was given by Dan Goldberg. He discussed the one time expense of printing the handbook. A surplus from the previous years funds budgeted for the handbook will help offset the expense.

Website - Dan Goldberg stated the website had been revamped this year with Dave Jacobsen as Editor. Jacobsen will be giving guidance to headquarters monthly.

Bylaws - Larry Taggart was thanked for his work on updating the Bylaws. They will be posted on the website and also will be available at headquarters by September 1, 1999.

Caveat Emptor - Goldberg announced that the Caveat Emptor would be restored to the website. The ads will be posted for 60 days only. The ad will not include a contact name, so the buyer will have to contact headquarters for the information.

Funniest Moment on a Flying Scot Contest - Goldberg encouraged participants in the contest for *Scots'n Water* to submit some of the funniest moments that have occurred on a Flying Scot. The deadline for this is October 31, 1999. Articles that have been published in the past are not encouraged. Goldberg did not recommend using capsizing unless it was unusually funny.

Award Ceremony - A plaque was presented to Daniel Goldberg from Peter Christian and the Gulfport Yacht Club. Also the class burgee was given to the

Yacht Club. Goldberg thanked the club for their hard work and support of the NAC.

Bobby Bailey introduced the judges and the race committee.

Jim Harris was unable to be present to give the fleet of the year award. Therefore, Bill Fogler presented it to Dan Goldberg representing Fleet #80.

Steve Branner was awarded the Executive Secretaries Cup. Branner did

Andrella Brunson was awarded a silver tray for her years of service and commitment to the Flying Scot Sailing Association.

Items up for vote were reviewed. Brunson asked that all present sign their fleet in at the podium. A roll call was done on those fleets not accounted for.

Nominating Committee: Paul Moore reported for the nominating committee.

President: Dan Goldberg

First Vice President: James Harris

Second Vice President: Jack McClurkin

Commodore: Terry Dees-Kolenich

Secretary: Tony DiResta

Treasurer: William Ross

Immediate Past Commodore: Dave Jacobsen

FSSA Measurer: Dave Neff

Editor: Lynne "Sunshine" Hartman

Elected Nominating Committee

Member: E. Paul Moore

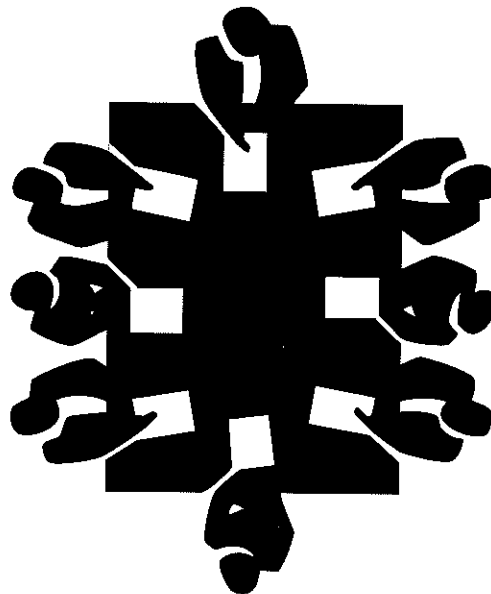
Suspended Fleets: Four fleets noted for suspension were reinstated before accepting the ballot as proposed.

New Business - It was proposed to revise the cut off for the championship fleet to be a 50/50 split of boats from the Qualifying Series. The vote passed with a show of hands of those present.

Goldberg announced the 2000 NAC at Indian Harbor in CT and the 2000 Wife-Husband at Saratoga.

Goldberg announced the executive committee. Committee members are Terry Dees-Kolenich, Jim Harris, Jack McClurkin, Larry Taggart and Dan Goldberg.

There being no further business, the meeting was adjourned.



the editing for the *Highlights of Scots'n Water* and was chair of the Championship Committee this year. He was not present to receive his award.

Scots n' Water Awards - These awards were presented by Daniel Goldberg.

- Jack Rudy was awarded the District Governors Award;
- Fleet #83 received the Fleet Award;
- Jim Harris and Betty Struckhoff received the Best Picture Award;
- Jack McClurkin received the Individual Award.

How I Spent My Spring Break

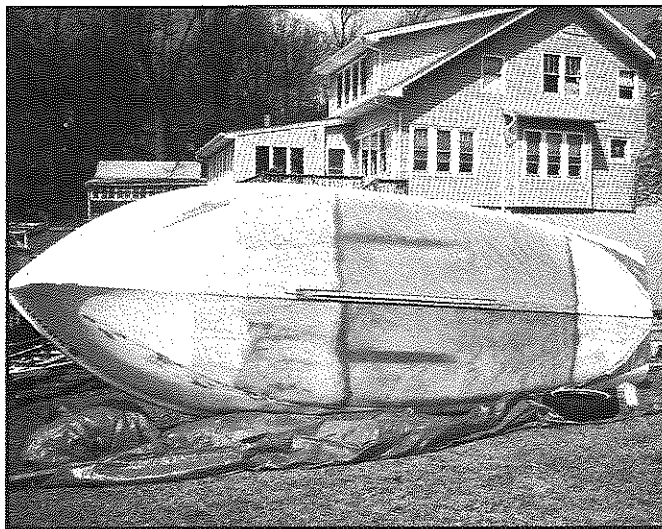
by Bruce Cattanach, FS#3817 *Jollymon*

The time had come. I knew that the bottom paint on *Jollymon* had to come off. We were sailing fast, but deep inside I felt that those coats of bottom paint were slowing us down.

I had used a chemical stripper to take the bottom paint off the centerboard when I had it out for a repair to the leading edge and I knew it worked well. I wanted to use the same method for the bottom. The stripper I used, Evercoat One-Step from The Fiberglass-Evercoat company was great. It didn't damage the gelcoat and took the blue bottom paint off with a lot less work than sanding.

I had some remover left over from the earlier centerboard job and started to search for more. After a couple of calls with no luck, I called the manufacturer. I found that it was no longer being manufactured, probably for environmental/ health/EPA reasons (ie, it really works well!). On a chance I called West Marine with a 1997 catalog part number and they had it. I immediately ordered three gallons.

Finding a place to do this work was difficult. A local boat dealer, Sunset Sailboats, helped out. Thanks Todd! My plan was to put up the mast, slide the boat off the trailer and then use the main halyard and plenty of friends to put *Jollymon* on its side. I had been advised to put a car tire under the side where the chainplate attaches to the shroud. This was excellent advice. The trailer came out from underneath the boat and with a lot of effort and coordination our Scot was on its side. The top of the mast was held down with a concrete block and tied lines to various parts of the hull to keep it over on its side.



Even though I worked in very windy conditions, I always wore a respirator when working with this stripper. There must be a number of reasons why it is no longer being manufactured.

My technique went like this: paint a three foot by three foot section with the stripper, wait approximately ten to fifteen minutes and then take a plastic putty knife and scrape off all the bottom paint that would come off. *Jollymon* had five coats, one coat for every two years that the original owner had it on the bay in Stone

Harbor, NJ. After the first removal, I repeated the process with the scraper. It took three coatings and scrapings to get down to the white bottom. At that point the process changed and I dipped coarse synthetic steel wool into the stripper and scrubbed the bottom. That loosened more so I could scrape again. The final steps were using the synthetic steel wool and then wiping the residual amount off with a wet sponge. I used heavy gloves, and even a chemically resistant glove was eaten up by this stuff!

You realize how much surface area the Scot has with the water and after six treatments with stripper, scrapers, synthetic wool and sponges, the bottom was clean and smooth. I have never had to wet sand or touch the gelcoat in any way. While the boat was on its side, I replaced the centerboard gasket. The directions from Flying Scot, Inc. are excellent on how to complete that job.

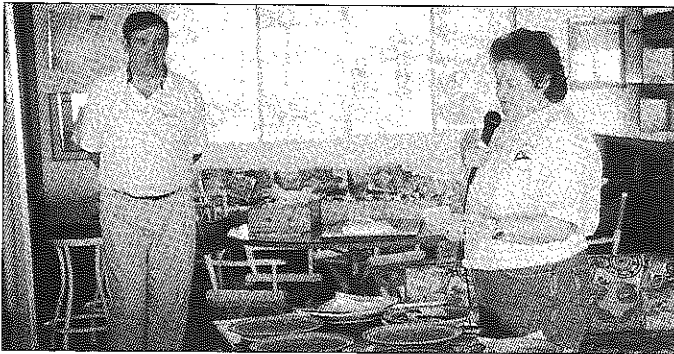
Jollymon now has no excuses for being slow on the course. Although there is no way to know if we're really faster now than before - I believe that the time and energy was well spent. It's all in the mind of the sailor.



Fleets In

BIG WINDS BLOW AT GREAT 48

BY BLAIR BOGGS, FS 5056



Regatta Chairman, Linda Burde and Carolinas District Governor, Dave Batchelor present awards to the winners.

Fleet 48 at Lake Norman Yacht Club hosted the the Great 48 Regatta on May 1 & 2, 1999. Big winds were on hand, along with 43 boats and skippers to compete for trophies. This annual event draws many sailors from far away, to this 35,000 acre lake, north of Charlotte, NC.

Graham Hall and Greg Fisher gave a "boat speed seminar" on Friday afternoon. High winds prevented them from doing this outside, on the boat, so they gave a sail and boat trim lecture in the clubhouse. On Saturday morning, they did the "on the boat" lecture in 20 mph winds! Students held the boat on their trailer during the talks to prevent a rollover. All of this education was videotaped by Graham Hall and later he videotaped Winner Greg Fisher on the race course. This video will be produced later for sailors who want to learn race skills and tactics. The race committee, in observance of 20 - 25 mph winds at 1300 hours, wisely postponed and then later cancelled the races for Saturday.

On Sunday, in 18 mph winds, gusting to 24 mph, the race was on. I "planed" out to the committee boat, reconsidered and quietly retreated from the course. I sheepishly struggled back to the club and found six other boats had beaten me in! Thirty boats stayed out on the course and competed three, wild races. Only one turnover occurred. Most competitors added a second crew. FSSA President, Dan Goldberg showed presidential wisdom and had three crew on board.

Linda Burke "chaired" the regatta with a full staff of LNYC volunteers and received lots of praise for a well-run event.

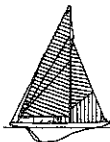
Championship Divison

Place	Skipper	Sail #	Home Club
1	Greg Fisher	4916	Hoover YC
2	Starling Gunn	1104	Lake Townsend YC
3	Bill Ross	5210	Lake Norman YC
4	Tam Lawton	3035	None (Fleet 48)
5	Robbie Lowrance	111	None

Challenger Divison

Place	Skipper	Sail #	Home Club
1	Morris Willy	3961	Deep Creek YC
2	Jake Barnhardt	1280	Lake Norman YC
3	David Spohn	4285	Privateer YC
4	Bill Denes	2095	Privateer YC
5	Brian Bolin	5025	Lake Lanier YC

Continued on page 18



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1999 BUCKEYE REGATTA

BY SUSIE STOMBAUGH, FLEET 37



Winners of the Buckeye Regatta: back row; Andrew Jerman, Bruce Courts, Jack Stewart, Stephanie Bahr, Jay Huling, Jack Rudy and Tim Stombaugh. Middle; Martha Stewart, Jared Huling, Nancy Rudy and Susie Stombaugh. Kneeling; Mark Benner, Maria Benner and Dan Goldberg.

The 1999 Ohio District Regatta Series began in style with the 31st Annual Buckeye Regatta hosted by Fleet 37 of Hoover Yacht Club in Westerville, Ohio. The fun started Friday evening as Fleet 37 welcomed out-of-town sailors with an all-American dinner...hot dogs and hamburgers! Saturday brought the first

rain to dampen a Buckeye Regatta in almost five years. However, the rain did not dampen the spirits of the sailors in the thirteen boats that came to race. Two races were squeezed between Saturday's rain showers. The race committee chose a perfect time for lunch as everyone was on shore when the worst storm of the day passed through. Saturday evening featured an Italian dinner complete with live guitar music. Sunday was drier with typical Hoover wind - light and shifty, one race was sailed Sunday morning before the wind died completely. After lunch, trophies were awarded to the skippers and crews of the top six boats. Congratulations to Jack and Nancy Rudy for opening the 1999 season with a first place finish! Plan now to join Fleet 37 for the 2000 Buckeye Regatta next May.

Buckeye Regatta

Place	Skipper	Sail #	Total
1	Jack Rudy	4321	7
2	Susie Stombaugh	2162	9
3	Jay Huling	70	14
4	Jack Stewart	1342	16
5	Dan Goldberg	4991	17
6	Bruce Courts	3148	17

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SHOCK CORD & DRAIN HOLE

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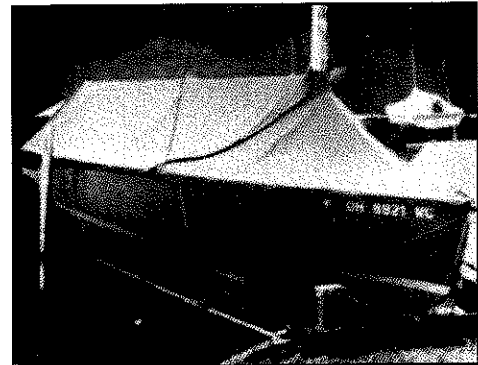
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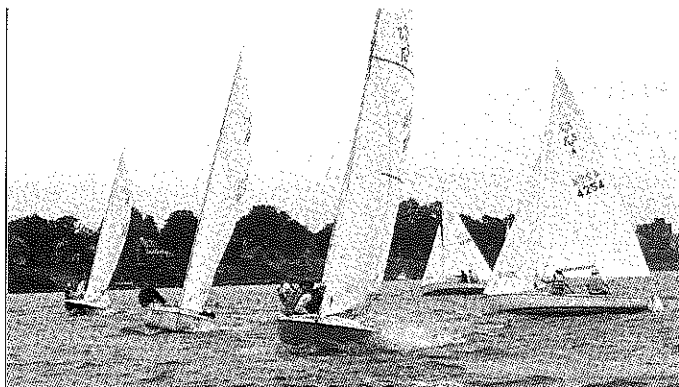
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1999 FULL MOON REGATTA

BY BRUCE & JACKIE CATTANACH



1999 Full Moon Regatta

The eighth running of Monmouth Boat Club's Full Moon Regatta found twenty-eight Scots descending on Red Bank, NJ from as far away as Saratoga, NY, Patchogue, Long Island and Milford, CT. Using the three hoists and three docks, the fleet was quickly in the water with help from the Monmouth Boat Club yard crew.

US Sailing Senior Judge and Senior Race Officer Sandy Huntsman took over as Principal Race Officer and explained the racing to the competitors. The Scots took to the Navasink River and were forced to wait a few minutes while the wind clocked 45 degrees and finally settled in as a steady easterly at 12 - 16

mph. The fleet sailed two windward-leeward twice around courses and then came in for lunch. The Tom's River fleet was solidly in front with Allan Terhune sailing a 2,1 and local sailmaker Mark Beaton with a 1, 2.

In the B Fleet, which sails with A fleet in a mass start, and later has its scores pulled out, Joe Van Denburg from Long Island was looking very good with two bullets, followed by Skep Bugbee with a 2, 3.

After lunch the fleet returned to a moderate breeze and three final races. All courses were windward-leeward once around in the afternoon.

After the boats were hauled out, demasted and covered for the trips home, the competitors enjoyed some refreshment and pulled tickets for door prizes provided by Banks Sails, Beaton Sails, North Sails, Selby Bay Sailing Center and Sobstad. North Sails had provided all competitors with Mast Trailing covers as participation keepsakes.

Trophies made from Maine lobster buoys were awarded to skipper and crew for the top three A fleet and top two B Fleet Scots.

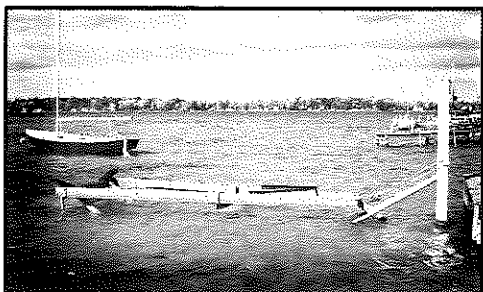
A Fleet

- 1st: Mark Beaton, a local sailmaker sailing with his own Flying Scot Sails;
- 2nd: Allan Terhune of Toms River Yacht Club;
- 3rd: Bill Ewing, previous winner of six of the last seven Full Moon Regattas.

Continued on page 20

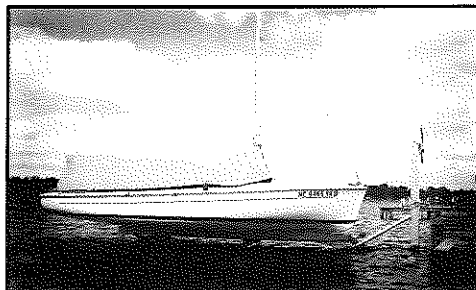
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Continued from page 19

B FLEET

- 1st: Dot Lucyk (a Scot Wannabe Owner) in her first Flying Scot Regatta sailing a borrowed Scot;
- 2nd: Joe Van Denburg coming in from Long Island to start his regatta circuit this year.

Also in attendance were Immediate Past Commodore, Dave Jacobsen; Second Vice-President, Peter Seidman and NY Lakes District Governor, Ann Seidman.

1999 NERD

BY PETER AND ANN SEIDMAN

The NERD, the NorthEast Regional Districts, was held at Saratoga Lake Sailing Club as the 13th annual Fleet 161 Invitational Regatta. Flying Scot sailors from five districts took part in the regatta on August 13 - 15, 1999.

A sizable contingent arrived in Saratoga by Thursday, and went to the Track on Friday. We are not certain how they did, but everyone appeared to still have a shirt when they came back. Most competitors were housed with local sailors or camped on the Club grounds. By Saturday night, there were more than thirty tents at the Club.

Competitors chose to sail in either Championship or Challenger fleets. Each fleet had separate starts, and sometimes sailed different courses. Racing, except for first place, was close in both divisions, with several places decided by the tiebreaker.

In the first race on Saturday, the Championship fleet sailed an olympic course while the Challenger fleet sailed a gold cup

course. As planned by the race committee, both fleets were ready for the next race at the same time. Unfortunately, a wall of rain was moving up the lake, and it was not possible to judge the wind strength in the storm cell, so the RC postponed and sent everyone back to shore. The storm contained heavy rain and no wind, and shore was a fine place to be. After the storm passed, we went back out and had an uneventful race, in spite of a few rumbles of thunder to the west.

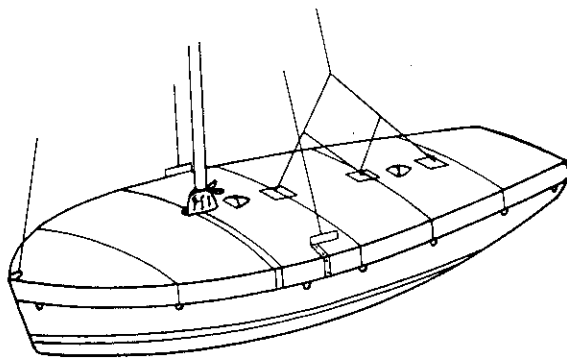
Saturday night was mostly dry, and everyone enjoyed the cocktail party and dinner outside. With what seemed like hundreds of helpers from the Flying Scot and Thistle fleets, the food was delicious and quickly served.

Sunday brought moderate winds again. As planned, the RC ran two races and had everyone back on shore by 1 PM. Merchandise donated by our regatta supporters, WEST MARINE, BEATON SAILS, and THE COURT CLUB, was given away in a drawing before the awards ceremony on Sunday.

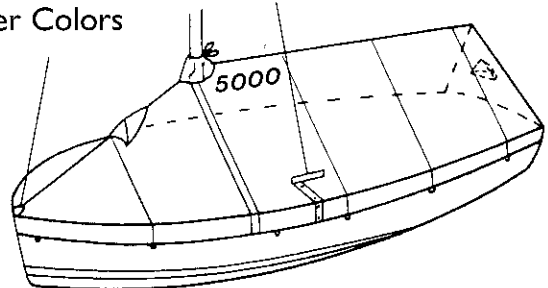
Embroidered folding chairs were presented to the top five skippers and crew in each division. Plaques were presented to the highest finisher from each District, and the Successor to the Famed Better Luck Next Year Mermaid Fender Trophy was presented to the Menards. Margaret Pridmore Jacobsen presented the John Pridmore Trophy to the winners of the NERD, Bill and Eileen Ewing.

Next year you have two opportunities to sail in Flying Scot regattas at Saratoga Lake. The Wife-Husband Championship will be held at the end of June and our 14th annual Invitational will be held in August.

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Note: Please send all Regatta Notices to the Association Office

Founder Cup

October 2 & 3, 1999
Indian Harbor Yacht Club

For more information, contact Jim and Ann Sawyer at (203) 637-7878.

Great Scot Regatta

October 9 & 10, 1999
Birmingham Sailing Club
Lake Logan, Alabama

For more information, contact Dave Whitehart at (205) 822-0740 or davwhik@vision.vsrc.uab.edu.

National One Design Champions Regatta

October 14 - 16, 1999
Augusta Sailing Club, GA

US Sailing is again presenting this great race and JY Sailboats is pleased to provide JY 15's for the races. The sailing club is located 30 min. outside of Augusta, Ga and 40 mins. from the Atlanta airport. Your registration fee includes a value-packed package of a Thursday evening Welcoming Reception and sailing seminar, continental breakfasts, lunches on the water, catered dinners, awards luncheon, planned gifts of two t-shirts, two sets of Douglas Gill gloves, two bags, a great party and great fun!

For more information and to register, please contact Karen O'Neil at US Sailing, www.ussailing.org.

FS District Championship Points Race

October 23 & 24, 1999
Coconut Grove Sailing Club
Miami, FL

For more information, contact Karen Young at (305) 857-9099.

2nd Annual Fall 48

October 30 & 31, 1999
Lake Norman Yacht Club
Lake Norman, NC

This season ending event will draw over 35 boats from New York to Florida. It is becoming an informal East Coast Championship. The leaves will be at their peak in the North Carolina Piedmont and the temperature and the winds are likely to be delightful. LNYC has 20 acres of beautiful lake front property, with bath, swimming, picnic, and camping facilities. Plan on bringing the family. This will be a three-race long course event. A Friday afternoon seminar will be conducted by Graham Hall.

For more information, contact Larry Vitez at (704) 442-1850.

Sailfest Regatta

November 6 & 7, 1999

This multi-class one design and Flying Scot regatta will be held in conjunction with the St. Pete Sunfest boat show. Entry fee includes four day pass to Sail Expo boat show, clinics and seminars presented by top sailors, two days of racing, a Saturday night bash with food, drinks and lots of giveaways, and an official St. Pete Sunfest t-shirt.

For more information please contact Bill Koconis at (800) 817-SAIL or bill@sailamerica.com or visit the website at www.sailexpo.com.

Jubilee Regatta

November 13 & 14, 1999
Pensacola Yacht Club
Pensacola, FL

For more information, contact Bernie Knight at (850) 983-7247.

One Design

Thanksgiving Regatta

November 27 & 28, 1999
Davis Island Yacht Club
Tampa, FL

Schedule includes a tune up race on Friday, Nov. 26, registration on Friday the 26th and Saturday the 27th, racing on the 27th and 28th and seminars on hull preparation, fleet development and one design tactics.

For more information contact DIYC at (813) 251-1158 or Jamie Myers at JMyers2@tampabay.rr.com.

Midwinter WarmUp Regatta

March 25 & 26, 2000
Fort Walton Yacht Club, FL

This event is designed to help participants "tune-up" their boats (and crew) after the long winter to get ready for the Midwinter Regatta that will be held at St. Andrews Bay Yacht Club the following week.

For more information contact Cal Jones at (850) 243-0804 or visit the website at www.fwyc.org.

30th Annual Midwinter Championship

March 27 - 31, 2000
St. Andrews Bay Yacht Club
Panama City, FL

The first race will be on Tuesday, March 28, but please remember that registration will start on Sunday, March 26 and sail measuring may start as early as the day before that on Saturday. This is a preliminary schedule.

For more information, contact Claude Arnold at (850) 871-5416, CASail@aol.com or John Morrow at (850) 769-3943.

Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	1101	William Day	402 Ring Road	Chadds Ford, PA 19317
	4096	Julian B. Woodson	9302 Saddle Court	Mechanicsville, VA 23116
171	3789	The Kallman Family	7 Alterwood Lane	Owings Mills, MD 21117
Carolinas District				
	0801	Mike Delaney	1802 Tiffany Place	Greensboro, NC 27408
171	4732	Jon & Lori Britt	1308 Duck Road	Duck, NC 27949
171	4731	John V. Lunon	26 Spindrift Trail	Southern Shores, NC 27949
Greater NY District				
	5269	James M. Taup	85 Baylor Avenue	Hillsdale, NJ 07642
	1555	John C. Barr	19 Nicklaus Lane	Farmingdale, NJ 07727
	2151	Robert Chernaik	35 Mott Lane	Brookhaven, NY 11719
	1922	Richard Ploth	27150 Main Road	Cutchogue, NY 11935
	3242	Christopher Hellmuth	6 Oakcrest Avenue	Middle Island, NY 11953
10	0716	John Berchin	115 Bellview Avenue	Center Moriches, NY 11934
10	4402	Linda Mockridge	79 Lake Avenue	Center Moriches, NY 11934
24	0136	Roger Punzi	81 N. Main Street, #7	Kent, CT 06757
24	3063	Andrew C. Fox	5 Saw Mill Road	Sherman, CT 06784
157	4471	Bernard Friel	615 Beechwood Avenue	West Allenhurst, NJ 07711
162	2637	Herbert Lindsay	447 E. Wister Street	Philadelphia, PA 11144
Gulf District				
	3285	Hiram B. Moore	2111 Madison Avenue	Montgomery, AL 36107
	A943	Don Brennan	1718 Alba Avenue	Mobile, AL 36605
	A921	Leslie Weatherly	233 Southern Circle	Gulfport, MS 39507
	A943	Harry A. Speaker	531 Mockingbird Court	Long Beach, MS 39560
	A896	Nina Koehler	104 Wallis Court	Mandeville, LA 70448
55	A941	Sara Hall	1058 Belvedere Circle	Mobile, AL 36606
79	A216	Sam F. Hopkins	518 2nd Street	Gulfport, MS 39507
79	A919	Sam Waller	217 Southern Circle	Gulfport, MS 39507
79	B937	Thomas Baker	115 Cedar Avenue	Pass Christian, MS 39571
99	5163	Current Skipper	403 North Roadway	New Orleans, LA 70124
102	A951	Emily Jo East	PO Box 914	Fairhope, AL 36533
133	2277	Merle G. Paule	2808 Echo Valley Drive	Little Rock, AR 72227
Michigan-Ontario District				
	1346	Perry William Sherwood	2305 W. Highland Road	Highland, MI 48357
Midwestern District				
	5244	Mark W. Johnson	829 Lincoln Street	Downers Grove, IL 60515
New England District				
	1018	Nigel Peacock	PO Box 256	Great Barrington, MA 01230
	0724	Allen Eddy	29 Pine Ridge Lane	Duxbury, MA 02332
11	4260	Edward & Janet Jeffries	66 Liberty Street	Acton, MA 01720
11	4347	Richard K. Wilkinson	79 South Street	Rockport, MA 01966
Ohio District				
	1402	Michael Gahan	350 Barrenwood Drive	Wadsworth, OH 44281
4	0061	H. Daniel Butts	699 Sloane Avenue	Mansfield, OH 44903
4	1638	Ben F. Oswald	1447 Mansfield Washington Road	Mansfield, OH 44903
37	3552	Rodney A. Nelson	164 Jefferson Road	Newark, OH 43055
165	4682	Jim & Mary Wheeler	106 Hawthorne Court North	Versailles, KY 40383
Pacific District				
	A945	Karl T. Tulp	15 Laurelwood Court	San Rafael, CA 94901
	1868	George D. Martin	408 Saint Street	Richland, WA 99352
Prairie District				
	1675	Ray Keith	25 Marquette Drive	Lake Saint Louis, MO 63367
83	0755	Rick Guffey	18 Valley Drive	Florissant, MO 63031
Texas District				
	0625	Rex Redmond	HC 67 Box 1015	Skiatook, OK 74070
	2314	Duncan Muir	3030 McKinney Avenue, #1404	Dallas, TX 75204
Florida District				
	A519	Robert Langbehn	2442 Snug Harbor Drive	Palm Beach Garden, FL 33410
	A931	David R. McNabb	4303 West Swann Avenue	Tampa, FL 33609
87		Miki Gramm	34 Alder Avenue, SE #4	Fort Walton Beach, FL 32548

New Members this report 49

Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.

A \$15.00 fee is charged for placement 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.

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Columbia, SC, 29205.*

FS 839 – Douglass, light blue hull, trailer, cover, recent Norths, rudder lift system, bow flotation bag kit. Winner WCSC 1998 centerboard fleet. Located Lake Hartwell, SC. \$2850. Contact Kip Smith at (864) 322-2500.

FS 2688 – Factory reconditioned 1995, includes Fisher jib and main, aluminum trailer, two spinnakers and Sailor Tailor boat cover. \$3500. Contact Jon Silverman at (504) 837-7281, jllslvmn@bellsouth.net.

FS 2785– Trailer Cover, very good condition. Sails are old. \$3000. Contact Roman Emde at (334) 968-5081.

FS 2943– Douglass 1977, light blue hull with white waterline stripe and deck. Schreck main, jib and spinnaker. Sterling tilt trailer. Not sailed and stored inside since 1996. Lifting bridle, anchor and motormount with a 3.5 hp Mercury. Located in Naples, Maine. \$3000. Contact Ed Lee at (207) 693-6779.

FS 3417 – Douglass, light blue hull, white deck, two mains and jibs, spinnaker and pole. Sterling galvanized trailer, spare tire, antique winch, mooring cover, trailer jack, compass, jiffy reefing, anchor, motor mount and extras. Located at Cape May, NJ. \$3900. Contact Joe Varano at (609) 884-7056.

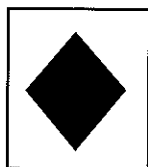
FS 3749 – Factory reconditioned 1995, under warranty. 1992 Trailmaster trailer, tongue jack, spare tire. All in excellent condition. Spinnaker, jib, main with jiffy reefing and topping lift. Cockpit and sail covers, motor bracket, swim ladder, rudder lift system. Numerous other upgrades, bottom painted. Located in Annapolis, MD. \$5250. Contact Paul Hackner, work (410) 260-1827, or home (410) 268-2920.

FS 4557 – Douglass white hull and deck with red waterline stripe. Main, jib, spinnaker, TeeNee galvanized trailer, red tent cover, race ready equipped. Excellent condition. Located at Atwood Lake, Dellory, OH. \$5000. Contact Jack F. Stewart at (330) 823-7885, jfssail@raex.com

FS 4948 – White hull, white deck with red trim, mahogany centerboard cap and blue bottom paint. Built in 1994. Dry-sailed, race equipped. Schurr main, jib (windows in both) and spinnaker. Galvanized trailer with nosewheel jack and custom-made boat cover. Jiffy reefing, lifting bridle, outboard motor bracket. Located in Greenwich, CT. \$7500. Contact Letitia Barroll at (212) 708-4176, letitia.h.barroll@ac.com.

FS 4992 – White with black trim, like new condition, full racing gear. Every option included, North sails, Jiffy reefing, Trailex aluminum trailer, Tri Radial North spinnaker, 10 to 1 vang, 2 to 1 jib sheets, Plastimo tactical compass, swim ladder, lifting rudder, motor mount, mooring trailering cover. Located in Miami, FL. \$8000 firm. Contact Jay Clarke at (305) 529-1074, harleyj@aol.com.

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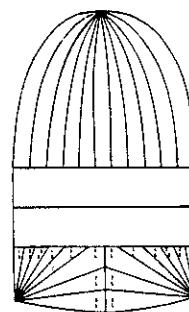
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