

Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 45 NUMBER 2 2001



Ohio District Highlight

North Customers Celebrate The New Millenium With A Sweep!



Photo by Bill Hillman



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North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (left). Harry and Jimmy Carpenter (right) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making *us* look good!

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Brian Hayes 189 Pepe's Farm Rd. • Milford, CT 06460 PH: (203) 877-7627 FAX: (203) 877-6942
Benz Faget 1716 Lake Ave. • Metairie, LA 70005 PH: (504) 831-1775 FAX: (504) 831-1776

www.northsailsod.com

Flying Scot® Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860
Email: info@fssa.com

PRESIDENT

James B. Harris*
775 Haw-Thicket Lane
Des Peres, MO 63131
(314) 966-8404
jamesbharris@worldnet.att.net

FIRST VICE-PRESIDENT

Jack McClurkin*
1620 Chesapeake Drive
Hoffman Estates, IL 60195
(847) 991-8092
jmclurkin@aol.com

SECOND VICE-PRESIDENT

William B. Ross
178 Woodstream Road
Mooresville, NC 28117
(704) 664-9567
wwross2@cs.com

COMMODORE

Daniel Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
(412) 831-1042
Samoyed@cobweb.net

SECRETARY

Bill Vogler
1902 E. Taylor Drive
Bloomington, IL 61701
(309) 663-0576
bvogler@ilstu.edu

TREASURER

Susie Stombaugh
2341 Wilmore Road
Nicholasville, KY 40356
(859) 885-3302
fs2162@netzero.net

IMMEDIATE PAST COMMODORE

Terry Dees-Kalenich*
4 Navy Lane
Spanish Fort, AL 36527
(334) 626-7175

FSSA MEASURER

Robert J. Neff
1032 Old Turkey Point Rd.
Edgewater, MD 21037
(410) 798-4146
neffs@aol.com

EDITOR, SCOTS n' WATER

Lynne 'Sunshine' Hartman
P.O. Box 1066
Champaign, IL 61824-1066
(217) 355-1220
gw7lynn@aol.com

DESIGNER (deceased)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Jamie Cannon
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646
(800) 445-8629
info@fssa.com

*Denotes Executive Committee Members

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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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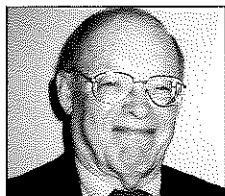
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EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynn@aol.com.

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From the President

by Jim Harris, FS 4296

By the time you read this, many of us will have enjoyed the St. Andrew's Bay Yacht Club's wonderful hospitality, and hopefully some fine sailing. To me, the Mid-Winters regatta signals the end of cold weather – we Northerners can begin getting ready for our hometown sailing.

Wasn't the Jan/Feb '01 issue of *Scots 'n Water* great? The New England and New York Lakes Districts put together a terrific set of articles. They provided a wonderful balance of racing, cruising and special interest ("Why Is It Brown?") articles. The fleets seem to embody the ideal Flying Scot organization, with a wide variety of activities.

And of course, Sunshine continues to provide the best one-design magazine around.

With regard to several issues facing our class and I would appreciate your help and ideas:

- FSSA membership has declined slightly in the past year. How can we increase membership? A strong membership will enable us to provide useful benefits to Scot owners and keep our dues low.
- How are we doing on communication through the website and *Scots 'n Water*? Is it time to look at what we provide in each medium and consider changes?

- New USSA rules are in effect this year. Are you having a fleet meeting to discuss the changes? (Those national people are always fooling with our sport. After over 150 years you would think they would get it right. Haven't they heard of baseball?)
- How do we increase participation in fleet, district and national activities? Sailing is a great outdoor activity that we all enjoy. From personal experience, I find a deeper sense of satisfaction in "giving something back," by becoming involved in improving the sport and others' enjoyment of it. Are you doing your part? End of sermon.

See you on the water!

FSSA Management Firm Celebrates 30 Years

J. Edgar Eubanks and Associates which has managed the Flying Scot Sailing Association for 23 years, celebrated its 30th anniversary on February 16, 2001. Eubanks and Associates provides full-service management to trade and professional associations. Founded in 1971, by the late J. Edgar Eubanks, the company serves as headquarters to eleven state and national associations. Associations currently under contract include The South Carolina Defense Trial Attorneys' Association, The South Carolina Association of Convenience Stores, The South Carolina Speech and Hearing Association, The National Association of Bankruptcy Trustees, The National Association of Chapter Thirteen Trustees, The Academy of Dispensing Audiologists, The Audiology Awareness Campaign, The Flying Scot Sailing Association, Reprographic Services Association, The National Association of Decorative Fabric Distributors and Southern Municipal Association.



Standing left to right: Cara Turner, *Scots'n Water*; Jamie Cannon, Assistant Executive Secretary, *Scots'n Water*; Courtney Cantrell, Website and Database; Donna Pleicones, Accounting; Frankie Williams, Mailing; Pat Horn, Accounting; Jean Waldrup, *Scots'n Water*.
Sitting left to right: Pat Wolff; Nancy Cooper, *Scots'n Water*; MaryAnn Crews, Executive Secretary; Carol Davis; Aimee Hiers.

The company operates with a staff of twelve employees, five of which have been with the company over twenty years. Professional duties involve membership maintenance, convention, trade show and meeting implementation, magazine publications, marketing mater-

ial development and cyber communications.

Officers of the company are: MaryAnn Crews, President; Carol Davis, Executive Vice President; Donna Pleicones, Senior Vice President; and Nancy Cooper, Vice-President Communications.

The "Perfect" Crew Rebels

by Barbara Griffin, FS 2259, Ohio District Governor

Since I learned all about sailing, and specifically racing, from my husband, I always regarded him as the fountain of knowledge and experience! I had always stated that if he told me to jump overboard, I would probably do it, as I knew he would have had a good reason. I obeyed every command! Until one day

We were racing at an off-the-lake multi-fleet regatta. We were on the starting line, the 4th of 5 fleets, starting at 5-minute intervals. Our fleet was about evenly split at either end of the line. Not knowing which end to take we headed for clean air in the middle. The horn sounded. The starboard end went off, the port end went off, and we sat – an air vacuum! Hanging there for about 4 minutes, and definitely in the way of the next fleet, a sudden strong puff came up! Taking us by surprise, I suddenly realized that we were going over. Being a good crew, I released the jib and awaited my next command. There being none, as the

main hit the water, I looked back at my skipper, who was in a slight daze (he later admitted he could not for a minute believe we were actually going over!) and mentioned, "Aren't you supposed to be doing something?" To which he replied, still in a daze, "Oh,yeah!" He then proceeded to scramble onto the center-board.

All is well and I await my command. A voice comes over the side, saying, "I can't get it up, you'll have to get on the low side." Looking down, I see about 3-4 inches of water on the sideways seat, and decide, O.K., that's not so bad. I'll only get my shoes wet. So, I stand on the lower side, still holding the jib sheet, awaiting the next command. A voice comes back over the side. "You weigh too much, you'll have to get in the water!" Now, my weight has never been an issue between us – probably because I weigh about 107 lbs. dripping wet. So, my voice came up from the low side, saying, "I don't think so!" I REBELLED! I couldn't quite see how

putting 107 lbs in the water would help! And perhaps I was a little miffed at the weight reference. He admitted later, my first refusal to accept a command caused him to rethink the situation! After a few moments the voice again comes over the side, "Would you please release the main sheet?" Aha! That I could do! And did! The Scot bounced back up, and we both scrambled in and took off. This all happened just as the rescue boat approached, and with 15 seconds before the start of the next fleet! A lesson to be learned (relearned!) here is that if you haven't tipped over for a while it would be good to review in your mind the recovery drill.

As a footnote, we had the good fortune, starting so late, to better assess the race and not follow in the paths of the boats not doing well. We couldn't catch the leaders but we did well enough to salvage a third in the regatta. Also, I have not rebelled since, even though it was sort of fun that time!

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
6/15/01	Volume 45, #4	MICH-ONT GREATER NY	Forest Rogers Josh Goldman	(734) 954-0452 (203) 454-0768	forest@vibrodynamics.com jaglpr@aol.com
8/15/01	Volume 45, #5	CAROLINAS	David Batchelor	(919) 467-3512	sailordave@mindspring.com
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The Founding of Flying Scot Fleet #4

by B.F. Oswald, FS 1638

To understand the founding of Fleet #4, it is necessary to understand the history of its home lake, Clearfork Reservoir, which lies southwest of Mansfield, Ohio. The building of the reservoir as an additional water supply for Mansfield and its western suburbs began in the late 1940s and it filled during the first three years of the 1950s. It didn't take an experienced sailor to see this lake as a great venue for small, one design sailers. It is about four miles long and little more than a mile wide in most places, and lies along a NW - SE axis. Its average depth is about twenty feet. It did take a group of experienced sailors to take advantage of it, however.

The Mansfield area already hosted the Mohican Sailing Club which occupied a site on the west shore of Mifflin Lake, now called the Charles Mill Reservoir, SE of Mansfield. The site was difficult to sail from because its sheltered location prevented sailors from using the prevailing westerlies. The lake was also silting over and that coupled with the existence of numerous rock reefs and submerged tree stumps made boat grounding or damage an ever present concern. In 1953, eight Lightning skippers moved their boats from Charles Mill to Clearfork and organized the Mansfield Sailing Club.

The club was incorporated on February 24, 1954 and petitioned the city of Mansfield for use of a section of the already established public park land that occupied most of the south shore of the lake. On July 6, 1954 City Ordinance #54-247 passed city council "...granting a license and privilege to the Mansfield Sailing Club to improve and use a parcel of ground on the south shore of the Clearfork Reservoir for the purposes of mooring and docking boats for club members and providing sanitary facilities for club members and the general public."

And it was the best parcel on the lake for this purpose, being located near the SE end of the lake where there was clear access to the widest and deepest part.

To the Lightning fleet was added a small fleet of fiberglass Pistols which soon were replaced by Flying Scots. By the beginning of the 1959 season there were nine brand new fully outfitted Scots ready on the line. The original owners and founders of Fleet #4 were Bob Meese, FS49; Paul Tappan, FS50; Dick Tappan, FS51; Warren Rupp, FS52; Henry Huber, FS53; Bruce Berno and Dan Meckley, FS55; Tru Clark, FS55; Gil Dobson, FS56; and Bill McGraw, FS57.

On Saturday, August 29 and Sunday, August 30, 1959, the Mansfield Sailing Club and Fleet #4 hosted the fledgling Flying Scot Sailing Association's First Annual Flying Scot National Championship Regatta. The FSSA was brought into full being in November of 1959 with Tru Clark as its president and Bob Meese as its Secretary Treasurer and also the first editor of what is now, *Scots'n Water*.

One would think that with such a rich heritage and one of the best venues for sailing in Ohio, Flying Scot regatta would be an integral part of every season at Clearfork. Not so. I have to admit that when I joined the MSC I had no idea that there was a Flying Scot Sailing Association, let alone that I was sailing on the lake where it all began. I received my education by reading an article in the Sept/Oct 1997 issue of *Scots'n Water*. I have always had a sense of and appreciation for history, so when I became commodore of the MSC last year I made scheduling a regatta my top priority and named it, "The First Annual Founders' Memorial Regatta." I had no idea how to put such an event together so I asked for and received help from Jack Rudy, the

Ohio District Governor, as well as others in our Association.

Thank goodness for email.

Enthusiastic support and help was also available from the club's trustees and from our Lightning fleet. (The initial response from the Scot fleet was tepid) The dates were set and invitations sent to all of the fleets in the Ohio District. As the season progressed the necessary committees were organized and planning went smoothly. Tee shirts with the founders' names and boat numbers on the back were purchased and invitations to the regatta went out to those founders who were still alive. All was in place and ready to go when the boats left the line for the first race, Saturday, August 5.

For our first regatta in 41 years, I think we did OK. We had eight boats - four of ours, four visitors - on the line for all four races. Air (lack of) was a factor on Saturday, but we got three races in by mid-afternoon. The Sunday AM race was shortened by a severe thunderstorm which drenched us but failed to dampen our spirits. Our visitors were complimentary of our accommodations and the way the regatta was run. Two of our founders, Bob Meese and Bill McGraw and their wives were with us Saturday for the races and lunch. It was a real pleasure to host them.

Susie Stombaugh won the regatta, Jack Stewart was second, Debbie Stipkovich was third and our own Don Beddard won the first race and sailed into fourth place overall.

As I write this I am looking forward to our second annual Founders' Memorial Regatta and hoping that the Mansfield Sailing Club will also be able to host the Ohio District Invitational sometime during this season.

Sailing with Father

by Susie Stombaugh, FS 2162

My husband and I decided to sail the 2000 Midwinters in Panama City, Florida. Since St. Andrews Bay has a reputation for being a bit windier than the two of us can handle, we looked for a third person to sail with us. We had an unlikely volunteer - my dad. Now my father has been power boating for nearly 40 years so he is familiar with basic nautical terminology - the bow is the pointy end, starboard is right, port is left, ropes are lines, etc. He has actually done a fair amount of sailing, so he knows most sailing terms - main is the big sail, jib is the small sail, spinnaker is the pretty sail, some lines are sheets, etc. What he had never experienced was a race, but hey, how different can it be, right? We were all anxious to have him join us as the third crew on Flying Scot 2162.

We went out the day before the races started to practice. We didn't give Dad many responsibilities at first. Basically we taught him how and when to switch positions in the boat. We also rigged an extra hiking line so he had something to hang on to. He later dubbed this his "prayer knot". We did not get to sail a practice race, but we did go through most of the maneuvers we expected to need during a race. We felt pretty comfortable with the three of us in the boat. So far, so good.

We were all excited as we headed out for the first race on Tuesday. Dad was pretty amazed at the starting routine. He had watched races from spectator boats, but actually being onboard during a start was a new experience. He later commented that a person could walk from one end of the line to the other by hopping from one boat to the next. Our first few tacks were a bit chaotic. Although we had practiced tacking, we failed to simulate the fast action and quick decisions that often take place during a race. We eventually got our act together and sailed



really well in the first race. After we crossed the finish line, I asked my dad what he thought. With a look of exhaustion on his face, he replied, "You do this for FUN?!?!?"

During the second race, Dad scratched his leg on the centerboard trunk and started to bleed on the seat. I'm told that after he brought it to my attention, I said, "Don't worry, it will wash off - just don't get it on the sails." I must have been

concentrating on the race. Dad was a good sport. He kept the blood off the sails and hiked hard the rest of the race. In fact, he was still hiking when we shot up into the wind to cross the finish line. Unfortunately, I went a bit too far, and we tacked after crossing the line. Tim and I automatically switched sides, but poor Dad was left hiking on the leeward side looking us at us with a funny expression on his face.

The next two days of racing were not quite as "eventful" as the first, but we continued to sail well. We gave Dad more to do besides just hiking. By the last race he was helping with the centerboard, vang, spinnaker hoists, and watching for other boats. We really worked well together as a team and had lots of fun. We finished in third place in the Challenger fleet, so my dad got a trophy for all his hard work. We also mounted his "prayer knot" on a plaque for him with the poem printed below. Dad is anxious to attend Midwinters again this year, but he intends to baby-sit his grandson while I sail. I guess one regatta was enough! Meanwhile, Tim and I are preparing for our next challenge..."Sailing with Baby!"

The Prayer Knot Psalm

This knot is my lifeline; I shall not let go.

It maketh me to trip across it; Yet keepeth me within the gunwales.

It restoreth my heartbeat; It leadeth me through tangles of lines in the cockpit during endless tacks and jibes.

Yea, though the boat heeleth over, I will fear no dunking;

For thou art with me; Thy cords and thy braids they comfort me.

Thou keepest me in the presence of my crewmates;

Thou anointest my backside with water; My shoes overfloweth.

Surely bruises and scrapes shall be on me all the days of my life;

And I will dwell in the cockpit forever.

Sailboat Racing with Greg Fisher by Tom Hubbell

A book review by Dan Goldberg, FS 4991

Greg Fisher, a fellow Ohio District sailor, needs no introduction to most Flying Scot racers. He has won the FS North Americans and Mid-winters numerous times, and has been in the sailing industry as a sailmaker most of his professional life. He and Thistle sailor, Tom Hubbell have combined on a book about one-design sailboat racing.

This book is the outgrowth of the Thistle Class Association's "Coach" course, which is presented at their Mid-winters. Greg and Tom have attempted to capture the essence of this course in writing. It is intended for intermediate-level racers who would like to improve their skills and standings in the fleet or in regattas. But I think it also contains useful information both for beginning and very experienced racers.

I have heard Greg present both classroom and on-the-water seminars, so I was curious how closely this book would match his seminars. It turns out there is some but not much duplication, so there is something new in the book even for people who have heard Greg speak. The

style of the book is mostly question and answer format, with Tom asking the questions and Greg giving the answers. This technique is quite effective, as it gives the reader the perspective of a sailor asking real-life questions of an expert, rather than someone presenting a lecture.

The best parts of the book are when Greg takes the reader step-by-step through a maneuver (such as the best way to trim the sails and balance the boat when rounding a mark) or a thought process (such as deciding when to tack) or a specific technique (such as steering upwind, which is harder to do correctly than you might think!). There are other interesting subjects which I have rarely seen in other books on racing; catching up when behind, local knowledge, social atmosphere on the boat, communication on the boat, sportsmanship, and success on shore. However, some subjects are not too applicable to Flying Scots (such as mast tuning), although Greg freely admits the best advice is follow your sailmaker's tuning guide. There are also chapters on

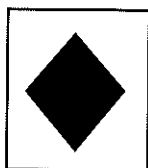
starting, sailing upwind, sailing downwind, crewing, weather, and physical fitness.

The strength of the book is the variety of subjects it covers. Also, there are excellent photos to illustrate many of the principles, particularly sail trim. However, I don't think it's possible to present a thorough discussion of any single topic in a book less than 160 pages. I would regard it as a useful complement to other books on sailboat racing such as Dave Perry's "Winning in One Designs," with its heavy emphasis on racing strategy, and Stuart Walker's classic, "The Tactics of Small Boat Racing," with its detailed explanation of tactics. And if you really want to learn how to rig your Flying Scot and trim your sails for maximum speed, go hear Greg give one of his excellent on-the-water seminars!

The book is published by Hathaway-Jones Publishing, 550 West Central Ave., Delaware, OH 43015.

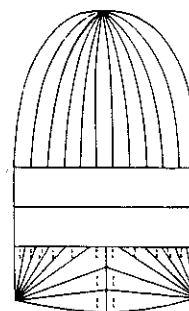
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Community Sailing and Flying Scots

by Joe Shields, FS 2029

Lake Arthur, nestled among the gently rolling "north hills" of Pittsburgh, Pennsylvania seemed to be too well kept a secret. At least that is what we thought seven years ago as we scratched our heads and tried to think of ways to increase our membership in Moraine Sailing Club. There had been plenty of sailboats and sailors around in the early 70s when our beautiful lake was first built -- so many that we had to race in shifts to not overwhelm the fishermen who share our lake in their 10-hp motor boats. But little by little, the Thistles, Fireballs, Jet 14s, 470s, FJs, Lasers, and Day Sailors dwindled in number. We didn't lose all of these sailors, many transferred to our thriving Flying Scot Fleet 80 (now 42 strong), but we lost enough to make us wonder -- where have they gone and how do we get them back?

As it turns out, starting a Community Sailing Program was the answer. Last year we had 25 Community Sailing members (up from 16 the year before, and increasing every year since its start five years ago). It's even better than it sounds when you consider that 5 "graduates" of our Community Sailing program have purchased Flying Scots and are now regular racers, and many more have joined the ranks of regular members crewing steadily each race day. Our club is growing again, thanks to our Community Sailing program. Last year we had 175 families join, more than we have seen in quite a long time.

However, the intent of this article is not to brag about our success but to start a discussion about Community Sailing among Flying Scot fleets. I'll go first (however, I'm going to switch to a "Question and Answer" format that hopefully will be more informative) --

What is Community Sailing (CS)?

As a member of a community sailing program, you share the use of community boats with other community sailing program members. Everybody pitches in some time to help maintain the boats and help fellow community sailors get oriented to the program and equipment and learn how to sail.

What has Community Sailing got to do with Flying Scot fleets?

The Flying Scot is the "perfect" boat for Community Sailing. Easy to launch, safe and easy to sail, it has become the workhorse of our CS program. With its large cockpit it becomes a floating classroom for teaching new sailors (2 to 5 at a time). Preceding each new practice segment, it is easy to heave-to and diagram the exercise on a small white board stowed onboard.

Where do you find boats for a Community Sailing program?

This is where a little bit of imagination can go a long way. Fortunately for Moraine Sailing Club, our CS program founding father, Jim Starr (FS 5350) is made of the stuff. There isn't a shortage of boats willing to be donated as charitable contributions, but because we are not a registered charity, we can not accept boats from donors wishing to turn their old boats into tax deductions. However, our local Boy Scout Council is a registered charity, and is interested in offering their scouts a sailing experience. So we partner with them -- boats are donated to the Boy Scouts Council and managed by our sailing club. In return for us providing their scouts with sailing instruction (we have merit badge counselors for small boat sailing in our club), we are permitted to use the boats for our CS program. Another source of boats comes from our membership. We have a few members

who either own boats or have leased mooring/dock space at the lake, but for various reasons are unable to sail very much. Putting their boat/mooring in our CS program becomes an attractive option for them. We pay for their boat maintenance and dock space and offer them membership in our CS program (they can sign up to use their own boat, or any of the other boats in our CS fleet). We currently have three Flying Scots and seven Sunfish in our CS fleet.

How do twenty-five sailors share ten boats?

We have an automated reservation system on our website (morainesailing-club.org) that allows members to check availability and reserve boats ahead of time. Also, "community spirit" and the Flying Scot's large cockpit help out quite a bit. I've never seen a CS member left on shore, and our CS boats are always identified as the boats having the most fun out on the lake.

What about safety and liability to the club?

Liability was a big concern when we first started, and looked like a real obstacle due to the high premiums for liability insurance plans we investigated. Fortunately, U.S. Sailing came to the rescue. Four years ago, through Starkweather and Shepley, they started an inexpensive Community Sailing Liability Insurance program that meets the needs of a non-profit sailing club like ours. All activities involving borrowing boats, instruction, and racing are covered for an annual \$1250 premium. U.S. Sailing has also helped by providing standards for qualifying new sailors before they are allowed to take a boat out on their own. We have several U.S. Sailing

Continued on page 10

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certified instructors in our club (required by the liability insurance) who volunteer their time to help qualify new CS members. Other steps we take to insure safety is the mandatory wearing of life jackets (also required by our liability insurance), and mandatory use of mast-head floats on our Scots. Our required on-line reservation system serves as a "float plan" that is monitored by our program director. Sailing alone is discouraged, especially for novice sailors. We provide

plenty of "Community Sailing days", where experienced sailors are on duty and a safety boat is on hand.

What are the costs associated with Community Sailing?

In our case mooring/dock space, winter storage and liability insurance are the big fixed costs each year. Cost of equipment and repairs varies but we budget for around \$500. We have set our Community Sailing membership dues at \$200 (in addition to our basic \$25 membership dues). At this level we break even if we

have eleven CS members sign up. Any additional CS membership dues collected in excess of the cost of the program, is placed in a "CS fleet building" reserve fund.

Well, that's enough ink for now. I'd be interested in hearing from other clubs who have CS programs. Perhaps it is a topic we can take "on-line" using the Flying Scot Listserv (see <http://www.fssa.com/HTML/eMailList.htm>). Hope to hear from you.

Something To Think About

by Jack Rudy, FS 4321

A friend of mine, Dave Rosekrans of Cowan Lake Thistle "persuasion", just got himself elected to "The" high office in U S Sailing. And so, out of loyalty and curiosity, I attended a national meeting as Ohio Valley Sailing Association Commodore, (now past Commodore) and I got involved. Aside from learning too much about the endless dealings with the innumerable issues "presenting", in this sport of ours, and of privately wondering about the sanity of someone who would heap such busy-helping onto his schedule-platter (poor Dave!) -- I became attracted to a project of his.

That project is to seek a culture change in the area of Sailing Etiquette; of promoting acceptance of an obligation to behave as gentlepersons both on and off the water, particularly while racing. The "norm" of behavior in this utopian world of racing under sail would include immediate and graceful acceptance of penalty -- not even awaiting hearing of "The 'P' word". And if a valid misunderstanding, or a real technical difficulty exists regarding who fouled whom, then this etiquette

would see the introduction of more grace and reasonableness into that contentious forum called -- the Protest Meeting. Another part of this culture change might be a tacit understanding that hiding under a technical umbrella (i.e., she didn't fly the penalty flag") is not to be done by a yacht that was clearly on the wrong side of a behavior rule.

Many of us out here in Flying Scot waters would say, "Not needed". And most of us would be right, MOST OF THE TIME. But I must admit to recollections, with embarrassment, to a few of my own transgressions against this "proposed culture", during my many years of contending. I can also recall incidents where I was a victim of boorish behavior; it hurts; and it sours -- has eaten into my love of the sport. And I think we can all site cases of potential new sailors who have been driven ashore from the racing waters by an excess of sea lawyer abuse. It doesn't have to be that way.

The approach for bringing about this culture change -- I hate the modern word, "paradigm shift" -- would be to create a

training piece, to spread the message of expectations laid on ourselves, by ourselves -- we who race sailboats for fun and pleasure. There is a wonderful model of such a training vehicle, a videotape produced for golfers by the USGA, "The Spirit of the Game". The golf etiquette piece has first class writing, features notables of the game, uses humor effectively, and conveys a not-too-heavy sprinkling of the value of values. It has no technically detailed, loophole minutia that is too often the stuff of sea lawyerly evasion -- reference to Rules, intended. The U S Sailing Rules of Sailing are a necessary foundation for the sport of sailboat racing, but they need not -- must not -- be a weapon for bullying. The Flying Scot Class, with our emphasis on family involvement, might be a fertile bed in which to promote the planting of this seed of gentlemanly behavior around the buoys. This seed is currently seeking growing room in the fields of U S Sailing.

Something to Think About? Comments invited -- jrudy2@juno.com

The Commitment Series: Building Fleet Racing Participation

by Jay Huling, FS 70

Central Ohio is home to several active sailing organizations, including Hoover Yacht Club, home of Fleet 37. HYC was formed in 1961, and has had an active Flying Scot fleet since 1964. Our club has several other fleets, including the Thistle, Highlander, Interlake, Snipe, MC Scow, Laser, Windmill, 505, and a fleet of Opti's for our young sailors. We are also home to the Ohio State University Sailing Club, and the Naval ROTC sailing program from Ohio State. Club membership has been stable the last few years, averaging about 145 total members, many of whom are active racers. Our season runs from April through the end of October, with racing every Sunday, and Wednesday evenings during the summer.

I have been fortunate to sail at the Club for 36 years, and have seen racing activity fluctuate up and down over that time, as has my own participation. It dropped when my children were very

young, and recently has increased with the formation of our Commitment Series.

The Fleet 37 Commitment Series was designed to increase racing participation by providing our racing members a schedule at the beginning of the year that they can plan around. Here are the basic rules:

- One Sunday per month, two races per Sunday.
- Dates scheduled from April through October (14 race series).
- Two throw-outs.
- Low point scoring system, missed races scored as DNS.
- Dates set to work around regatta calendar.

During 2000 we had 14 of our fleet members participate, and probably had some of the more entertaining racing that we have had for a few years. Fleet Captain Ray Trask says, "its much more fun to race when there are lots of Scots on the water. The Commitment Series

makes racing at Hoover worth coming out for."

2001 will be our third year using this format, and plans are underway now to put together our calendar for the year. We also participate in the other Sunday and Wednesday races, and count the results of those races separately from the Commitment Series.

We find that our annual regatta, the Buckeye Regatta, has been a good event to kick off the racing season. The event has been held each year since 1972, always the weekend prior to Memorial Day weekend. Our weather in May is generally very pleasant, and over the years we have had good participation from the Ohio District and local fleet members. We invite you to participate this year, May 19 and 20, with races starting after lunch Saturday, concluding by noon on Sunday. Camping on the grounds is permitted, and a number of reasonably priced hotels are close by.

Ohio District Championships Results

by Wolf Goethert

Fleet 80 hosted a very successful Ohio District Championship at Lake Arthur, PA on September 23 & 24. Thirty-two boats from five fleets attended. Activities started Friday afternoon with a special on-the-water sailing clinic by Greg Fisher from North Sails.

That evening, the visiting sailors joined the local sailors in tasting a variety of different chiles prepared by Fleet 80 members as a "welcome to the lake."

On Saturday, the sailors raced in two fleets, a Champion Division and a Challengers to ensure great competition to all.

Three races were held. Even though we tried to hedge our bets with the weather by temporarily renaming Watts Bay, Camelot Bay (since, by royal decree, the only time it rains is after sundown), the weather did not dampen the enthusiasm of the sailors.

The regatta ended with one race on Sunday followed by lunch, the awards ceremony and District Elections. Barbara Griffin was elected new District Governor replacing Jack Rudy.

Championship Results

- 1 John Meredith, Tony Kaminski
- 2 Richard Baugher, Jo Baugher
- 3 Don Griffin, Ted Rudy
- 4 John Eilers, Jim Diemar
- 5 Tom Hohler, Chris Czaplinski
- 6 Jim Diffeley, Ian Robinson
- 7 Jack Stewart, Martha Stewart
- 8 Dan Goldberg, Missy Hare, Joni Reis
- 9 Bob Gelman, Dan Gelman
- 10 David Caldwell, Ian Denholm

Championship Results

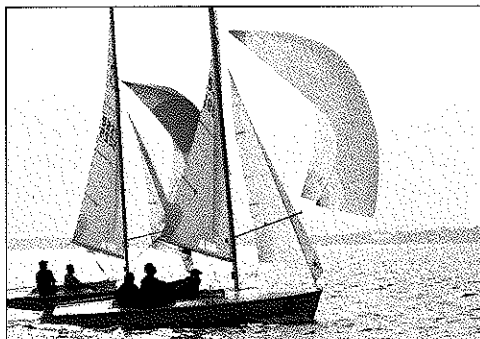
- 1 Ray Williams, Pam Johnson
- 2 Michael Gold, Fred Kinsinger
- 3 Jon Hart, George Hart
- 4 Charley Armitage, John Bridges
- 5 Bob Zavos, Sara Zavos
- 6 Sean Marshall, Becky Jarold
- 7 Ira Unger, Bruce Unger
- 8 Bernie Wiwel, Joanne Hynds
- 9 Carl Suppo, Lois Suppo
- 10 Keith Otto, Tim Patterson

2001 Mid-Winters Revisited

April 1 - 6 • Panama City, Florida



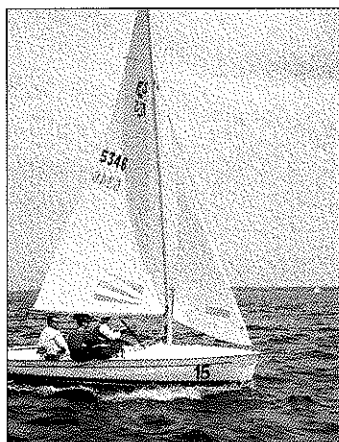
Kris Smith making waves



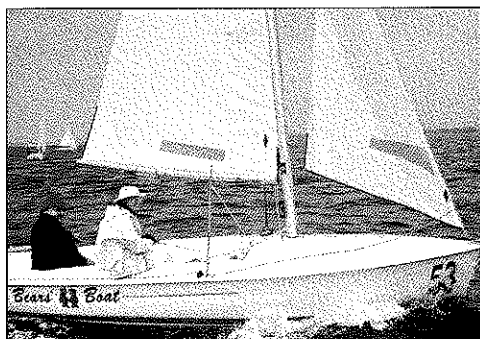
*Greg Fisher nips Kelly Gough
at the finish of Race 2*



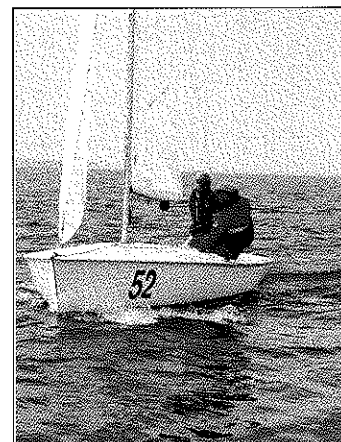
Larry Klick getting his kicks



Scott Mauney with cosmic mainsail



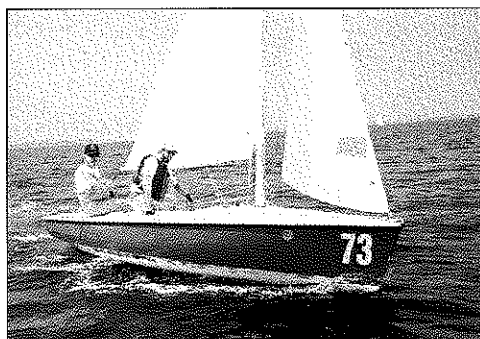
Two Bears (Fowler) Boat



Ira Cohen checking sail trim



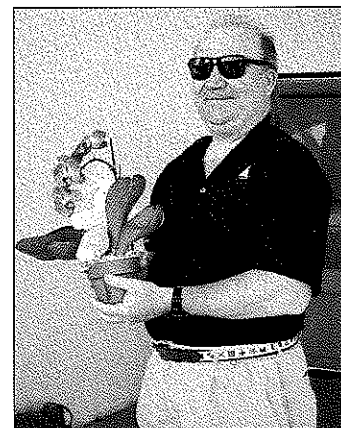
Dan Neff with nice twist



Stewart Sumpton enjoying the breeze



*Ohio District Governor Barbara Griffin with
Don Griffin and live tree branch*



*Past President Larry Taggart
and friend*

Championship Division

PLACE	SKIPPER	CREW	SAIL#	RACE1	RACE2	RACE3	RACE4	RACE5	RACE6	TOTAL
1	Kelley Gough	Jeff Grennan	5225	1	2	2	1	5	5	16
2	Greg Fisher	Jeff Eiber	4916	2	1	1	3	1	14	22
3	Scott Mauney	Natalie Mauney, Mike Mikesk	5346	4	12	4	2	2	2	26
4	Doc Bellows	Terri Swift, Cayne Micelf	5107	3	3	19	4	3	4	36
5	Ira Cohen	Brian Hayes	5252	11	7	3	8	4	7	40
6	Joshua Goldman	John Cooke, Jesse Vogelsson	5171	9	10	6	10	9	6	50
7	Paul Lee	Denise lee, Thom Lee	DYC13	6	16	7	13	7	1	50
8	John Luard	Nigel Peacock, Andrea Peacock	4240	5	8	14	9	14	3	53
9	Don Brennan	Guy DeBoer	22	8	12	5	11	10	12	58
10	David Neff	Steve Sweat	3109	7	6	11	5	21	9	59
11	Chris Danilek	Dave Olsen	3913	12	11	8	24	15	10	80
12	Ed Bayer	Fred Blackner	14	13	9	17	15	18	15	87
13	Pat Mannicchia	Jeff Perna	5060	18	17	24	7	13	6	87
14	Brian Harrison	Ben Levi, Holli Bingle	159	10	4	13	6	28	33	94
15	Kris Smith	Colin Vernon, Bob Van Orden	4901	20	19	20	17	8	11	95
16	Forest Rogers	Jeff Jones	5230	15	20	16	16	17	13	97
17	Daniel Neff	Aleazandra Stewart, Christina Hinkley	2929	16	14	29	20	11	17	107
18	Joseph Thorpe	Kevin Thorpe	4104	19	18	15	19	27	16	114
19	David Jacobsen	Peter Beam	4937	26	23	21	23	6	18	117
20	Al Hersey		13	14	13	25	26	25	20	122
21	Larry Klick	Kurt Holmquist	5150	28	25	12	14	25	20	124
22	Fred Meno	Lynn Worth	5180	29	21	9	22	24	23	128
23	Clenn Shaffer	Jim Worth, Debbie Hoagland	5213	17	22	23	33	19	19	133
24	Starling Gunn	Bill Larson, Tom Kirtley, Jr.	4221	22	26	18	25	20	26	137
25	John Applegate	Patti Applegate	3713	33	33	10	18	16	33	143
26	Jeff Penfield	Dick Frankland, Bobbie Nobles	5318	21	24	28	21	30	25	149
27	Billy Mason	Stephen Berg, Mike Norris	67	31	33	27	12	22	24	149
28	Charles Fowler	Nawey Fowler	5126	24	15	33	33	22	27	154
29	Charles Koch		5296	23	30	26	27	29	22	157
30	Vincent Sweeney	Ed Surgan	4825	25	27	22	33	26	33	166
31	Bill Ewing	Eileen Ewing	5246	27	33	33	33	12	33	171
32	Danny Kolenich	Terry Kolenich, Granny Dees	4211	30	28	33	33	31	33	188
33	Jerry Hartman	Sunshine Hartman	4140	33	33	33	33	33	33	198

Challenger Division

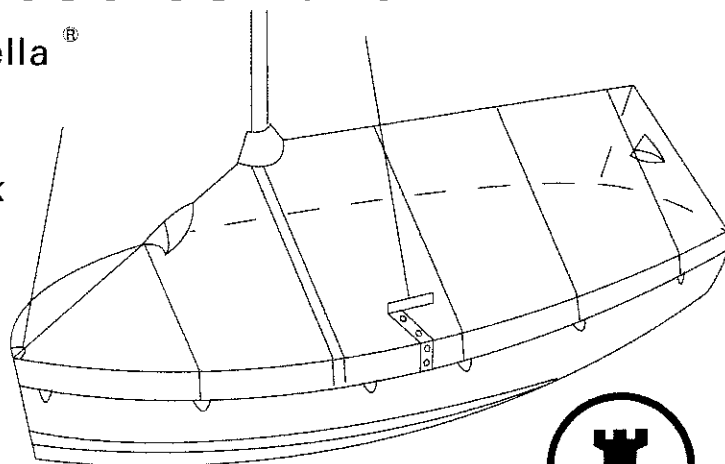
PLACE	SKIPPER	CREW	SAIL#	RACE1	RACE2	RACE3	RACE4	RACE5	RACE6	TOTAL
1	Morgan Doolittle	Micah Poplin	68	1	1	3	9	7	1	22
2	Bernie Knight	Jonothan Fleege, Bob Fleege	4115	4	3	2	4	1	9	23
3	Jack McClurkin	Emilio Tellini	3404	11	5	6	5	5	3	35
4	Richard Banning	Jack Leipper, Todd Banning	4994	3	2	4	19	6	4	38
5	Frank Richards	Bob Vickery, Bruce Faust	4493	2	4	5	16	9	7	43
6	James Leggette	Mike Funk	1518	6	6	13	7	4	12	48
7	Pete Sylvester	Brian Vause, Erin Sylvester	4738	5	8	7	21	3	8	52
8	David Caldwell	Ian Denholm	3810	15	12	9	8	8	5	57
9	Richard Schultz	Marty Haber	1885	26	26	1	2	2	7	62
10	Ellen Fitzgibbon	Steve Fitzgibbon, Roth Rossell	4305	9	11	8	12	16	10	66
11	Ken Boyle	Sharon Boyle	4221	16	15	12	1	14	14	72
12	Stewart Sumpton	Julian Stewart, Alexander Stewart	3028	12	13	10	18	12	11	76
13	Jack Warrender	Kevin Peel, Scot Warrender	3226	14	9	15	20	20	15	93
14	Ray Folio	Kathy Worth	4930	26	26	11	18	10	6	95
15	Robert Schneider	Deb Russell, Steve Wilson	3951	10	14	17	11	22	25	99
16	Paul Moore	Paul Moore, III	5000	8	7	14	33	13	25	100
17	George Mike McNiff	Michael McNiff, Thomas McNiff	4354	13	16	18	22	16	13	100
18	Mike Noone	Brenda Noone	3678	18	21	16	8	17	22	102
19	Joe Brase	Pete Brase	DYC12	20	20	21	6	15	20	102
20	Jim Harris	Betty Struckhoff, Susie Stornbaugh	4296	7	10	25	25	11	25	103
21	Jay Harrell	David Huggins	5166	19	18	19	10	19	24	109
22	Sabin Petersen	Lang Hunt	3446	17	19	20	15	21	16	110
23	John Wiegand	Pat Swan	1962	26	17	22	14	25	25	128
24	Emmett McCarthy	Jim Benson, Harry Redgrave	3290	21	22	23	22	24	21	133
25	John Burke	Linda Burke	5343	26	26	25	25	28	16	144

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Cover has a tent-like fit
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6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522



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2001 Wife-Husband Championship

June 22-24 • Benton, Ohio

The 2001 Wife-Husband Championship will be hosted by BYC on Berlin Lake in Northeast Ohio. BYC is a beautiful man-made lake with great winds. The yacht club includes protected cove dockage. Campers are welcome. BYC facilities include ample showers, picnic and swimming area. Bring the whole family. Plan to be with us and compete!

HIGHLIGHTS:

- Single fee covers everything - food, racing, etc.
- Three divisions including a novice, non-spinnaker on separate course.
- Awards 10 deep for Challenger and Championship divisions.
- Boat setup help on Thursday and Friday
- Greg Fisher from North Sails will give a free on-the-water seminar, Friday, June 22nd.

ACCOMMODATIONS:

Some club members will provide housing on a first come, first served basis. Please contact the sponsors as soon possible if interested.

Note: Child care can be arranged.

LODGING

Comfort Inn (25 min. from Club.)
\$59 a night & up.
(330) 821-5555 • (800) 228-5150

Super 8 (25 min. from Club).
\$43 a night and up.
(330) 821-5688 • (800) 800-8000

Oak Ridge Motel (15 min. from Club)
\$35 - \$40/night, Old but clean.
(330) 821-9600

Mill Creek Recreation Area Park and Campground (330) 547-8180

Campground Entrance Station
(5 min. from Club) Full camping services available. Very nice. (330) 547-3781

BYC Property
Camping and RV's are permitted.

CONTACTS

Jayne and David Caldwell
(330) 673-7140
jcaldwell@neo.rr.com

Rick and Jo Baugher
(330) 494-6141
rjbaugher@hotmail.com

SCHEDULE

Friday, June 22

4:00Registration
7:00Taco Reception

Saturday, June 23

8:30Continental Breakfast
9:00Registration
11:00Lunch
11:45Competitor's Meeting
12:301st Warning Signal
 2nd Race to follow
5:30Social Hour
6:30Dinner
7:30 - 11:00Music by the BYC Famous
 Almost-Live Band

Sunday, June 24

8:30Continental Breakfast
9:301st Warning Signal
 2nd Race to follow

Updated information including maps, registration forms and weather reports will be available on the BYC Website.

<http://berlinyachtclub.com>

2001 FLYING SCOT WIFE-HUSBAND CHAMPIONSHIP REGISTRATION FORM

Wife _____ Husband _____

Club _____ Fleet # _____ Boat # _____

Address _____

Phone _____ E-mail _____

Division: ☐ Champion ☐ Challenger ☐ None Spinnaker (separate course)

Registration Fee: \$70.00

Trophies:

Charlotte & Greg Fister Trophy: 1st in Championship

Cal and Anita Hudson Trophy: 1st in Challenger

Eric and Mary Amman Trophy:

Old Salt Combined age 120-139

Best Finish with Combined Age >=100

Ancient Mariner Total >=140

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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.

Fabrication

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.

Service

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 # _____

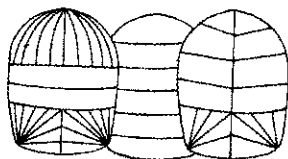
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<input type="checkbox"/> Mainsail Radials	\$100	<input type="checkbox"/> Jib Window	\$20	<input type="checkbox"/> Spinnaker Turtle	\$15
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<input type="checkbox"/> Mainsail Foot Shelf	\$50	<input type="checkbox"/> Spinnaker-Crosscut	\$370	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$475	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$280	<input type="checkbox"/> Spinnaker-Biradial	\$475	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

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Grey	Coast Gold
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Purple	FL-Yellow
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Ocean Blue	FL-Pink
Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



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2001 North American Championship

July 6-13 • Toms River, NJ

NOTICE OF RACE

Toms River Yacht Club and Fleet 162 invite members of the Flying Scot Class to the 2001 NAC Regatta.

VENUE

Toms River Yacht Club is pleased to host the 2001 Flying Scot North American Championship Regatta. TRYC has a proud tradition of hosting major regattas since its inception in 1871. Barnegat Bay, separated from the Atlantic Ocean by a narrow barrier island, offers reliable breezes in the summer time. Winds typically range between 8 to 18 knots, usually starting from the SW and backing to S and SE as the sea breeze starts to fill in around noon. Current and tide are negligible.

The Women's and Junior NAC will be sailed on Barnegat Bay's Wannamaker Course, at the mouth of Toms River, or on the Toms

River, depending on the wind conditions. The Qualifying, Challenger and Championship rounds of the Open NAC will be sailed on the Wannamaker Course or further in the bay off of Seaside Park, depending on the wind conditions.

For those not competing, or when racing is done for the day, the Toms River area offers some of the best the Jersey Shore has to offer. *Ocean beaches*, Island Beach State Park is just a 15-minute drive. It offers a glimpse of the undeveloped Atlantic shore. The *boardwalk*, nearby Seaside Heights and Point Pleasant provide the traditional amusements. *Maritime history*, Tuckerton Seaport and the Toms River Maritime Museum provide a view of the area's nautical heritage. *Atlantic City*, less than an hour's drive away, where you can make a donation to

Continued on page 18

TENTATIVE SCHEDULE OF EVENTS

Friday, July 6

- 1200 Measurement and on-site registration period opens
- 1700 Measurement and on-site registration period closes for the day
- 1830 – 2100 Dinner service at TRYC, guests welcome

Saturday, July 7

- 1000 NAC measurement and on-site registration opens
- 1700 Measurement period closes for the day
- 1800 Registration period closes for Women's and Junior Championship participants

Sunday, July 8

- 0900 Skippers meeting, Women's and Junior NAC
- 1000 Open NAC measurement and on-site registration
- 1000 Harbor Gun Women's and Junior NAC
- 1100 Warning for first start, Women's NAC
- 1110 Warning for first start, Junior NAC
- 1700 Measurement and on-site registration period closes
- 1800 Women's and Junior NAC Awards
- 1830 Skippers meeting NAC
(cocktail party at TRYC to follow)

July 9 – July 12 No Flying Scots Launched before 0930

Monday, July 9

- 1130 Harbor Gun
- 1230 Warning for first start, Qualifying Round
(2 races scheduled)
- 1800 Cookout and Social at TRYC

Tuesday, July 10

- 0800 FSSA Executive Committee Meeting
- 0830 FSSA Board of Governors Meeting
- 1130 Harbor Gun
- 1230 Warning, racing resumes, Qualifying Race 3
- 1800 Atlantic City Bus Trip (TBD)
- 1830 FSSA Board of Governors' Dinner at TRYC

Wednesday, July 11

- 1130 Harbor Gun
- 1230 Warning, racing begins, Championship Division
(race 1 and race 2)
- 1240 Warning, racing begins, Challenger Division
(race 1 and race 2)
- 1830 Dinner and Social at Seaside Park Yacht Club

Thursday, July 12

- 1130 Harbor Gun
- 1230 Warning, racing begins, Championship Division
(race 3 and race 4)
- 1240 Warning, racing begins, Challenger Division
(race 3 and race 4)
- 1800 Dinner and Annual Meeting at TRYC

Friday, July 13

- 1130 Harbor Gun
- 1230 Warning, racing resumes, Championship Division
(race 5 and makeup if needed)
- 1240 Warning racing begins, Challenger Division
(race 5 and makeup if needed)
- TBD Awards to follow completion of racing

Continued from page 17

help New Jersey's senior citizens. The Toms River and Barnegat Bay area has many more attractions than those mentioned above, it is a great place to sail and to visit.

RULES

The Racing Rules of Sailing, the Prescriptions of US Sailing, the Constitution and Bylaws of Flying Scot Sailing Association (FSSA), the Sailing Instructions, and all other applicable Rules will govern this regatta. The regatta will be Category A.

ELIGIBILITY

Eligibility shall be in accordance with the Flying Scot Sailing Association Bylaws and Constitution.

FSSA dues shall have been paid a minimum of 4 weeks before the end of registration for the event.

For the Junior Championship, skippers and crew shall turn 18 years of age no earlier than January 1, 2002 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 three boats each for the Junior and Women's must be registered by June 30, 2001 for that Championship Series to be sailed.

To qualify for the Master's Championship the skipper must be 55 or older by July 1, 2001.

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 Masters or Seniors Championship before the close of registration.

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

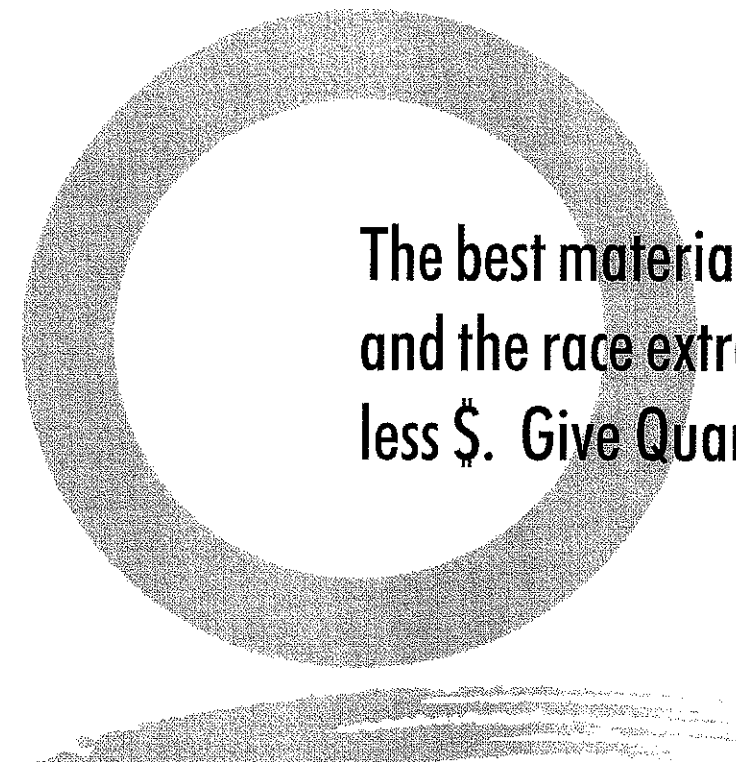
The Low Point Scoring System, RRS Appendix A2 shall apply except that all races shall be scored in the Qualifying Series and the Championship Series. In the Qualification Series three races are scheduled. If less than three races are sailed the competitor may request to be seeded in either division, subject to approval of Judges and International Race Committee. In the Championship Series five races are scheduled of which three completed races shall constitute a Championship.

SAILING INSTRUCTIONS

Sailing instructions will be available upon registration.

COURSES

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



The best materials, cutting edge designs
and the race extras. All for considerably
less \$. Give Quantum a try!

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AWARDS

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

ENTRIES

Entries shall be conditioned on completion of registration and satisfaction of the inspection and measurement requirements within the scheduled time period. *In the event that registration exceeds the club capacity of 90 boats, late registration will be curtailed. Participants are encouraged to register early. If registering after June 30, 2001, contact Bill Warner regarding availability. Boats not registered before the June 30, 2001 will be assessed a \$60.00 late entry fee.*

Entry Fees	US Sailing	Non-US Sailing
Junior 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

Toms River Yacht Club website (www.tryc.com). Completed entry forms should be sent to:

Flying Scot North American Championships
c/o Toms River Yacht Club • Attn: Joann Kerdock
Riviera Drive, P.O. Box 468 • Toms River, NJ 08754

HOTEL INFORMATION

All hotels listed are located within 10 miles of TRYC

Howard Johnson: (732) 244-1000

Holiday Inn: (732) 244-4000

Quality Inn: (732) 341-2400

EconoLodge: (732) 657-7100

ADDITIONAL INFORMATION

For additional regatta information contact Bill Warner, 732-349-0329 (home) 856-488-3625 (work) or email to: billwarner2001nac@yahoo.com

Please make entry fee payable to TRYC NAC. Entries received after June 30, 2001 will be assessed a \$60.00 late entry fee. I agree to be bound by The Racing Rules of Sailing and by all other rules governing this 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:

☐ Master's Championship

☐ Senior Championship

☐ First Time Competitor

Entry Fees:

☐ Junior NAC

☐ Women's NAC

☐ Flying Scot NAC

☐ Late Fee

Social Affairs:

☐ TRYC Cookout & Social (7/9) \$15.00

☐ Atlantic City Bus Trip (7/10) \$12.00*

☐ Seaside Park YC Dinner & Social (7/11) \$20.00

☐ Annual Dinner Meeting @ TRYC (7/12) \$20.00

_____ \$ _____

_____ \$ _____*

_____ \$ _____

_____ \$ _____

TOTAL \$ _____

T-shirt Request - Please reserve _____ T-shirt(s)

Size: M # _____ L # _____ XL # _____ XXL # _____

*Please submit a separate check for the Atlantic City Bus Trip. The Bus will return to TRYC by midnight.

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

Reservations for the Social Events must be made at time of registration.

Reservations after the official registration period will be made on a "space available basis."

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New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Flying Scot for everyone - from daysailer to national champ. Order your new Flying Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment - trade it for a new one!

Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/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 w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

\$58.35

Clip to hold extension to tiller.

\$2.40

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

\$189.00

Transom Port 4"...

Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Loaner hole saw available.

\$9.65

Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Sailboat. Sizes: S-XL

\$45.00

Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL

\$28.00

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

\$9.00

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

\$11.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All

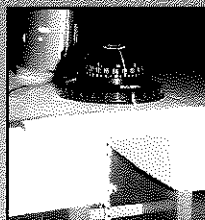
\$9.00

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Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep 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).

\$1675.00



Aquameter Sailor II Compass & Mount...

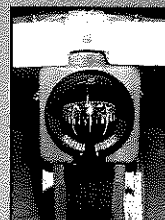
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$70.00

Plastimo Contest Tactical Compass & Mount...

3 1/4" 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



Tacktick Class Compass & Mount...

Enjoy the competitive advantage of having a digital heading display and essential start timer.

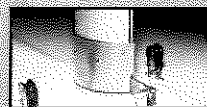
\$380.00



Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/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 w/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 w/fasteners. Ladder

\$110.00

Grab Rail **\$21.00**



Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete.

\$145.00



Jiffy Reefing Kit...

Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

\$47.70

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Starting Line

Thoroughbred Regatta

May 12 and 13, 2001
Cave Run Sailing Association
Morehead, KY

For more information contact Susie Stombaugh at fs2162@netzero.net or visit www.caverunsailing.com.

MYC Spring Regatta

May 12 and 13, 2001
Melbourne Yacht Club
Melbourne, FL

Race info can be found on the website at <http://home.cfl.rr.com/sailrace/myc>, or by calling Sherry Beckett at (321) 779-3024 or email: itbecketts@aol.com.

First Annual Volvo Leukemia Cup Regatta

May 19 and 20, 2001
Carlyle Sailing Association
Carlyle Lake, IL

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com or check the CSA website at www.csa-sailing.org.

Buckeye Regatta

May 19 and 20, 2001
Hoover Reservoir
Columbus, OH

For more information contact Jay Huling at (614) 248-5437 (w), or by email: jhuling@iwaynet.net

Cattail Regatta

June 1 and 3, 2001
Maumee Bay, Lake Erie

For more information contact Don Carsten at (734) 847-8220 (days), or by email don@carstenproducts.com. Visit the regatta website at www.carstenproducts.com/cattail.

Annual Egyptian Cup Regatta

June 2 and 3, 2001
Lake Carlyle, IL

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com or check the CSA website at www.csa-sailing.org.

24th Annual Mayor's Cup Regatta

June 2 and 3, 2001
Lake Townsend Yacht Club
Greensboro, NC

For more information visit the website at www.greensboro.com/ltyc, or contact Joleen Rasmussen at (919) 732-5410, or by email ejrasmussen@mindspring.com

10th Annual Full Moon Regatta

June 9, 2001
Monmouth Boat Club
Red Bank, NJ

The skipper's meeting is scheduled for 9:30 am and five races are planned. Since this is the tenth one, some surprises are planned. For more information contact regatta chairpersons, Bruce & Jackie Cattanach (973) 586-0825, or email: bcattanach@att.net

Midwest District Regatta

June 15 - 17, 2001
Eagle Harbor
Ephraim, Door County, WI

For more information contact: George Carey, before April 24 at (941) 498-6547, gvc@olsusa.com; after May 1, at (920) 854-9253, g&lwi@dcwis.com;

Summer Solstice Regatta

June 16 & 17, 2001
Edgewater, MD

For more information contact: Bruce Pumphrey (410) 721-8230 or Bpumphrey@aol.com

Wife-Husband Championship

June 22 & 23, 2001
Berlin, OH

To receive a registration package contact Jayne and David Caldwell, (330) 673-7140, jdcaldwell@neo.rr.com, or Rick and Jo Baugher at (330) 494-6141.

Douglass/Orr Invitational Regatta

June 23 & 24, 2001
Sprite Island Yacht Club
Norwalk, CT

For more information contact Helene Heissenbittel at (203) 438-9841, or email heissenbittel@snet.net

Michigan/Ontario Districts

June 23 & 24, 2001
Portage Yacht Club
Portage Lake
Pinckney, MI

For more information contact Forest Rogers at (734) 954-0452 or forest@vibrodynamic.com. Visit the PYC website at www.ms-pyc.com.

North American Championships

July 6 - 13, 2001
Toms River Yacht Club
Toms River, NJ

Please see pages 17 - 19 for registration info.

Pig Roast Regatta

July 14 & 15, 2001
Cowan Lake Sail Association
Wilmington, OH

For more information contact Phillip Brittain at (937) 433-6342 or email to BrittainMach92@aol.com.

Capitol Regatta

July 21 & 22, 2001
West River Sailing Club
Galesville, MD

For more information contact Roger Schermerhorn at (410) 798-5106 or by email at rogerscher@aol.com and visit the WRSC website at www.sailingsource.com/wrsc/.

96th Annual Ephraim Regatta

August 4 & 5, 2001
Ephraim, Door County, WI

For more information contact Nancy Claypool at (504) 899-0935, nclaypool1@home.com or visit the EYC website at www.eyc.org.

Annual Crystal Ball Invitational

August 18 & 19, 2001
Crystal Lake, MI

For more information contact Steve Last at (517) 832-5706, or email lasts@mindnet.org

Continued on page 22

Sprague Memorial

August 25 & 26, 2001
Moriches Yacht Club
Center Moriches, NY

For more information contact Tony DiResta at (631) 878-8710, email: rad4938@juno.com.

Pacific District Championships

August 25 & 26, 2001
Tomales Bay, CA

For more information contact: stan@sailtomalesbay.com or go to www.sailtomalesbay.com

Labor Day Regatta

September 1 & 2, 2001
Rudder Club
Jacksonville, FL

For more information contact Jon Hamilton at (352) 335-1243, or email: hamilton@ufl.edu or call the Rudder Club (904) 264-4094.

Annual Whale of a Sail Regatta

September 15 and 16, 2001
Carlyle Sailing Association
Carlyle Lake, Illinois

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com) or check the CSA website at www.csa-sailing.org.

Annual Hot to Trot Regatta

September 15 and 16, 2001
Portage Lake Yacht Club
Pinckney, MI

For more information Contact: Marilyn Poulter at 734-475-3029 or mpoulter1@hotmail.com.

Grand Annual Regatta

September 29 & 30, 2001
Cave Run Sailing Association
Morehead, KY

For more information contact Susie Stombaugh at fs2162@netzero.net or visit www.caverunsailing.com.

Founders Cup Regatta

October 6 & 7, 2001
Riverside Yacht Club, CT

For more information contact Dave and Sydney Osler at (203) 637-0747 or ddosler1@aol.com.

Gator Challenge

December 1 & 2, 2001
Rudder Club
Jacksonville, FL

For more information contact Jon Hamilton at (352) 335-1243, or email: hamilton@ufl.edu or call the Rudder Club (904) 264-4094.

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RUDDER COVER:
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Here are the simple facts:

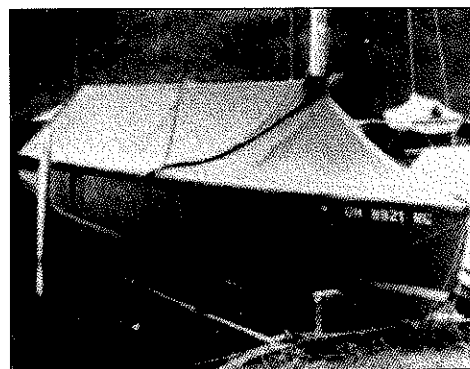
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

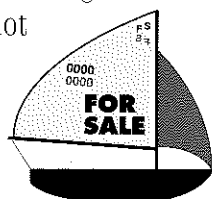
Submissions for Caveat Emptor must be 50 words or less. A \$15.00 fee is charged for placement in Scots'n Water. Send or fax submissions to Association Headquarters or Email to info@fssa.com.

Placement will be made upon receipt of payment.

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

CAVEAT EMPTOR = BUYER BEWARE

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



FS 3759 – Douglass built, dry sailed. Detachable motor mount with 2.5 Evinrude. Spinnaker rigged with North and Fisher sails. TeeNee trailer and many extras. Located in Tampa, FL. \$4500. Contact Jim at (813) 657-9131.

FS 4370 – Douglass, White with blue stripe. Mai, jib and spinnaker. Galvanized TeeNee trailer. Full top and sides custom cover plus mooring cover. Great condition. Located in Roscoe, IL. \$5300. Call John at (815) 334-0788 (office), (815) 623-2891 (home).

FS 4575 – Douglass '89. Well maintained! White hull with blue stripe; main, jib and spinnaker with spinnaker pole. Trailer with new tires. Swim ladder and handrail, motor mount, anchor and two covers (blue and white) and a small cockpit). New lines in 1999 and multi-season bottom paint in 2000. Must sell! Located in New Jersey. \$5000. Contact Arthur Falk, (908) 782-6124. email: falka_d@infi.net.

FS 4881 – Excellent condition, original owner. White hull with red stripe. Main, jib, sail cover and bags, winter cover, and trailer. Located at So. New Jersey shore. \$7500. Contact Michael Brooks at (973) 335-881, email: mb@mbvideo.com.

FS 4978 – *Queen O'Scots*. White on white, red stripe and boot, blue CSC anti-fouling. Race package, red and white spinnaker used about 10 times. Schurr sails. Galvanized trailer garaged year round. Boat garaged 8 to 9 months/year. Bristol condition. Located in Cape Cod. \$7000. Contact Richard Gegenwarth at (508) 394-3147 or ryck22@mediaone.net.

FS 5117 – New in '96. Excellent condition. Rigged for racing - no bottom paint and dry sailed. Light gray hull with red striping. Good sails and spinnaker. Load Rite galvanized trailer with spare and grey trailer/mooring cover. Located in South Carolina. \$9500. Contact Ken Gibbs at (803) 819-3235.

Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	A939	Andrew May	16250 Hunters Ridge Ln	Moseley, VA 21120
Florida District				
150	5362	Richard and Judith Davidson	1140 Brantley Estates Drive	Altamonte Springs, FL 32714
Greater NY District				
	0662	Eric, Rosemary & Ariadne Spahr	15 Fair Haven Rd	Rumson, NJ 07760
	2713	Stephen C Currier	1100 11th St.	Altoona, PA 06601
Michigan-Ontario District				
	A947	Jim Grant	305 West Van Buren St	Columbia City, IN 46725
Midwestern District				
	2784	Mary Helen Van Dyke	1067 Oak Street	Neenah, WI 54956-4126
	4370	John Arntzan	7660 Kinnikinnik Drive	Roscoe, IL 61073
	A938	Mark Wharton	815 Revere Rd	Glen Ellyn, IL 60137
83	4786	John W Sprouls	877 IL Rte 127	Greenville, IL 62246
Ohio District				
	A940	Mark and Janet Dilley	77 Stoney Point	Springboro, OH 45066
	A947	Guy deBoer	2410 Bramble Ct	Candon, MI 40188
1	3589	The Epperson Family	825 Watch Creek Dr	Cincinnati, OH 45230
37	4346	Alexander D Crosett III	3770 Pembroke Green East	New Albany, OH 43054
Prairie District				
	4700	Russell Bryant	16225 Bear Branch Ct	Chesterfield, MO 63005
	A937	James Arkins MD	PO Box 563	Bentonville, AR 72712
Texas District				
	0492	Les Robertson	600 Simon Crest	Canyon Lake, TX 78133

New Members this report 16

Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt , (Dark Blue, Denim, Red, Navy, White) Sizes: M, L, XL, XXL with Boat # or with any one name	M - XL: \$28.00 XXL: \$30.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, Denim, Khaki)	\$10.00	
	FSSA Necktie (Red, Navy)	\$38.00	
	Roster Pages	\$5.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$60.00	
	Sixty Years Behind the Mast by Sandy Douglass	\$20.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	

S & H Charges:

\$1.50: orders up to \$5.00
\$4.00: orders up to \$10.00
\$6.00: orders \$10.00 & above

Merchandise Total

*Add Shipping & Handling (S&H)

Total Amount of Sale

SHIP TO: (Please Print)

NAME

ADDRESS

CITY

STATE

ZIP

Telephone Number (Daytime)

Method of Payment: ☐ Mastercard ☐ Visa ☐ AMEX ☐ Check (Payable to FSSA)

Credit Card Number

Expiration Date

Signature

Mail Order Form To: Flying Scot® Sailing Association
3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST
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Street

City

State/Zip

Change: ☐ Temporary ☐ Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

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Columbia, SC 29205

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Crofton, MD 21114
(410) 721-2505
cswensen@aol.com

CAROLINAS DISTRICT

David H. Batchelor, Jr.
422 Marjorie Drive
Cary, NC 27511
(919) 467-3512
sailordave@mindspring.com

FLORIDA DISTRICT

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885
fowlsail@gate.net

GREATER NY DISTRICT

Josh Goldman
4 Marine Avenue
Westport, CT 06880-6920
(203) 454-0768
jaglp@aol.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Forest Rogers
10118 Curtis
Pinckney, MI 48169
(734) 954-0452
forest@vibro-dynamics.com

MIDWESTERN DISTRICT

Harry Haack
14181 W. Hawthorne Avenue
Lake Forest, IL 60045
(847) 362-7878
haackh@bigplanet.com

NEW ENGLAND DISTRICT

Gary Werden
80 County Street
Walpole, MA 02081
(508) 359-6708
gary4619@email.msn.com

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT

Barbara Griffin
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056
bardon87@aol.com

PACIFIC DISTRICT

Ken Nelson
3082 W. 15th Ave.
Kennewick, WA 99338
(509) 585-4252
greblach@cris.com

PRAIRIE DISTRICT

Tylor Hall
8342 Bridle Dale
Lenexa, KS 66220
(913) 422-8869
tylorh@sound.net

TEXAS DISTRICT

Scott Mauney
9609 Brentgate Drive
Dallas, TX 75238
(214) 341-6243
smauney@flash.net