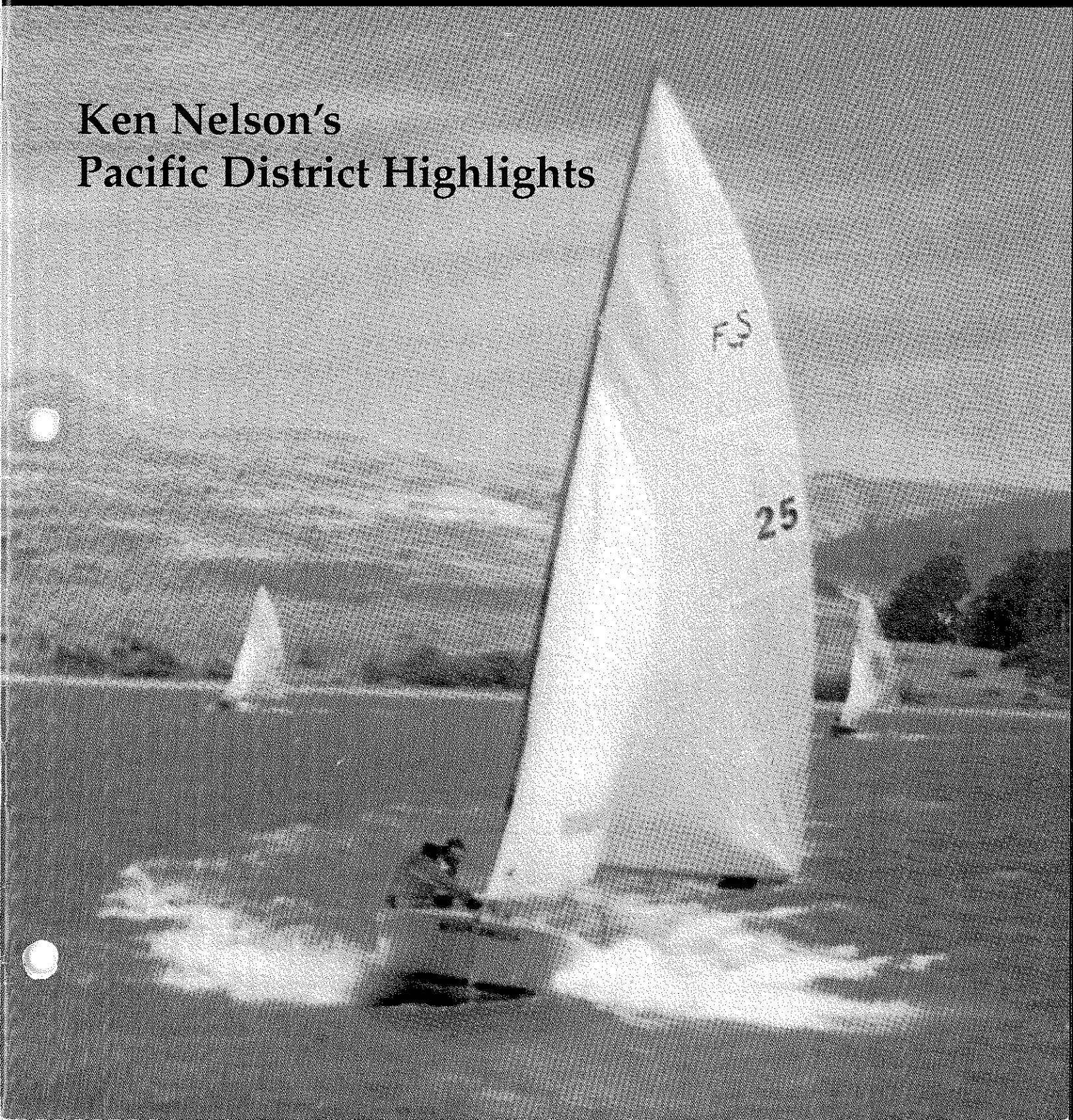


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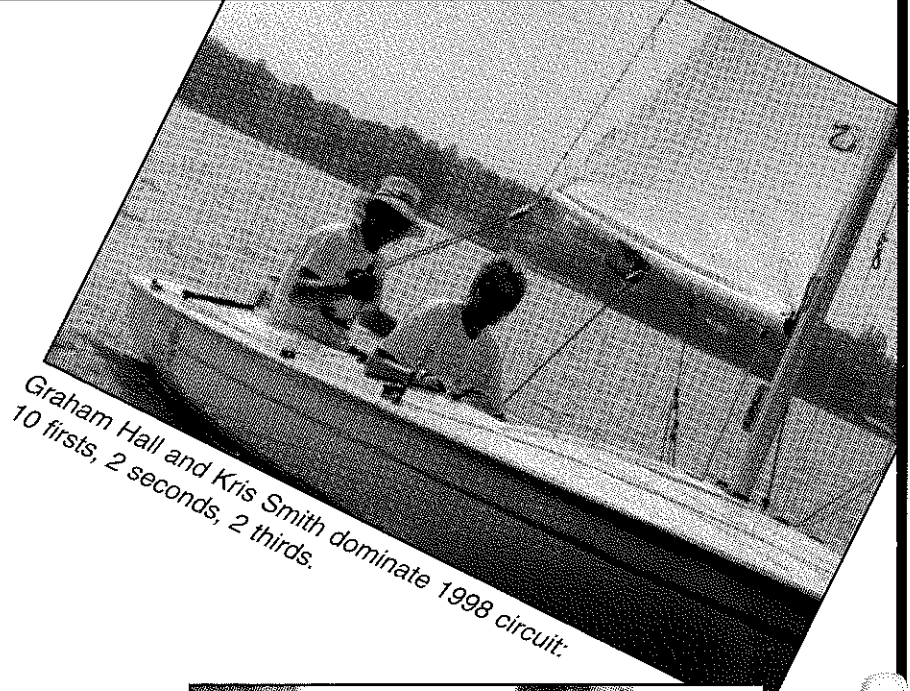
Ken Nelson's Pacific District Highlights



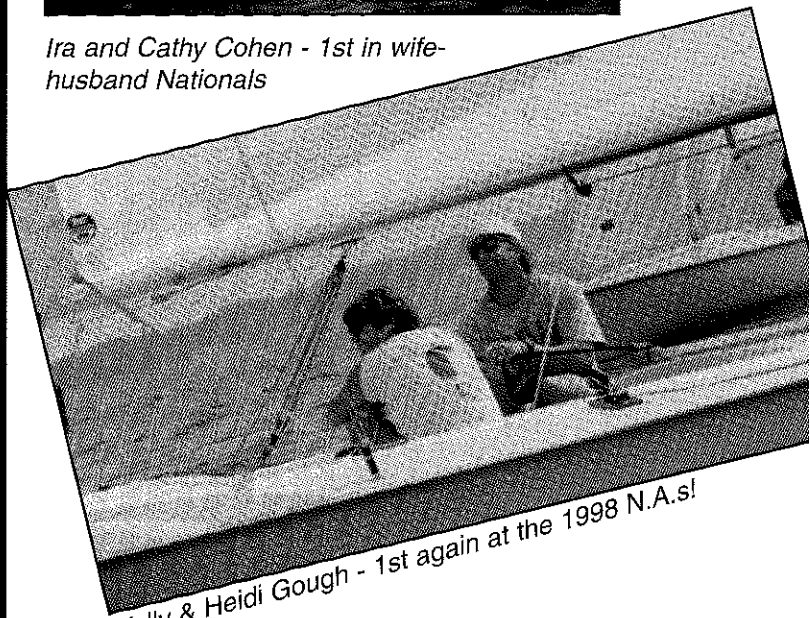
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The FSSA Flying Scot Website is online.

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

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

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

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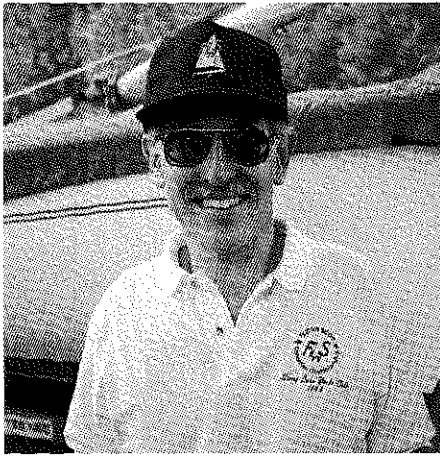
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On the Cover: New Pacific District Governor Ken Nelson, FS 25 on a planing reach.



From the President

by Dan Goldberg, FS 4991

FREQUENTLY ASKED QUESTIONS:

Q: I just bought a Flying Scot for the first time. Where can I find the best information about how to rig it, sail it, etc.?

A: You need to get a copy of the revised "Highlights of Scots'n Water." It is chock full of information on rigging, trimming, and sailing the Scot. There is also interesting information on the Scot's history. You can get your copy from FSSA headquarters, using the order form elsewhere in this magazine or calling their toll-free number (1-800-445-8629). The price is \$16 for FSSA members and \$20 for non-members.

Q: I have a copy of the revised "Highlights of Scots'n Water," but need specific advice about something on my boat. Where do I turn for help?

A: Ask any Scot owner! Or you can join the Flying Scot e-mail group, also known as the FS ListServe. Then you can send one e-mail to a lot of Scot sailors with one click, and you will be amazed at the number of responses you get from fellow Scot sailors willing to answer your question or otherwise help out. You will also see the responses to other's questions, some of which may be applicable to you or your boat. You can join this group (it is free) by going to the FSSA Web Site (www.fssa.com), then clicking on the "Flying Scot e-mailing" button, then following the instructions. We are also thinking about adding a Bulletin Board to the Web Site, so that you can find answers on specific topics.

Q: My FSSA Handbook is outdated. How can I quickly get the latest revision?

A: Go to the FSSA Web Site and click on "Handbook." There you will see the latest revision.

Q: I am hosting a regatta and would like to mail invitations to all the Scot sailors in my District. What is the easiest way to do this?

A: Call the FSSA (1-800-445-8629) and ask for Jamie. She can send you mailing labels for all the Scot sailors in your District.

Q: What does the little "squiggle" between the "F" and the "S" in the "FS" logo stand for?

A: This is a trick question! I know the answer but am not good enough at computer graphics to explain it here. But you can find the answer in the revised "Highlights of Scots'n Water."

Q: My fleet would like to host a District Championship regatta. How do we go about doing this?

A: Contact your District Governor. They are all listed on the outside back cover of this magazine and are also listed on the FSSA Web Page.

Q: My fleet would like to host a national regatta, like a Wife-Husband or a North Americans. How do we go about doing this?

A: Write a letter to the FSSA, stating which regatta you would like to host and when, and enclose the "Questionnaire for Potential Regatta Hosts" which can be found (or will be available shortly) on the FSSA Web Page.

Q: Who decides which fleets get to hold national regattas?

A: The Executive Committee makes these decisions after reviewing bids from potential hosts. They use their best judgement to ensure that hosting locations are qualified to handle large regattas, and try to rotate the sites around the country each year to the extent practical.

Q: Being the President of the FSSA seems like a neat job. How do I become President?

A: Take a leadership role in your Fleet and get involved in running your local regatta and helping out other Scot sailors. Then travel to your District or Regional events and take a leadership role there, and express your interest to your District Governor. Finally, travel to national events and make your interest known to the Nominating Committee. They are always looking for talented

Continued on bottom of page 5



Pam Goldberg and Jamie Cannon model the new weathered-look FSSA official cap and weathered-look knit shirt .

Ch...Ch...Ch...Changes

by Ken Nelson, FS25

What was that Bowie song?...Well it's not quite Hal Holbrook sailing along conversing with the past District Governor Chuck Bencik whilst appearing in a Theater in San Diego...Chuck Bencik retired from the Pacific District Governor position this year, having served West coast Flying Scots faithfully from 1995 till 1999. I just had the opportunity to talk with him about his years in the Governorship, and if the details are somewhat sketchy it's because I am relying on memory as my computer crashed (dang!) taking with it my detailed notes of our conversation... Chuck regaled me with some of his favorite memories of his term, from the Mallory Trials at Hurricane Gulch that saw five Flying Scots planing along side by side in an incredible episode captured on video, to the "Sail Bear Regatta" on Big Bear Lake in California (that just possibly was so exciting as to scare some folks off sailing entirely)... This charity regatta in the high altitudes of the Sierra Nevada is known for its turquoise blue waters and high winds. Chuck Bencik saw the growth of Fleet 176 to 17 or so members and was always ready to show off the Flying Scot to new sailors, demonstrating the boat at boat shows, and selling several new ones to California sailors. He was (and is) always ready to lend a hand when folks

are looking for a Flying Scot. Presently without a Flying Scot (what did I tell ya) after selling his to someone at Inverness, I don't expect this to last long (he already has his eyes on another). Some of my fondest memories of Chuck are when he visited us in Port Townsend at our Fort



Chuck Bencik

Worden Regatta. Chuck really pumped up Fleet 100, they were so impressed that he would come to visit from "far off" San Diego. After racing one day, we were sailing out in the Straits of Juan de Fuca when a minke whale surfaced in between our boat and Ken and Marriane Woods' boat. He had Marriane going with his

mischievous mispronunciation of the whale's type. Another memory is the day we called him from Inverness after Al Hopp won the Pacific Districts in 1998, moving it from Inverness for the first time in over 33 years. This was a watershed event in the west coast Flying Scot sailing, and Al Hopp with his rock star crew Max Mehren and Ken Nelson (ok so we did stop off in Haight Ashbury) were tremendously excited as we drove our way to Sonoma to celebrate. But nothing could touch the excitement we heard over the phone from Chuck. If it was possible, he was more excited over the event than we were. Listening to him over the cell phone was almost like being in the race again. Chuck is currently working at the San Diego Maritime Museum, on such projects as the "Star of India", the oldest active iron hulled sailing ship in the land (137 years). And so it is with some sadness that I take over as Pacific Governor for this humble, genial, man who has meant so much to Flying Scot sailing on the west coast. Thank you Chuck for your wonderful years of service, and I only hope we can continue the fantastic progress in Flying Scot sailing out west, and get to see you on the water again soon.

*From the President
Continued from page 4*

people! The traditional progression is Secretary, Treasurer, 2nd Vice President, 1st Vice President, then President. The skills necessary are leadership ability, enthusiasm for the Scot class, participation in national events, good communication skills, demonstrated ability to handle specific committee tasks while an officer, and a willingness to get involved in many aspects of the Class and its organization.

Q: I would like to be the best-dressed person in my Fleet. What should I do?

A: Order a new weathered-look FSSA official cap (3 color choices) or weathered-look knit shirt (navy blue or denim), or silk tie (navy background with red design). You can see them on the opposite page and on the FSSA Web Site (or photos will be there shortly) and order them using the order form in this magazine or call FSSA at the number given above. Alternate answer: show this to your significant other or skipper and drop a subtle hint!

Q: I would like to buy a birthday present (or Father's Day present or Mother's Day present or Christmas Gift) for my skipper (or crew). What should I do?

A: See the answer to the previous question.

Q: Why not put a "Frequently Asked Questions (FAQ)" page on the FSSA Web Site?

A: Great idea! We are doing this and it should be in operation by the time this is printed. Just click on the FAQ button on the Web Site.

Desert Regatta 1999

by Ken Nelson, FS25

Al Hopp, Pasco, began sailing FS 4887 in 1998 and promptly went on to win the Triple Crown of Pacific NW Flying Scot sailing. The Pacific Districts in Inverness 1998, the Desert Regatta 1998, and the "bronze bucket" in Fort Worden 1998. Carrying over from an incredible year in the history of Fleet 100 in 1998, Al Hopp (FS 4887) took the trophy at Desert Regatta 1999 in a regatta finish that wasn't determined until the final race. The Flying Scot fleet wasn't quite up to the wind on Saturday, but then neither was anyone else. Al Hopp and John Norton had sailed to the dock, and planed back in under a half raised jib. I was ecstatic Sunday when it moderated enough that I could try out my new Fowler Tri-radial spinnaker. Roger McVicker (FS 4368) had his freshly polished Flying Scot with his new North Sails and spinnaker ready to go. Dennis Trimble (FS 1863) even took his new sails out of the bag before deciding he didn't want to get them wet. (I think that was it). Paul and Diana Ellis (FS 973) were working their Flying Scot through their first regatta, a new galvanized trailer under it and a freshly scrubbed deck, not to mention the weirdest jib running rigging setup I have ever seen. The racing was close all day, with Glenn Reiboldt sailing the Gilles Gherkin a.k.a. the Flying Pickle (FS 2169) while Dave and Nancy were helping out on the rescue boats and anything else that was required over the weekend (great job Chairman!!!).

The wind was great Sunday as all the sailors could attest. Racing started out with a great upwind leg (I think it was the slowly crawling to weather and ahead of Al Hopp after spotting him a twenty boat length lead that made it so exciting. (ok, ok so maybe it wasn't twenty, but who's

that Dennis got his spinnaker caught up in his rudder (ouch, a rip in the new North spinnaker) while doing some circles he was forced into by Mssr. Reiboldt sailing as he calls it, an "Edsel" on the water, I guess that's better than a Nash Rambler (me, I think it's more of a four hole Buick).

Despite the somewhat disparaging remarks, I think Glenn had fun sailing the Flying Pickle. Mike Marley has some great tales to tell about some of the on the water conversations (I guess that's what you would call them), you'll have to ask him about them. In something of a historic first there was a general recall of the Flying Scot fleet in I think it was race three, yelling screaming "Up! up! up! fun! fun! fun!" Somewhere during the third race my outhaul decided to let go, and came completely loose so that I could not restore it during the race. So we were sailing upwind with a big bag of a sail just trying to hold our own and maintain our position in second, the main was half way up the boom it was so loose, downwind was fine, but those two upwind legs were torture. So the fourth race was for all the marbles, Al Hopp and John Norton in the Blue Meany (FS 4887) kept up the pressure and sailed on to

victory by about ten seconds at the finish, (although most of the race it was not that close). If you think this is a distorted perspective, you're right it is, but it's the only one I can remember. All in all a great Desert Regatta 1999.



Al Hopp, 1998 Pacific District Champ

writing this anyway), and the downhill run was equally exhilarating. Wish we had this kind of wind all the time to sail in. Wanda (FS 25) was hitting all the gybes and getting the new chute up perfectly. I think it was the second race

The 1999 Pacific Districts

Road Trip to Washington

by Stanton Morris, Fleet 40

On August 30, 1998, Al Hopp of Fleet 100 broke Fleet 40's 32-year grip on the Pacific District Championship and took the trophy to Pasco, Washington. This momentous event took place at the 1998 Pacific Districts hosted by the Inverness Yacht Club on Tomales Bay, near San Francisco, California. Fleet 40 immediately began preparing for the 1999 Districts to be hosted by the Columbia Basin Sailing Club at Charbonneau Park on Lake Sacajewea behind Ice Harbor Dam on the Snake River, in Southeastern Washington on September 25 and 26.

The 700-mile trip from Tomales Bay to Lake Charbonneau would probably not phase seasoned trailer sailors but Fleet 40's boats seldom, if ever, travel by land more than a hundred yards from the Inverness Yacht Club's launching hoists. Some very sad trailers had to be fitted with new axles, bearings, hubs, rims, tires and lights. In the end, four boats made the trip to Washington - *Columbine* (Robert Cardwell, District Champion '74, '83, '95, '96), *Buzzard* (Mike Meszaros, District Champion '67, '68), *Bigger Bun* (Jim Garrett), and *Flying Tomato* (Jayne Morris).



Ken Nelson, FS 25 leads Al Hopp, FS 4887 downwind.



Dennis Trimble, FS 1863, 1999 Pacific District Champion sails down the start line.

The trip across Northern California and Eastern Oregon was scenic but uneventful. Arriving late on the Thursday before the regatta allowed Fleet 40 to rig and practice on Friday. Friday evening, Ken and Wanda Nelson hosted a splendid salmon barbecue complete with a pot luck buffet and a phenomenal selection of Washington's fine wines. Saturday dawned with high expectations for good racing that were blown away by a forty-knot breeze. The day was saved by Tony McKarns and Al Hopp who led a wine tasting tour of the local vineyards followed by dinner at one of Pasco's fine eateries.

Sunday had to be the day to decide the fate of the trophy. The Districts were part of the Desert Olympic Regatta Charbonneau (DORC). The original two-day regatta with seven races was crammed into six races on Sunday. A Portsmouth and three one-design starts were flawlessly managed by the Race Committee. Light and shifty conditions forced racers to sail smart to win. In the end, the trophy changed hands but not states. Dennis Trimble FS 1863 of Fleet 100 emerged victorious with Fleet 40's Robert Cardwell a close second and Mike Meszaros a respectable fourth.

Am I disappointed about not bringing the trophy back to California? Maybe. Am I looking forward to more great racing and camaraderie with Fleet 100 at the 2000 Pacific Districts (Port Townsend, Washington, July 21 - 23)? Definitely! See you there.

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How the West Was Won

by Ken Nelson

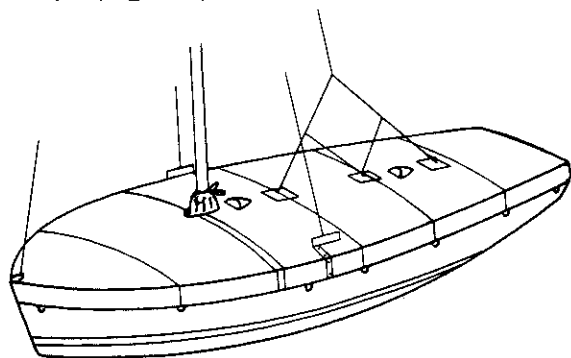
Dennis Trimble with crew Al Pierce captured the 1999 Pacific Districts fending off a strong challenge from Robert Cardwell and the Fleet 40 contingent up from Inverness. This year's event was sailed at Charbonneau Park on the Snake River hosted by Columbia Basin Sailing Club and Fleet

100. The site was about as far as you could get from Inverness, but has some similarities as well. On Saturday the wind was blowing 40 and a dust storm down by Hermiston caused a massive freeway pileup. After sitting tight for awhile, the races were postponed and racing was scheduled to start early on Sunday. While the wine regions of Washington are not as well known as Napa and Sonoma, I think the day off on Saturday allowed us to show that some of the locals are working hard to catch up. Actually we were just trying to gain an advantage in the morning (didn't work) so we had to settle for a wine tour on Saturday and five great races on Sunday...

1999 PACIFIC DISTRICT RACE RESULTS

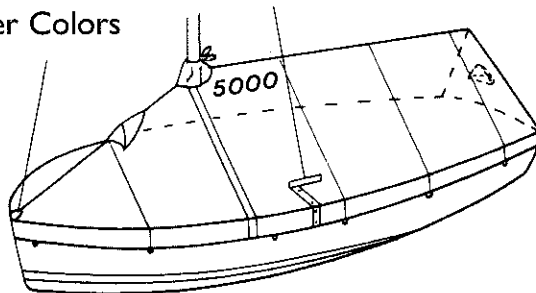
SKIPPER	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Points
1 Dennis Trimble	1863	1	1	2	2	2	8
2 Robert Cardwell	871	2	5	1	1	1	10
3 Ken Nelson	25	4	2	5	5	3	19
4 Mike Mezaros	3497	6	3	3	4	4	20
5 Dave Gilles	2169	5	6	4	7	5	27
6 Al Hopp	4887	3	8	6	10	6	33
7 Roger McVicker	4368	7	4	7	8	8	34
8 Rick Wright	1397	8	7	8	6	7	36
9 Jayne Morris	3640	10	10	9	3	10	42
10 Jim Garrett	3488	9	9	10	9	9	46
11 Paul Ellis	973	11	11	11	11	11	55
12 George Martin	1868	11	11	11	11	11	55

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2000 Midwinter Results Championship Division

PLACE	SKIPPER	SAIL #	RACE1	RACE2	RACE3	RACE4	RACE5	RACE6	TOTAL	CREW	HOMETOWN
1	EWING, BILL	5246	2	1	4	2	4	5	18	EILEEN EWING, KRIS SMITH	RED BANK, NJ
2	BELLOWS, DOC	5107	7	11	2	3	1	1	25	EMILY EAST, TERRI SWIFT	PENSACOLA, FL
3	DANILEK, CHRIS	3913	4	8	6	6	5	6	35	JEFF PENFIELD, DAVE OSLER	GREENWICH, CT
4	THROPP, KATE	4298	6	12	3	5	2	15	43	DREW HUDSON, ANDREW KERR	BAYHEAD, NJ
5	NEFF, DAN	2929	3	2	8	23	6	3	45	CHRISTINE HINKLEY, ROBIN CAVAGNA	SOUTH AMBOY, NJ
6	BOOTHE, ERIK	89	8	6	10	7	8	9	48	TIMOTHY BOOTHE	ST. PETERSBURG, FL
7	FAGET, BENZ	GVA101	1	22	1	1	23	2	50	TIRZA DABDOUB, JERAMIE QUINTON	METAIRIE, LA
8	LEE, PAUL	11	14	16	5	8	3	10	56	BILL BAILEY	FARMINGTON, MI
9	FISHER, GEORGE	4916	5	3	9	13	23	4	57	MARTHA FISHER, GREG FISHER	HILLIARD, OHI
10	COOKE, DARREN	GVA118	11	7	11	9	12	8	58	SETH COOKE RUSSELL BROWN	SHALIMAR, FL
11	RIEU, RALPH	4565	19	5	14	4	7	18	67	JIM COX, STACEY RIEU	GLADHILL, VA
12	BAYER, ED	12	15	18	12	10	11	11	77	FRED BLACKMEN	WARREN, MI
13	ROGERS, FOREST	5230	13	9	16	12	23	7	80	BILL WAGNER	PINCKNEY, M
14	FOWLER, CHARLES	5126	12	4	21	20	14	12	83	BERNIE KNIGHT	MIAMI, FL
15	WERDEN, GARY	4619	16	14	20	14	10	13	87	BEN PIERCE, DAVE SIMPSON	NORWOOD, MD
16	GOLDMAN, JOSH	5171	9	15	7	11	23	23	88	KAREN SAVAGE, WILL NYE	GREENWICH, CT
17	SHAFFER, GLENN	5213	18	20	15	16	9	14	92	JIM WORTH	PRINCETON, NJ
18	ROSS, BILL	5210	20	17	17	17	15	17	103	CRAIG MILLIKEN, CHUCK GISE	MOORESVILLE, NC
19	SALMON-COX, PETE	5047	23	19	18	15	13	16	104	GENE KENDALL	MILLERSVILLE, MD
20	APPLEGATE, JOHN	3713	17	13	13	18	23	23	107	PATTI APPLGATE	ISLAND HEIGHTS, NJ
21	MAUNEY, SCOTT	5175	10	10	23	23	23	23	112	NATALIE MAUNEY	DALLAS, TX
22	HERSEY, ALFRED	2068	23	21	19	19	23	23	128	ELZIE MCCORD	SARASOTA, FL

2000 Midwinter Results

Challenger Division

PLACE	SKIPPER	SAIL-#	RACE1	RACE2	RACE3	RACE4	RACE5	RACE6	TOTAL	CREW	HOMETOWN
1	MULLIS, JEREMY	GYA68	2	2	2	1	2	3	12	FRED MYERS	PANAMA CITY, FL
2	DIRESTA, ANTHONY	4938	1	1	3	3	3	12	23	REGINA LINDAHL, JOHN LINDAHL	CENTER MORICHES, NY
3	STOMBAUGH, SUSIE	2162	5	5	5	8	5	4	32	TIM STOMBAUGH, RICH LONG	NICHOLASVILLE, KY
4	COMEN, STEVE	5330	11	8	1	2	1	9	32	RENEE COME	PLANO, TX
5	SUMPTON, ANDREW	GYA66	4	11	4	13	7	1	40	MICHA POPLIN, ZAN STEWART	PANAMA CITY, FL
6	BANNING, RICK	4994	10	7	7	11	10	2	47	JACK LEPPER, BROOKE BANNING	SALEM, OH
7	SWENSEN, CHRIS	4639	8	4	9	4	12	10	47	JON INGERSOLL	CROFTON, MD
8	BAMER, FELICIA	3882	9	19	6	9	4	5	52	JOHN SEPANSKI	MANCHESTER, MO
9	SUMMERFIELD, ED	4736	12	15	10	12	6	6	61	H. LINDSEY	BEACHWOOD, NJ
10	SYLVESTER, PETE	4738	6	3	19	6	29	8	71	CHRIS SYLVESTER, ERIN SYLVESTER	PANAMA CITY, FL
11	SCHULTZ, DICK	1885	17	10	13	14	11	13	78	MARTIN HABER	PINE KNOLL SHORES, NC
12	JACOBSEN, DAVID	4937	7	6	8	5	29	29	84	DAVE JACOBSEN, JOHN COOKE	WOODBURY, CT.
13	LEGETTE, JIM	1518	20	17	15	10	17	7	86	MIKE FUNK	BRANDON, MS
14	FITZGIBBON,	4305	14	16	14	15	14	14	87	ROTH ROWELL, STEVE FITZGIBBON	PANAMA CITY, FL
15	LAST, STEVE	4979	15	20	17	16	8	11	87	STEVE RAJKOVICH, EILEEN BLACKMER	MIDLAND, MI
16	SUMPTON, STEWART	3028	22	23	16	7	9	15	92	PAUL PENNEWIT	PANAMA CITY, FL
17	DOMAGALA, SUZIE	3577	3	14	12	29	29	29	116	JOHN DOMAGALA	BLOOMINGTON, IN
18	FLANIGAN, MIKE	4531	23	22	23	20	13	17	118	CHARLIE KONES	SAUGERTIES, NY
19	WEBB, GEORGE	10	16	24	29	19	15	16	119	STEVE FAWCETT	ENGLAND
20	SEDDON, KEITH	4140	21	12	18	21	29	18	119	JIM WEBB	ENGLAND
21	FOLIO, RAY	4930	13	21	11	18	29	29	121	KATHY WORTH	COLTS NECK, NJ
22	SULLIVAN, MIKE	4300	18	9	20	22	29	29	127	BILL CLARK	HILAND, IL
23	MOORE, PAUL	5000	19	13	21	17	29	29	128	TOM PINKEL	BALLWIN, MO
24	STEWART, JULIAN	67	29	29	24	23	16	19	140	GEORGE REISE, CHUCKY NOWLES	PANAMA CITY, FL
25	JOHNSON, KEN	2981	27	29	22	25	19	20	142	JACK YAES, LIZA JOHNSON	STEVINGTON, WI
26	WEIGAND, JOHN	1962	26	24	25	24	18	29	146	PAT SWAN	JENNINGS, MO
27	DEES, GRANNY	4109	25	25	26	29	29	29	163	TERRY DEES-KOLENICH & DANIEL KOLENICH	FAIRHOPE, AL
28	MCCARTHY, EMMETT	3290	24	32	27	26	29	29	167	JIM BENSON	MECHANICVILLE, NY

2000 North American Championship

July 14 - 21, 2000

Greenwich, CT

NOTICE OF RACE

Indian Harbor Yacht Club and Fleet 7 invite members of the Flying Scot Class to the 2000 NAC Regatta.

Friday, July 14

- 1200 Measurement and on-site registration period opens
1900 Registration period closes for Women's and Junior Championship participants; closes for the day for the Open NAC

Saturday, July 15

- 0900 Skippers meeting, Women's and Junior NAC
1000 Open NAC measurement and on-site registration
1100 Warning, first start, Women's NAC
1110 Warning, first start, Junior's NAC
1700 Measurement and on-site registration period closes for the day

Sunday, July 16

- 1000 Open NAC measurement and on-site registration
1200 Warning, racing resumes, Women's NAC
1210 Warning, racing resumes, Junior's NAC
1700 Measurement and on-site registration period closes
1820 Skippers meeting NAC (cocktail party at JHYC to follow)
1800 Women's and Junior's Prize Giving

Monday, July 17

- 1100 Warning, first start, Qualifying Round
(3 races scheduled)

Tuesday, July 18

- 1250 Warning, racing resumes, (either Qualifying Race 3 if required or Race 1 Championship)

Wednesday, July 19

- 1250 Warning, racing resumes, Championship Division
1300 Warning, racing resumes, Challenger Division

Thursday, July 20

- 1250 Warning, racing begins, Championship Division
1300 Warning, racing begins, Challenger Division
1800 Dinner and Annual Meeting

Friday, July 21

- 1250 Warning, racing begins, Championship Division
(If required)
1300 Warning, racing begins, Challenger Division
(If required)
TBD Prize giving to follow completion of racing

VENUE

The Women's and Junior's NAC will be sailed inside Captains Harbor off Greenwich, Connecticut. The Qualifying, Challenger and Championship rounds of the Open NAC will be sailed on Long Island Sound, south of Little Captains Island.

ELIGIBILITY

- Eligibility shall be in accordance with the Flying Scot Sailing Association Bylaws.
- For the Junior's Championship, skippers and crew shall turn 18 years of age no earlier than January 1, 2001 except that immediate family members (father, mother, sisters, brothers and grandparents) may serve as crew.
- For the Women's Championship, all skippers and crew must be women.

Note: A minimum of five boats each for the Junior's and Women's must be registered by July 1, 2000 for that Championship series to be held.

- To qualify for the Master's Championship the skipper must be 55 or older by July 1, 2000.
- To qualify for the Senior's Championship, the age of the skipper plus one crew must be at least 120.

Note: Skippers must declare their intention to compete for the Master's or Senior's Championship before the close of registration.

RULES

The Regatta will be governed by the *Racing Rules of Sailing*, the prescriptions of US Sailing and the Rules of the Flying Scot Sailing Association (except as any of these may be altered by the Sailing Instructions) and by the Sailing Instructions. The event is a Category A event in accordance with RRS Appendix G.

MEASUREMENT & INSPECTION

All sails will be measured. Boats without valid measurement certificates will be inspected and weighed. All boats will be checked for required safety gear.

SCORING SYSTEM

The Low Point scoring system, rule A2, will apply. Five races are scheduled, of which three shall be completed to constitute a series. There will be no throw-outs.

SAILING INSTRUCTIONS

Sailing instructions will be available upon registration.

Continued on page 12

Continued from page 11

COURSES

Courses will be Olympic, modified Olympic or windward-leeward. Course descriptions and signaling system will be described in the Sailing Instructions.

PRIZES

Woman's, Junior's and Master's NAC prizes will be awarded for first through third places. Open NAC prizes will be awarded for first through tenth places. Additional prizes may be awarded at the discretion of the Regatta Committee.

HOTEL INFORMATION

Grand Chalet Inn & Suites Stamford, CT Exit 6 (203) 357-7100 \$75.00 (Mention Flying Scot)	Hyatt Hotel 1800 W. Putnam Ave. Old Greenwich, CT Exit 5 (203) 637-1234 \$179.00 - \$259.00
Howard Johnson 114 Boston Post Road Riverside, CT Exit 5 (203) 637-3691 \$99.00 (\$89.00 with AAA)	Courtyard Marriott 631 Midland Ave. Rye, NY 10582 (914) 921-1110 \$169.00

ENTRIES

Entries shall be conditioned upon; (1) the receipt of a completed entry form and receipt of entry fee on or before July 7, 2000 according to the schedule below. Entries received after this date may be accepted at the discretion of the Regatta Committee and if accepted, shall be assessed a \$25.00 late entry fee; (2) Completion of registration and satisfaction of the inspection and measurement requirements within the scheduled time period.

<u>Entry Fees</u>	<u>US Sailing Member</u>	<u>Non-US Sailing Member</u>
Junior's NAC	\$25.00	\$30.00
Women's NAC	\$25.00	\$30.00
Flying Scot NAC	\$150.00	\$165.00

Entry forms can be found in the Class newsletter and will be available through the Class website (www.fssa.com) and the Indian Harbor Yacht Club website (www.indianharboryc.com). Completed entry forms should be sent to :

Flying Scot North American Championships
c/o Indian Harbor Yacht Club
710 Steamboat Road
Greenwich, CT 06830
Attn: Josh Goldman

ADDITIONAL INFORMATION

For additional regatta information contact: Josh Goldman, 203.625.0768 (home), jaglpr@aol.com.

ENTRY FORM

Skipper _____
 Co-skipper/Crew _____
 Crew _____
 Skipper's Address _____
 Phone Number _____ Email _____
 Boat Name _____ Sail Number _____
 US Sailing Number _____ Fleet Affiliation _____

I intend to compete for the:
 Master's Championship Senior Championship
 Neither/Not Applicable First Time Competitor

My preference would be to:
 drysail and use the hoist drysail and use the ramp
 leave my boat on a mooring

JUNIOR & WOMAN'S EVENT ENTRY FORM

Skipper _____
 Co-skipper/Crew _____
 Crew _____
 Skipper's Address _____
 Phone Number _____ Email _____
 Boat Name _____ Sail Number _____
 US Sailing Number _____ Fleet Affiliation _____

I intend to compete for the:
 Junior's Championship
 Woman's Championship
 First Time Competitor

Entries shall be conditioned upon; (1) the receipt of a completed entry form and receipt of entry fee on or before July 7, 2000; (2) Completion of registration and satisfaction of the inspection and measurement requirements within the scheduled time period.

Please make entry fee payable to Indian Harbor NAC. Entries received after July 7, 2000 may be accepted at the discretion of the Regatta Committee and if accepted, shall be assessed a \$25.00 late entry fee.

I agree to be bound by The Racing Rules of Sailing and by all other rules governing this event.

Learning to Sail Should be Fun!

by Dr. James Miller, child psychologist,
as seen in *Scow Slants*, reprinted from *SNAX*

One of the common problems for younger children in the Sailing School program is fearlessness. Often the prospect of getting into the boat and sailing off into the lake seems to them like they just might sail off the end of the earth. Sail off and leave Mom on the dock! Aaahhh!!! So now what do you do? You've signed up Junior for the school, you've paid the fee, and maybe you've even bought a boat. First you coax, then you bargain, then you plead, then you threaten, then you join Parents Anonymous. It's another disaster and the little bugger is just being willful. Don't believe in spanking, but maybe just this once...

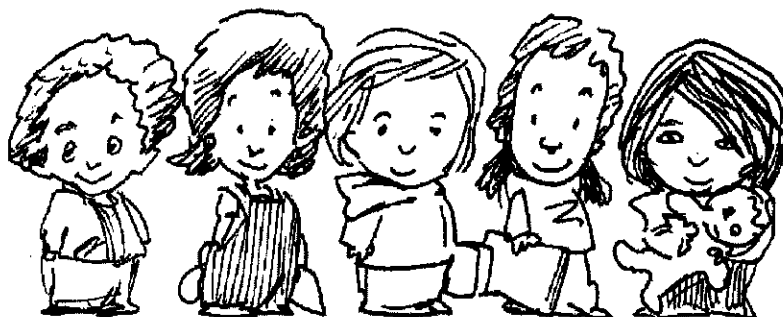
Whoa, let's back up and start again. Children's fears are some of the most difficult of problems with which to deal. First of all, they don't think logically. How do you explain that there isn't a monster under the bed or a bogey man in the basement? How do you explain that these boats don't sink, that mom won't leave, that the instructors will take care of them? Children are vulnerable little people and they are programmed to be fearful. That's what keeps them safe - fear. It keeps them out of strange places, away from strange people and pretty close to their frazzled mom. If you want to learn about a whole new set of problems, talk to one of the moms who has kids who are unusually bold. They'll tell you no end of stories about how their little darlings have turned mom's hair grey.

Here are some things you can do to help your child avoid the fear of sailing:

1. Set up the pram now. Use the child's bedroom or the basement

or Rec room. This gives the child plenty of time to get used to the boat, to play with it in a safe environment. Familiarity is the key!

2. Early in the season, before Sailing School starts, get the boat in the water while the kids are swimming. Just the hull, not the rigged



boat. Let the kids play in it, but don't ask them to, and don't encourage them to. If they don't that's OK. The idea is to let them discover it and get used to it on their own terms.

3. Let the kids try to sink the boat in shallow water, don't say much to them as they play in it. Sooner or later they will fill it with water. The Pram won't sink, it won't even fill all the way with water - it's too buoyant. This is a picture worth a thousand words! When they find out that no matter what they do the boat won't go down, they develop a completely different attitude towards it.

4. Don't coax, cajole, or encourage the kids, just leave them to their own devices. Children become suspicious when adults try to get them to do things. They've been through the, "Try it, you'll like it" routine too many times. If you try

to get them to sail the boat they'll start to view it in the same category as brussels sprouts.

5. Sail the boat yourself. Don't ask them to come along or to try it or anything else. Just get in the boat and sail it around. Don't tell them how much fun you had or that they can sail the boat too. Just enjoy the boat yourself. Sooner or later Junior will want to go with you. Again, don't push. Take him or her out for only a short ride, then drop them off. If you overdo it the first time, you'll regret it. You want to leave them asking for more.

6. Don't take them sailing with you every time you go. If they always get to go with you why would they learn to sail themselves? Six-year olds don't ask to drive the car do they?

7. Get kids together. The bold ones will encourage the shy ones. Have the boat rigged and in the water. One of the more experienced sailors will want to go out. Let them and don't interfere. (Of course, follow all safety rules and provide a chase boat.) This is something that's best done with six or seven kids. All it takes is a day of swimming and lunch at somebody's house. Make some calls and do it!

8. Remember, the keys are to provide opportunity and to avoid putting any pressure on the child.

If you do these things you'll have a better chance of developing a more enthusiastic sailor!

Laws of the Sea

by Chris Caswell, *Sailing*, reprinted from *SNAX*

1. Painting the bottom of your boat will always require 2 ounces more bottom paint than is contained in any standard paint can.
2. the depth of the bilge where engine parts or tools fall is always the exact length of your arm's reach plus one inch.
3. In every repair, a little blood must flow.
4. Stainless steel isn't.
5. Charter boats always sleep two fewer than advertised.
6. In any repair, the part most likely to break is either the most expensive, the most difficult to replace, or both.
7. Wind is free – it's the sails that cost a fortune.
8. Jiffy reefing isn't.
9. Never buy the Mark I version of anything.
10. A sea trial for a prospective boat purchase should be like a skirt: short enough to be interesting, long enough to cover everything.
11. Always remember that a weather forecast is just a horoscope with numbers.
12. The likelihood of failure of reverse gear is directly proportional to the speed at which the dock is approaching.
13. Depth sounders are only accurate when confirming that you are aground.
14. The only time you can have too much fuel is when you're on fire.
15. The best weather occurs the day after your departure.
16. The second best weather occurs the day after your return.
17. If you can step down into a life raft, it's not yet time to go.
18. Three things always get sailors in trouble, weather, weather and weather.
19. No sailboat is impressed by your years of experience.
20. Never let your boat take you someplace your brain didn't get to five minutes earlier.



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A NEW MIDWEST SAILING FLYING SCOT is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with *Midwest Sailing's* one year warranty. Call us today for our current listings.

BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

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Racing and the Hand or Why I wear Full-Fingered Gloves

by Leonard K. Ruby, Reprinted from *SNAX*

Sailing can be tough on your hands as anyone who has spent two or more consecutive days racing knows. There are both the mechanical stresses of holding the main sheet, tiller, etc., and the non-mechanical stresses of water, salt, and sun. Although the hands are amazingly tough organs and usually withstand a lifetime of use without ill-effect, the acute stress of sailing can be injurious, at least temporarily. Of course, I am not referring to the deep cuts, fractures, and dislocations which are unfortunately rare in small boat sailing since the forces tend to be small. It should also be noted that some people, either because of their work or genetic makeup, have thickly callused strong hands that tolerate abuse much better than those like myself who do light manual work.

What can you do to protect yourself from injury? As prevention is always better than treatment, start by getting your hands in a good condition as possible. There are a variety of ways of building strength such as using squeeze type grippers, wrist curls, putty or ball squeeze exercises, and others. In general, 15-20 repetitions at maximum effort in three sets, one to two times a day, is a good technique to build strength. The idea is to strengthen the forearms and hand muscles, tendons, and ligaments beyond normal so that they can withstand abnor-

mal loads without injury. This also, to some degree, toughens the skin of the palm of the hand.

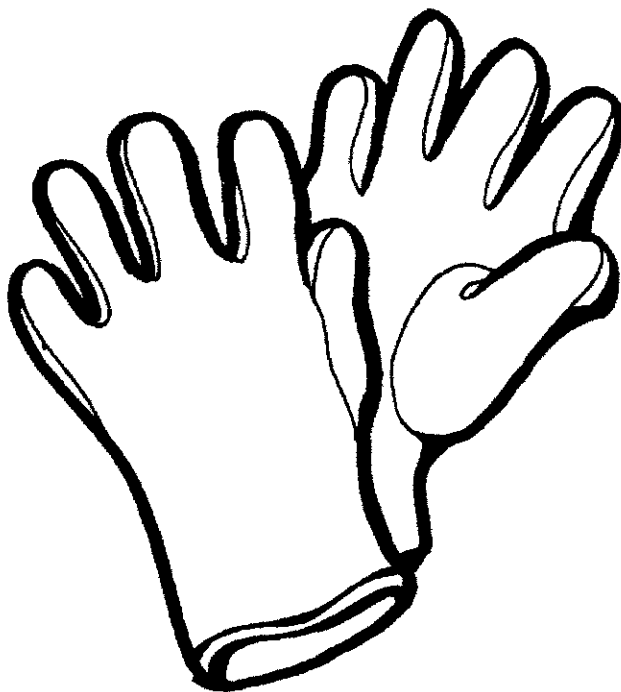
To protect your skin you need callouses which requires gradual graded gripping exercises. To minimize injury during sailing I prefer wearing complete finger and thumb gloves. The ones I use have Amara

that will fit through the blocks as it is easier to grip and will kinder to your hands. Unfortunately you will pay a penalty in performance as the sheet tends to soak up water and not slide easily through the blocks and may drag in the water downwind.

One of the other advantages of the long-fingered gloves is that because there is no "edge" phenomenon of the glove bunching up on your finger, you are less likely to compress a nerve in your finger. However, keeping your hand in a fisted position for long periods of time can lead to carpal tunnel syndrome with or without a glove, or to say it in another way, no glove is protection against carpal tunnel syndrome.

After sailing I do stretching exercises to "milk" the excess fluid out of my hands. The exercise that I use is to place fingertips together and

gradually straighten and extend all your finger joints and wrists so that you end up in the prayer position. Hold this for 10-15 seconds and repeat 2-3 times. then make a tight fist to squeeze the fluid out of the extensor aspect of the hand. Then shake out your hands. Repeat as needed. For skin care, use a heavy hand cream after fresh water soaks. Following these recommendations does not guarantee symptom-free hands, but has been useful to me in minimizing problems.



in the palm and Neoprene on the back and are made by Thunderwear. I am sure there are other companies that manufacture these gloves. I obtained mine at a board sailing shop. These have the advantage of complete protection from abrasion and sun, and in the winter, cold. Partial fingered gloves tend to ride up on your fingers and cause edge problems. Of course, they don't protect the fingertips at all. Another technique I use is to rig the greatest diameter, "fuzziest" main sheet

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The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

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Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

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Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

For more information call Steve Bellows, your Flying Scot Sailmaker

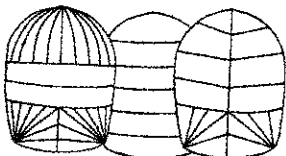
Name _____ Phone _____ Sail # _____
 4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; White

- | | | | | | |
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| <input type="checkbox"/> Mainsail | \$629 | <input type="checkbox"/> Jib Radials | \$30 | <input type="checkbox"/> Brummels on Spinnaker | \$15 |
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| <input type="checkbox"/> Mainsail Reef | \$55 | <input type="checkbox"/> Telltale Window | \$15 | <input type="checkbox"/> Mainsail Cover | \$120 |
| <input type="checkbox"/> Mainsail Foot Shelf | \$30 | <input type="checkbox"/> Spinnaker-Crosscut | \$350 | <input type="checkbox"/> Tapered Battens | \$30 |
| <input type="checkbox"/> Mainsail Window | \$20 | <input type="checkbox"/> Spinnaker-Triradial | \$450 | <input type="checkbox"/> Centerboard Gaskets | \$20 |
| <input type="checkbox"/> Jib | \$267 | <input type="checkbox"/> Spinnaker-Biradial | \$450 | <input type="checkbox"/> Mainsheet Retainer | \$10 |

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Starting Line

Note: Please send all Regatta Notices to the Association Office

For more information, check out the FSSA website at www.fssa.com

Lake of the Woods Spring Invitational

April 29, 2000
Locust Grove, VA

Join Fleet 160 in this 19th annual regatta on beautiful Lake of the Woods in Orange County, Virginia.

Contact Hans Noordanus at (540) 972-0933 or email at hans.noordanus@ga.prestige.net.

Douglas Design Regatta

April 29 and 30, 2000
Privateer Yacht Club
Chattanooga, TN

Come and join Fleet 13 for two races Saturday afternoon and one race Sunday morning. After Saturday's racing is a dinner. Contact Doug Spohn at (423) 622-8389 or e-mail: dbspohn@worldnet.att.net

Great 48 Regatta

May 5 - 7, 2000
Lake Norman Yacht Club
Lake Norman, NC

Join us for one of the South's oldest, biggest, and best attended regattas. The three race event will begin with an on the water clinic Friday afternoon conducted by Graham Hall and an informal race management discussion led by Bill Ross at the club that evening. Dinner will be provided at the club on Saturday night and lunches will be available. Campers welcome, but no pets. Trophies will be awarded to winners and losers. Contact Larry Vitez 704.442.1850 or ldvitez@MSN.com

Desert Regatta

May 6 & 7, 2000
Charbonneau Park

Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, greblach@cris.com

Buckeye Regatta

May 20 & 21, 2000
Hoover Yacht Club, Fleet 37
Columbus, OH

Contact Ray & Kathy Trask at (614) 766-2890 or trask@attglobal.net.

Annual Egyptian Cup Regatta

June 3 & 4, 2000
Lake Carlyle, IL

Contact Bill Clark, Fleet Captain for FS Fleet 83 at (314)-878-3969 (E-mail: cclark@stinet.com) or check the CSA web site (www.csa-sailing.org).

Greater New York District Championship

June 3 & 4, 2000
Toms River, NJ

The sailors of Toms River Yacht Club and Fleet 162 invite you to the year 2000 Greater New York District Championship. This year we will be sailing for the Jeff Lines Memorial Trophy. We lost Jeff last year after he sailed a winning regatta this same weekend, last year. Contact Bill Warner at W (856) 488-3625, H (732) 349-0329 or cranmoor@yahoo.com.

Full Moon Regatta

June 10, 2000
Monmouth Boat Club
Red Bank, NJ

The 2000 New Jersey State Championship kicks off in Red Bank, NJ on Saturday, June 10th. with the 9th Annual Full Moon Regatta. Contact Bruce and Jackie Cattanach at (973) 586-0825 or email bcattanach@att.net.

North Carolina Governors Cup Regatta

June 17 & 18, 2000
Henderson Point on Kerr Lake
Henderson, NC

Contact Dave Keesee, 919-851-8247, keesees@mindspring.com

Berlin YC 50th Anniversary Regatta

June 17 & 18, 2000
Berlin Yacht Club, Ohio

For this year's regatta, Berlin Yacht Club and Flying Scot fleet 19 are proudly celebrating 50 years of sailing on Berlin Lake in Northeast Ohio. Free camping (with electricity and showers) on the grounds. See our website at www.berlinyachtclub.com or email lindrom@diebold.com or call Mike Lindroos at (330) 825-0131.

Midwest District Regatta

June 17 & 18, 2000
Delavan Lake Yacht Club
Delavan Lake, WI

Come visit the "All New" Delavan Lake Yacht Club! The single handed race will precede the regatta in the afternoon of Friday, June 16, at 4:30 pm. Visit the Delavan Lake Yacht Club website at www.dlyc.com.

Douglass/Orr Invitational

June 17 & 18, 2000
Sprite Island, CT

Contact Rick Farrell at (203) 322-7577.

Wife/Husband Championships

June 24 & 25, 2000
Saratoga, NY

Contact Peter and Ann Seidman at (518) 877-8731.

Continued on page 18

Continued from page 17

**Flying Scot
Michigan/Ontario Districts**

June 24 & 25, 2000
Lake St. Clair
Detroit, MI

Contact Dave Coleman at (313) 577-2586, hope@dyc.com or Bob Cowles at (248) 489-9650 x.234, bob.cowles@yojna.com.

NY Lakes District Regatta

July 8 & 9, 2000
Skaneateles Sailing Club
Skaneateles, NY

Contact Bill Elkins at (315) 449-1627.

Oriental Sailing Social

July 8 & 9, 2000
Neuse River
Oriental, NC

Contact Dave Batchelor, 919-467-3512, sailordave@mindspring.com

Sam Myers Regatta

July 8 & 9, 2000
Pymatuning Lake
Canfield, OH

Contact Mark Braman at (330) 549-0628, or email bramanmark@msn.com.

**North American
Championships**

July 15 - 21, 2000
Indian Harbor Yacht Club
Greenwich, CT

Contact Josh Goldman at jaglpr@aol.com.

Ft. Worden Regatta

July 21 - 23, 2000
Port Townsend, WA

Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, greblach@cris.com

Edenton Challenge Regatta

July 29 & 30, 2000
Albemarle Sound
Edenton, NC

This year the Carolina districts has challenged the Capital to sail with us as a way to test this site as a possible future NAC site. Sailors from other districts are welcome to join us for a 5 race series in seabreezes and no tide conditions. Contact Dave Batchelor, 919-467-3512, sailordave@mindspring.com

**Sandy Douglass
Invitational Regatta**

July 29 & 30, 2000
Deep Creek Lake

Come join us at the home of the Flying Scot. Contact Tom Scannell at tscannell@aimlp.com.

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Twice as long as what?**

6 STYLES:

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OF TRANSOM

BOTTOM COVER \$354
SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

RUDDER COVER:
FLANNEL LINED \$51
FOAM PADDED \$66

Here are the simple facts:

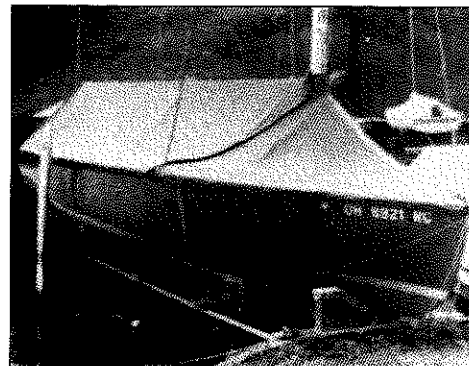
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three *light* colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you're ready for a new boat cover, choose the *quality standard of the industry...*a cover by *The Sailors' Tailor*.



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 **The Sailors' Tailor**

95th Annual Ephraim Regatta

August 5 and 6, 2000
Ephraim Yacht Club
Ephraim, WI

Fleet 44 invites you to the oldest continuous regatta in the USA. Three races beginning at 8:00 am Saturday, Saturday evening Bratfest, two races and trophy presentation on Sunday. Contact George Carey at (920) 854-9253, or email gcsail@dcwis.com after May 7, 2000.

First Annual Founders' Memorial Regatta

August 5 & 6, 2000
Mansfield Sailing Club
Mansfield, OH

Fleet #4 sails Clearfork Reservoir on State Route 97 SW of Mansfield. Contact Ben Oswald at (419)524-4357 or email: cinben@worldnet.att.net

Crystal Ball Regatta

August 12 and 13, 2000
Crystal Lake, MI

See our website at www.sailcsc.org or contact Steve Last at (517) 832-5706 or email: lasts@mindnet.org.

Saratoga Lake Flying Scot Inviational

August 12 & 13, 2000
Saratoga, NY

Contact Peter and Ann Seidman at (518) 877-8731.

FS Canadian Championship

August 19 and 20, 2000
Stony Lake Yacht Club
Ontario, Canada

Canada's premiere Flying Scot event is back for the new millennium. The FSCC 2000 promises to be as good or better than all the previous FSCCs. Come up and enjoy Canadian hospitality at its best. Contact Douglas T. Smith at (416) 498-9162 or e-mail: dtmsmith@interlog.com.

New England District Championships

August 26 & 27, 2000
Cohasset, MA

Contact Gary Werden at (781) 440-9675.

50th Harvest Moon Regatta

September 8 - 10, 2000
Atwood Yacht Club
Sherrodsville, OH

Contact Joe Cline, AYC Fleet Captain at (330) 874-3687 or e-mail: jkczoar@cs.com.

Massapoag Regatta

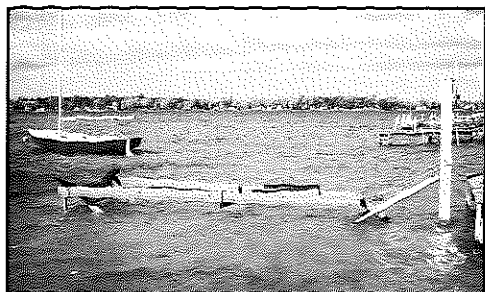
September 9 & 10, 2000
Sharon, MA

Contact Jim Cavanagh at (781) 784-5088.

Continued on page 21

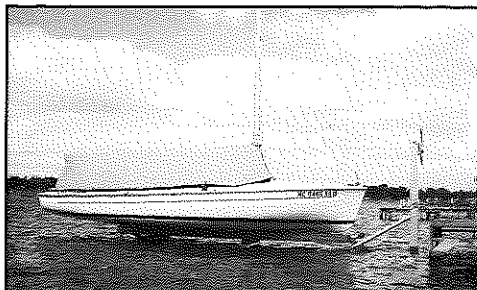
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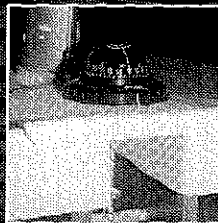
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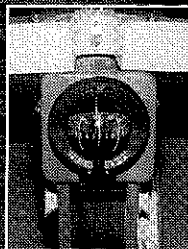


**Aquameter Sailor II
 Compass & Mount...**

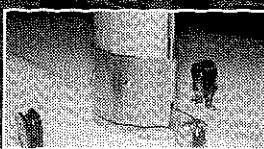
Features large yellow course line and 45 degree red bearing lines, along with an angle-of-heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. **\$70.00**

**Plastimo Contest Tactical
 Compass and Mount...**

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

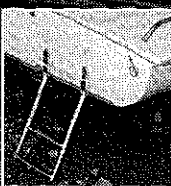
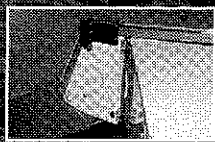


**Stainless Steel Mast
 Sleeve...**

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**
 Grab Rail **\$21.00**

Mainsail Flotation... For added security against furling 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**

Flying Scot® Shirts & Caps...

Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit. **Sizes: S-XXL**
Colors: White with Flying Scot Insignia embroidery, or Navy with Flying Scot Sailboat embroidery. **\$28.00**

The perfect summer cap. In four great colors! Poplin with Flying Scot Sailboat embroidery. **One Size Fits All**
Colors: Teal Plaid w/Teal Bill, Navy Plaid w/Red Bill, Bright Red, or Royal Blue. **\$9.00**

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. Loamer 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**

Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa, MasterCard or American Express accepted.

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Continued from page 19

Glimmerglass Regatta

September 11 & 12, 2000
Cooperstown, NY

Contact Dick Staley at (607) 432-6815.

Horricks-Palmer Invitational

September 11 & 12, 2000
Bluepoint, NY

Contact Rob Kaiser at (516) 589-2167.

Hot to Trot Regatta

September 16 & 17, 2000
Portage Lake, Pinckney, MI

Contact Ed Worth at (734) 420-2313 or
email eworth@engin.umich.edu. Visit the
PYC website at www.ms-pyc.com.

Annual Whale of a Sail Regatta

September 16 & 17, 2000
Carlyle Sailing Association
Carlyle Lake, IL

Excellent camping facilities exist in the
State Park next to the CSA harbor. Check
the CSA web site (www.csa-sailing.org) or
contact Bill Clark (314-878-3969 or E-
mail: cclark@silnet.com).

Desert Olympic Regatta Charbonneau (DORC)

September 23 & 24, 2000
Charbonneau Park

Contact Roger McVicker, (509) 375-0438,
mcvicker01@email.msn.com or Ken Nelson,
(509) 783-1581, greblach@cris.com

Candlewood Lake Regatta

September 25, 2000
New Fairfield, CT

Contact Frank Riefenhauser at (203) 746-
4752.

Fleet 7

Founders Cup Regatta

October 7 & 8, 2000
Riverside Yacht Club
Stamford, CT

Contact David Osler at (203) 637-4146.

Jubilee Regatta

November 11 & 12, 2000
Pensacola Yacht Club
Pensacola, FL

You may leave your Flying Scot at the PYC
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way to the MidWinters for \$20.

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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	A722	Phil Berger	530 Harriton Rd	Bryn Mawr, PA 19010
	5203	Elliott Bray	1305 North Lynbrook Dr	Arlington, VA 22201
	5310	Mark Hartong	4039 Lake Glen Dr	Fairfax, VA 22033
	3663	Harold Ickes	3406 P Street NW	Washington, DC 20007
	3786	Current Skipper #2149	PO Box 46	New Castle, DE 19720
Carolinas District				
	4511	Jim Busted	2045 Trowbridge Ct	Charlotte, NC 28270
	3901	Peter J. Hampson	559 Schooner Rd	Charleston, SC 29412
27	5295	Fritz Kreimer	403 Lyndenbury Dr	Apezx, NC 27502
	4511	Kevin Ray	2997 Lakeshore Rd	Denver, NC 28037
Florida District				
	5104	Donald (Don) E Browning	16070 SE 115th Ave	Weirsdale, FL 32195
	5178	Thomas A. Goddard	1000 SW 27th Ave #118	Vero Beach, FL 32968
150	3362	Charles A. Jensen	32546 Wolfbranch Ln	Sorrento, FL 32776
	A719	William (Ed) E Lockard	PO Box 5130	Niceville, FL 32578
Greater NY District				
	A695	Ron Cohen	11 Hughes Ave	Rye, NY 10580
	2469	Barrie Richmond	16 Miltiades Ave	Riverside, CT 06878
	4688	Robert A. Veninata	58 East 83rd St #1B	New York, NY 10028
Gulf District				
	1516	Kathy and John Dixon	1693 SE St Lucie Blvd	Stuart, FL 34996
	B005	Craig W Maumus	425 Arlington Dr	Metairie, LA 70001
	4266	Craig Parins	2875 Lakeland Dr	Benton, AR 72015
	B006	Jack and Renee Payne	8458 Briar Creek Cove	Germantown, TN 38139
118	A703	Harry Reich	2616 Lanark Rd	Birmingham, AL 35223
	2063	Frank Stanley	PO Box 840058	New Orleans, LA 70184-0058
	A694	Hobert Wesley	101 Ronald Blvd.	Lafayette, LA 70503
	3917	Arnold Zackin	1800 Ben Franklin B-606	Sarasota, FL 34236
Michigan-Ontario District				
	A706	Roy Lamphier	372 W Woodland	Ferndale, MI 48220
	5273	Thomas Neumeyer	23355 Beechcrest	Dearborn Heights, MI 48127
	4624	Barney Smith	856 Hunt Club Rd.	Auburn Hills, MI 48326
20	4691	Ed Worth	15824 Hickory Ridge	Northville, MI 48167
Midwestern District				
	1274	Mike Brennan	6 S Church St	Elkhorn, WI 53121
	A716	Richard C. Howland	1016 N 17th Ave	Havre, MT 59501
	3075	Jon R. Keller	701 Willow Lane	Geneva, IL 60134
	A676	Norrie Simpson	18569 Schroeder Place	Eden Prairie, MN 55346
New England District				
	A700	Richard Empey	104 Musquash Rd	Hudson, NH 03051
New York Lakes District				
	B004	Win McIntyre	1488 Co. Hwy 31	Cooperstown, NY 13328
Ohio District				
80	4265	Craig Hendrickson	2508 Edgewater Drive	Cortland, OH
1	5285	Shaun Clements	6643 Oregon Pass	West Chester, PA 45065
1	4890	Rodger Hall	804 Twilight Drive	Crescent Springs, KY 41017
	4616	Dan F. Hedrick	7233 Fox Harbor Rd	Prospect, KY 40059
	4557	Thomas Yoby	7970 Stone Barn Dr	West Chester, OH 45069
Prairie District				
	2569	Michael D. Taber	3975 S Pinehurst Cr	Denver, CO 80235-3124
Texas District				
67	1134	Scott Elliott Jr	14334 Angus	San Antonio, TX 78247
	3110	Francis X. Govers	24839 Baywick Dr	Spring, TX 77389
		Marke Smith	1008 Hanover Dr	Southlake, TX 76092
New Members this report 42				

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.

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

FS 1136 – Customflex built, white deck with yellow hull, mostly Harken equipped. Two year old Nissan outboard, trailer included. Freshwater sailed only. Located in Cleveland, OH. \$4250. Contact Tom Powell at (216) 261-0850 eves, (216) 261-0658 days.

FS 1260 – Douglass built, light yellow hull and deck, good condition, dry sailed. New main, jib and spinnaker sails. New racing rigging and hardware. Includes lifting bridle, engine mount, cockpit tent cover, extra sets of sails, anchor and galvanized trailer. Located in Oceanside, NY. \$2600. Contact Joe Storale at (212) 720-1208, mainsheet1@juno.com.

FS 3663 – Second owner 1981 Flying Scot, (Douglass built), excellent condition, with a very little used outboard motor (purchased new about 1990) and spinnaker. White hull, blue bottom. Located on Fire Island in Saltaire, NY. \$4000 obo. Contact Harold Ickes at (202) 887-6726, or email hickes@griffinjohnson.com.

FS 3710 – Douglass, white hull and deck with red stripe, North main and jib in good condition, spinnaker, motor-mount, compass and anchor. TeeNee galvanized trailer, rubber dinghy, 1998 Evinrude 2hp outboard in like new condition. Located in Rye, NY. \$4600. Contact Devn McMahon at (914) 967-9055.

FS 4818 – 1994 Douglass, white hull and deck, fully race rigged. Trailer, top and bottom covers, lots of extras. \$7200 or trade for older Scot. Contact Bill Ewing at (732) 530-6511.

ENGINE FOR SALE – 1996, like new 3.3 hp, 20 hours used. \$500. Contact Billy Baer at (908) 852-5497.

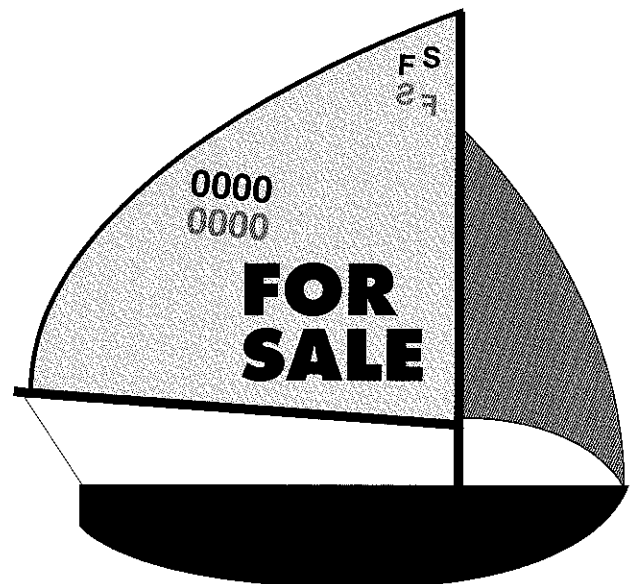
USED SAILS WANTED – Sailing School is interested in your older (not race quality) Scot sails that might be taking up space in your garage or basement. Please call (703) 768-0018 or email George.Stevens@wdn.com.

MALLORY CUP SAILS FOR SALE – The Detroit Yacht Club is hosting the USSAILING Men's National Championships for the Mallory Cup, September 12-16, 2000 in Flying Scots. We are planning on using eleven new suits of sails from the North Sail lofts. The sails will be available for delivery after the event. The sails have to be presold by May to make this possible. A 25% discount is offered with a 50% deposit at time of order. This means the total for the main sail, jib and spinnaker would be \$1855.00 minus 25% (\$463.75) for a total of \$1391.25. A downpayment of \$695.00 would be needed at time of order.

Please contact Greg Fisher at (610) 418-9410, email greg@od.northsails.com or Ed Theisen at (248) 473-3253, email ectheisen@cs.com. Help us make this a world class event to showcase the Flying Scots and save some money at the same time.

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.



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	FSSA Hat (Red, White, Blue)	\$9.00	
	FSSA Necktie (Red, Navy)	\$38.00	
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