

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVII, NUMBER 3 MAY 1985



## Spinnaker Design

Membership Information

NAC Update

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**Cover Photo: Downwind spinnaker strategy at the Atwood YC's "Harvest Moon" regatta. Jack Stewart photo.**

# CONTENTS

May 1985

Volume XXVII, Number 3

<b>4</b>	<b>WELCOME TO THE WORLD OF THE FLYING SCOT.</b> <i>A membership application you can pass on to your friends.</i>
<b>5</b>	<b>FOCUS ON 1985 NORTH AMERICAN'S.</b> <i>Plan early for a fun week of sailing, sightseeing and socializing with other Flying Scot owners.</i>
<b>6</b>	<b>FROM THE EDITOR</b>
<b>7</b>	<b>THE GOVERNOR'S REPORT THE FLEET REVIEW</b>
<b>9</b>	<b>THE SCIENCE OF SPINNAKERS</b> <i>With any spinnaker design, "You pays your money, you takes your choice." Chuck Barnes, FS GYA 18.</i>
<b>13</b>	<b>FUNDAMENTALLY SPEAKING</b>
<b>14</b>	<b>CAVEAT EMPTOR</b>
<b>15</b>	<b>THE FLEET'S IN</b>
<b>18</b>	<b>THE STARTING LINE</b>
<b>20</b>	<b>NEW MEMBERS FSSA DISTRICT GOVERNORS</b>

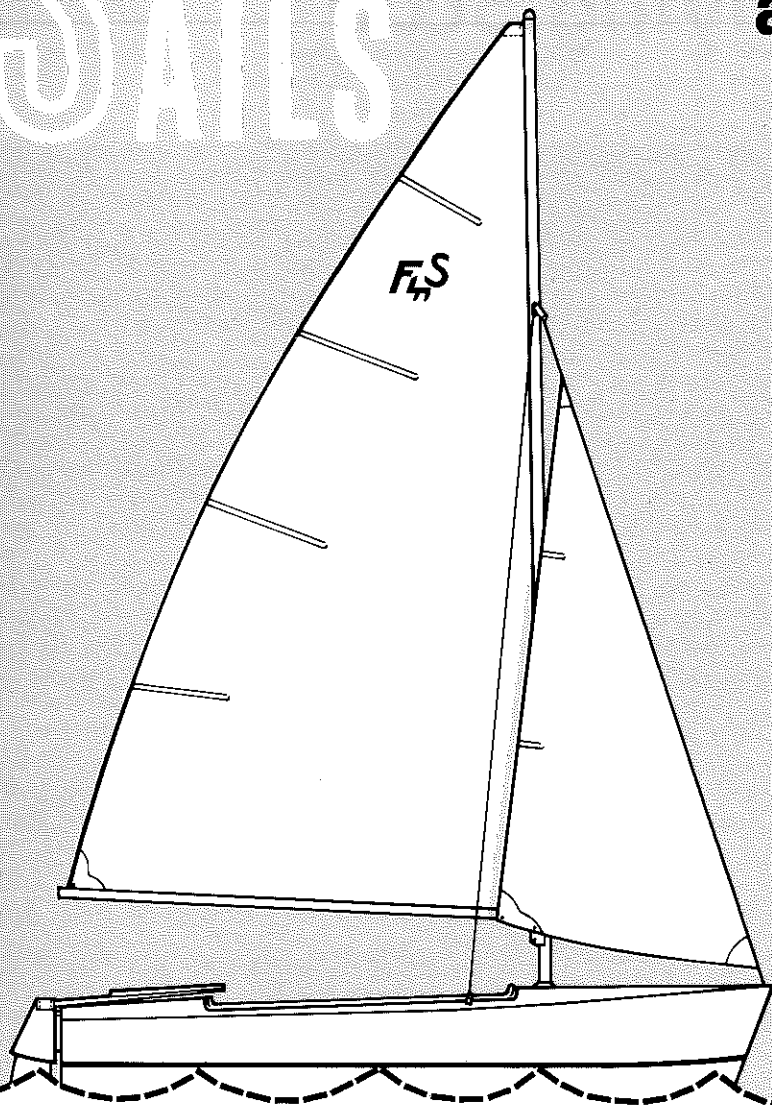
### Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published monthly except Feb., April, June, Aug., Oct., and Dec. by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XXVII, No. 3. Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201 and additional mailing office.

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- 84 Midwinters 1st both divisions, 7 out of top 10 championship
- 84 Nationals 3rd championship, 1st challenger
- 84 Gulf Districts 1st every race
- 84 Carolina Districts 1st
- 84 Michigan Districts 1st\*
- 84 Ohio Districts 3rd
- 84 Southern Regional Championships 1st, 3rd
- 84 Oriental Sailing Social top 4
- 84 Harvest Moon top 3
- 84 Sandy Douglass Regatta 1st, 2nd
- 83 Sandy Douglass Regatta 1st

\*Main and Jib only

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 Boat# \_\_\_\_\_ Fleet # \_\_\_\_\_ Renewal ( ) New ( )  
 Please make check payable to "FSSA" and mail to:  
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 P.O. Box 11187  
 Columbia, S.C. 29211

Check enclosed for \$\_\_\_\_\_ to cover the following items:

- Active Member* .....\$25.00  
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 (Non-owner who has been for at least 3 months part of the regular crew of a specific F/S whose owner is an *Active Member*; part-owner if another part-owner is an *Active Member*; wife, husband or child of an *Active Member*; or designated YC members of YC have *Active Memberships* on all Flying Scots owned.)
  - Family Member* .....\$40.00  
 (Combination of one *Active Member* and unlimited *Associate Members* who are all members of the *Active Member's* immediate family and are all residing at the same address. There is one vote per *Family Membership* and only one member of the family may hold office. The *Active Member* is the only member to get FSSA mailings with this classification.)
- Please list first \_\_\_\_\_  
 names of family: \_\_\_\_\_
- Sustaining Member* .....\$15.00  
 (All other non-owners of F/S)
  - Sponsoring Member* .....\$40.00  
 (Company or individual who provides products and/or services to the membership or who has an unusual interest in FSSA)

NOTE: Scots N' Water subscription price of \$8.00 is automatically included in all above membership dues.

- Transfer of Owner* .....\$ 2.00  
 (Transfer of records and reissuance of Registration Certificate for purchasers of used Flying Scot® sloops)
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- \_\_\_\_\_ Official Lapel Pins at \$5.00 each
- \_\_\_\_\_ Official Necktie at \$12.00 each
- \_\_\_\_\_ F/S "Royalty Paid" Sail Labels at \$3.00 each

Signature \_\_\_\_\_

As a potential buyer of a sailboat, you probably have asked for and received brochures and information about several boats. No doubt the builders and dealers of the other boats will tell you that theirs is the best for this and that — but not one of these boats can equal the Flying Scot® in many different ways.

Here are some of them:

The Flying Scot® Sailing Association is one of the strongest one-design class associations in the world! A strong statement for a strong class!

What does this mean to you as a potential Scot owner? It means that your investment in the Flying Scot® is protected, if you ever should decide to sell, by the very strong market for used Scots all over the country.

It means that, because of our strict adherence to the one-design concept, the Flying Scot® built this year won't be obsolete next year. All boats which race in FSSA sanctioned regattas must meet strict design and rigging standards. Optional equipment which might tend to "juice-up" a Scot must be approved for use by the FSSA Measurement Committee. This is not to say that the equipment not approved cannot be used by you for your own enjoyment, but it does assure that boat No. 100 is competitive with boat No. 4100 in sanctioned regattas. You won't find yourself out of date next year!

It means that you will be welcome to visit the more than 135 Flying Scot® fleets across the country where, as a Scot owner, you will find many new friends.

It means that as a member of the FSSA you will receive *Scots N' Water*, our official publication, which is published six times each year.

It means that you will receive a copy of the official Handbook as well as the roster of all Flying Scots® and their owners.

It means you can attend and compete in the North American Championships, the annual Mid-Winter Regatta, the Sandy Douglass Regatta and many other official Flying Scot® events, such as District and Local Regattas.

It means that if you just want to enjoy your boat as a family cruiser, you're still an important member of FSSA — in fact, your whole family can be through our family membership.

It means you can purchase insurance for your Scot at a greatly reduced rate through the group buying power of the Association.

So, whether you're a racer, a cruiser, a day-sailor, an old salt or a landlubber, the Flying Scot® and the Flying Scot® Sailing Association are for you and your family.

You'll notice that we haven't said a lot about the quality of construction and rigging and other great features of the Scot. We don't have to! The fact that thousands of owners are delighted with her and the fact that we are one of the strongest class associations, says it for us. And you can become a part of this after you purchase your Scot.

We hope you'll be returning the attached membership application soon.

Happy sailing!

## NAC Registration Form

Flying Scot

1985 North American Championship  
August 12-16, 1985  
Hosted by FSSA Fleet 7  
Riverside Yacht Club  
Riverside, Connecticut

Skipper \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Telephone \_\_\_\_\_  
Fleet No. \_\_\_\_\_ Boat No. \_\_\_\_\_

Registration: \$75 before July 1st  
90 after July 1st

Checks payable to: FSSA Fleet 7

Mail to:

David Y. Montheith  
128 Riverside Avenue  
Riverside, CT 06878

**Note: Flying Scots must be registered with FSSA and 1985 dues paid.**

## Housing Registration

1985 Flying Scot North American Championship

Please reserve the following rooms:

Number of rooms	Cost*	Arrive	Depart
1 double bed _____	\$50	_____	_____
2 double beds _____	\$55	_____	_____
Extra cot _____		_____	_____

\*Plus 7.5% sales tax

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Telephone \_\_\_\_\_

Mail to:

Mr. Bill Mayer  
Howard Johnsons Motor Lodge  
135 Howard Street  
Stamford, CT 06902

**Enclose a check for the first night's stay to assure the reservation.**

# Focus on 1985 North American's

### New York Area Vacation Activities

Be sure to arrive early on Saturday for registration and measurement so that skippers, crew, and families will have time on Saturday and Sunday, as well as during the free afternoon on Tuesday, to enjoy the many local attractions offered in the greater New York area and Connecticut shoreline of Long Island Sound. Within three-quarters of an hour from Greenwich are:

\*Playland Amusement Park

\*Bronx Zoo

\*New York City's museum, cultural, and entertainment attractions

\*South Street Seaport at the foot of Manhattan

\*The Shakespeare Festival in Stratford, Conn.

\*Adjacent yacht clubs, many of which offer reciprocal privileges

With a little extra drive you can get to Mystic Seaport and the maritime sites at Groton, Conn., where the US Coast Guard Academy is located.

*Saturday August 10*

*Sunday August 11*

*Monday August 12*

*Tuesday August 13*

*Wednesday August 14*

*Thursday August 15*

*Friday August 16*

For further information, contact Entertainment Chairpersons Hope and Jim Farrell at (203) 637-5082.

### Housing Information

The Howard Johnsons Motor Lodge in Stamford, Conn. will be our headquarters hotel. It is located at

### Schedule of Events

All day: Registration  
Measurement  
Launching

All day: Registration, Measurement, Launching

1600: Welcoming cocktails at Riverside YC

0830: Skippers' Meeting

AM & PM: Two qualifying races

1800: Post race party and cookout

AM: One qualifying race

PM: Free afternoon

AM & PM: Championship races 1, 2

1800: FSSA Annual Dinner, RYC. Formal

AM & PM: Championship races 3, 4

1800: Post race cocktail party, RYC

AM: Final race

PM: Post race beer party at RYC

Awards

Exit 6 of the Connecticut Thruway (I-95), approximately five minutes from Riverside Yacht Club. To assure the special room rate, please mail the registration form ASAP.

(continued on page 12)

# From The Editor

Sing our praises, fellow sailors!

1541.

That's the number of currently paid FSSA members. We certainly will pick up more as the season goes on, but there is some cause for concern as that number is down a bit from last year when we ended the year with 1700+ members.

Why do members drop out? Many reasons. For most it is a feeling that, "the association does little for me."

Why do people never join in the first place? Often because no one has ever approached them and "sold" them on the association.

In either case, to remain vital as an association we must at least hold our own in membership. Since we are selling more boats, to lose only

weakens what we have. And we *do* have a fine organization!

If every member made a commitment to get just one Scot owner to join the Class, we could double the size of our association in this year. Consider it! You must find it worthwhile because you are a member! Think about *why*. Then get another Scot sailor into the fold. Tell that sailor what the *association* offers you: friendships, racing, and sailing advice.

Tell your friend how the class publication, *Scots n' Water*, is not just for racers; that there is an increased emphasis on meeting the needs of *all* members of the Class. Class communication, the fundamentals of Scot sailing, and continually evolving and expanding new columns are the hallmarks of today's *Scots n' Water*. In fact, take them a copy of one of your recent issues so they can see for themselves. Association headquarters has extras if you would like some!

Tell that sailor *whatever* you think is important. But tell him!

Elsewhere in this issue you will find a copy of an FSSA application form. Clip it and take it with you to

the lake the next time you sail or when you go to your next regatta. If you need more, contact the association headquarters; more applications will quickly be on their way.

We need you! And we need the other 2500 Scot owners who do not belong to your association!

Won't you help?

## Publication Deadlines

September  
December

June 26  
August 26

## On the Horizon Coming in July

Mid-Winter Results  
Everything about Turtles  
Understanding the Rules  
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# The Governor's Report

## Ohio District

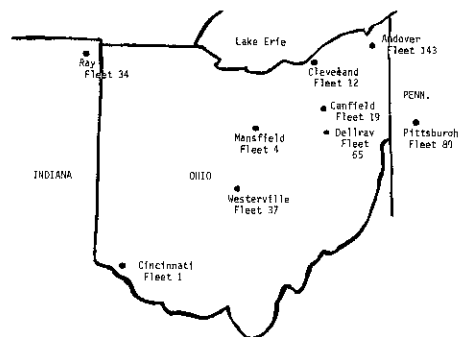
Paul Nickerson  
FS 3911

The Ohio District is a very compact area in which no fleet is farther than a five hour drive to any other fleet. There are nine fleets and over 250 Scots that sail in the District. From Fleet One to Fleet 143 there is a great mix of the old and the new in the Scot tradition. While Fleet 12 sails the open waters of Lake Erie, the rest of the district sails on a variety of inland lakes, each with some very challenging characteristics.

The Ohio District has become very well known for its quality of competition at regattas. A large nucleus of traveling Scots keeps growing and improving every year. Many of these are husband-wife or family crews, and youngsters are not an uncommon sight on club grounds. A brief example of this parity is the 1984 NAC where 10 Ohio District Scots—all with family crews—finished between 17th and 36th in the championship division. And, of course, cur-

rent NAC champion, Greg Fisher, and runner-up, Craig Leweck, are from Ohio, as well. This kind of competition keeps you on your toes and makes it hard to win but easy to learn for anyone willing to travel for some sailing lessons.

Just as important as the competition are the people that make the Ohio District great. We have always put the fun and friendliness of regattas before the competition. The wind-down parties and invitations to stay at someone's cottage or camper add to the flavor of what Ohio District sailing is all about. Traveling and meeting other Scot sailers is the



best way to enhance the pleasure you can get from your boat.

Two special trophies awarded annually are the Fleet One and Fleet Championship. The Fleet One Trophy is awarded to the skipper that defeats the most total boats in Ohio District regattas. In 1984, we instituted a Fleet Championship to be scored as part of the District Championship. For this, we score the top three boats from each fleet. This puts emphasis on the finish of every boat and can make some of those middle-of-the-fleet battles a little more important. It can also motivate fleets

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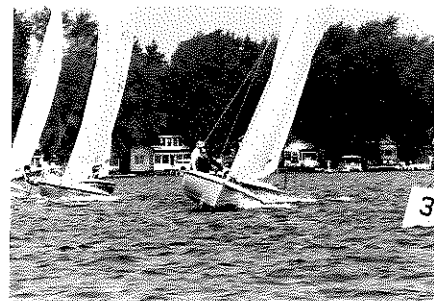
## The Fleet Review

### Fleet 20, Portage Lake, Michigan

Donna Terhune  
FS 2548

Flying Scot Fleet 20 is located on Portage Lake in Pinckney, Mich. — just 12 miles northwest of Ann Arbor and 50 miles west of Detroit. An active fleet of Scots, along with Interlakes, Lasers, and Windsurfers, participate in activities run by Huron Portage Yacht Club from early May until late September each year.

Like Fleet 1's Cowan Lake, Portage is a small 650-acre lake. And like all small inland lakes, Portage suffers from light and erratic winds



Starting Line action at Portage Lake.

most of the summer, though great sailing occurs both early and late in the five-month season.

(continued on page 8)



Jack and Martha Lee Stewart sail Ohio's reservoir waters. Paul Nickerson photo.

(continued from page 7)

Huron Portage Yacht Club has no clubhouse but owns some race boats, equipment, and a lot of good will! Though small in number, with less than 100 memberships, the club hosts numerous local, regional, and national activities. Of the 50 Scots on the lake, about 20 belong to the fleet, the club, and the FSSA.

Fleet 20 has been host to numerous District Championships and invitational regattas, most notably the well-attended "Hot Scot" held each September. The fleet has also hosted two North American Championships — the latest one was last year — which is no mean accomplishment considering that the fleet must find another venue since our lake is so small.

Fleet notables include current FSSA secretary Tom Ehman, Jr. Members can recall watching Tom grow up and can remember racing against



him on his way to three North American Championships during the '70's. Other fleet members who have served the association are current governor Doug Christensen and current editor Pat Barry.

Meeting on the shaded grounds of the Newport Beach Club, where most fleet members moor their boats, club and fleet members take part in a number of social activities with a heavy emphasis on family fun. Throughout the winter the fleet meets several times at various homes to socialize, sharpen racing skills through seminars, and plan next season's activities.

Though Fleet 20's home waters are small in size, the fleet is large in number, racing success, fun, and most important, friendship.

(continued from page 7)

to practice and tune together, improving everyone's skills. Every regatta is open to anyone, so make plans to add an Ohio District event to your plans for this summer.

Racing is not everything in the Ohio District. Many FSSA members and many non-members are strictly cruisers. Fleet 4 in Mansfield and Fleet 143 on Pymatuning are both non-racing fleets. There are also many members of other fleets who do not race. This silent majority of Scot owners is very important, because as a District Governor I want to do anything possible to help them get more out of their boat and make them a stronger asset to the class. Hopefully, through our opportunities to communicate to the class through these articles, the governors can not only help the class but also the fleets and individual sailors.

# GO FAST

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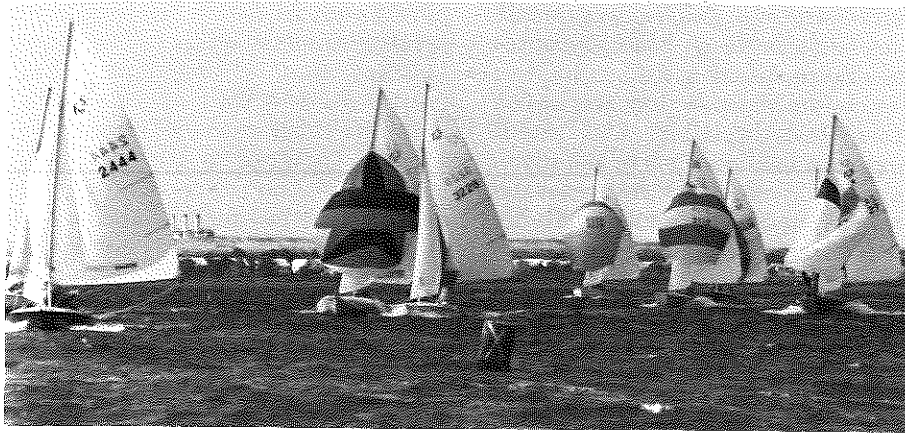
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Full spinnakers and high winds add to the "gybe mark crazies."  
Magdalene Viemann photo.

# The Science of Spinnakers

There's more to the "chute" than meets the eye!

*Chuck Barnes*  
FS GYA 18

Have you ever wondered what went into the design of your spinnaker? Or why your competitor's spinnaker had panels running in directions that were obviously different than yours? Certainly some differences are very easily noticed; others are more subtle and require a careful eye to see. In this article I will explain what goes into spinnaker design, the cloth selection process, and how varying designs perform differently on the water.

### \*\*\* Spinnaker Cloth Weights \*\*\*

Like the main and jib, the design and the cloth used in a spinnaker must match in order to have a sail that is efficient, durable, and attractive for as long as possible. And, as with the design of the main and jib, cloth considerations are greater for today's sailmaker than ever before.

Cloth characteristics and weights vary greatly and can be confusing, so let's look first at the material used most often in Flying Scot spinnakers: Howe and Bainbridge's Stabilkote III Ripstop Nylon. This cloth, at .75 ounces per yard, is by far the best material for a good, all-purpose spinnaker. Stabilkote III is designed with an extremely tight-woven con-

struction for reduced stretch in all directions. In addition to its inherent versatile weave characteristics, an extremely light resin coating is added. This makes the cloth even more stable in all dimensions. Further, the resin coating gives the cloth zero porosity, making it impervious to air passing through and thus more powerful in use. All things combined, these create a cloth that is unequalled in its "strength to weight" ratio and durability. Finally, this cloth is a favorite because of its availability in a wide array of colors — perhaps the most important consideration for most sailors!

Another Ripstop material is the .5 ounce nylon, the lightest nylon spinnaker material available. Since it is so light, it is intended for strictly light air spinnaker construction. The cloth is made up of smaller yarns than the .75 ounce material and is then impregnated with resin to reduce its initial stretch. When used in a correctly designed light air spinnaker, this sail will certainly lift when most others hang limp. Since the sail's primary use is for light air, the sail should retain its competitiveness through many seasons when not used above its sailmakers suggested wind range.

The final frequently-chosen cloths are Howe and Bainbridge's Dynac

(continued on page 10)

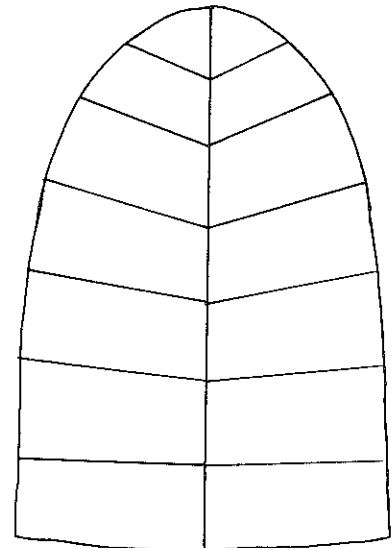


Figure 1  
Cross Cut

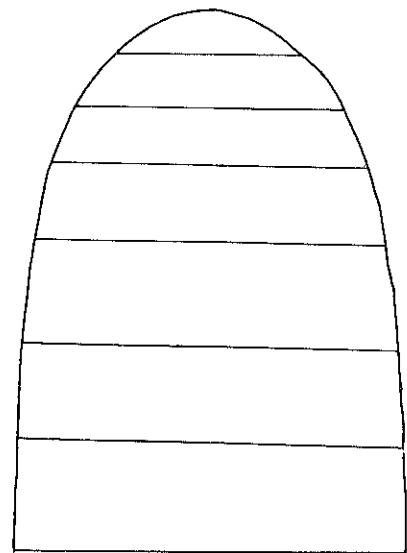


Figure 2  
Spherical

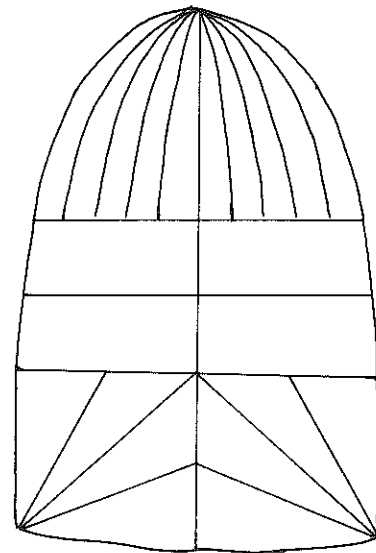


Figure 3  
Radial

## Science of Spinnakers

(continued from page 9)

materials. These are actually just a variation on the two previously discussed cloths. Dynac is more heavily coated with resin, which makes the sail feel more stiff to the touch. Its ultimate goal is to limit stretch as much as possible in all directions. Dynac is available in both .5 and .75 ounce weights. While less stretchy, it is more crinkly and can tear more easily than Stabillkote III material. In .75 ounce, Dynac is available only in white, but it is available in red, white, or blue in the .5 ounce version. Because of its less stretchy characteristics, but its greater chance of tearing and few color options, Dynac is intended for use in all-out racing applications.

### \*\*\* Cloth Construction and Stretch \*\*\*

Now that we have looked at each type of cloth specifically, let's describe the general construction of

cloth. (Both the January and March issues contained helpful background information and sketches. Ed.) As in most fabrics, the threads that are woven run in two directions. One set of threads runs the length of the material and the other set runs across the material at approximately 90 degrees to the first set. The threads that run the length of the material are known as warp threads; the general direction is called the "warp." The threads that run across the material are called fill threads; the direction is called the "fill." Another direction in the material is the "bias." This runs at 45 degrees to either thread and is the stretchiest direction. With this basic knowledge of cloth stretch characteristics, the sailmaker decides how to design his specific spinnaker.

### \*\*\* Design Choices \*\*\*

In the Flying Scot class there are presently three different spinnaker designs that are popular. These are the cross-cut, spherical, and tri-radial. Each design has its good and bad points — some in construction, some in performance.

The cross-cut spinnaker is de-

signed with its panels running perpendicular to the leeches. (See figure 1). Each panel is canted such that the fill absorbs the load along the leeches. This makes for an extremely fast "out of the bag" sail. However, as the panels run in from the leeches, they meet in the center and are sewn together. This center seam is on the bias of the material, therefore the stretch is greater here than on the leeches. As a general rule, a cross-cut tends to stretch out in the middle and, over time, develop a belly in the sail. Overall, this sail seems to have good over-all performance qualities and can certainly be considered a top-of-the-line design.

The spherically cut spinnaker is designed almost exactly the opposite of the cross-cut. (See figure 2) This spinnaker is designed such that the fill threads are aligned along the center line. This keeps the body of the spinnaker from stretching out. However, as the material runs out from the centerline to the leeches, some of the panels are aligned on the bias, making them more stretchy there. There are two ways to combat this stretch. Most commonly, pre-

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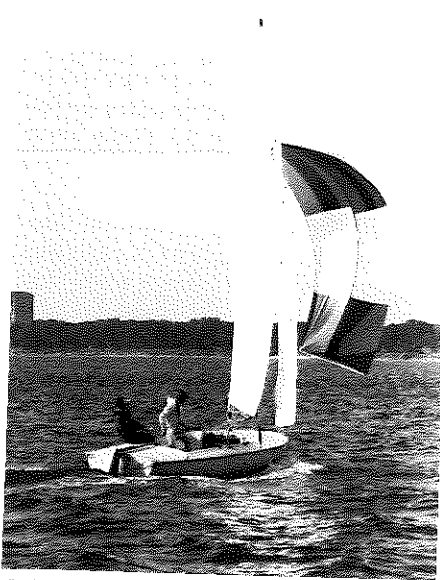
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*Spinnaker design testing on Bay Waveland.*

tensioned tape is sewn on the leeches to reduce stretch. Another alternative is to actually cut up panels and lay in material that is aligned on a thread line. This is normally done in the top panels of the sail where the curvature of the leech is beginning to make its way back towards the head and where the leech is on the bias the most. When designed correctly, this sail can certainly be considered one of the fastest reaching and running chutes available.

The final design currently popular is the tri-radial. It is certainly the most distinctive and fascinating with its panels of material radiating from all corners. (See Figure 3) These radials run in different directions simply to try to align the thread lines better to absorb the loads more effectively. Each radial, or gore, is cut

out of the length of the material so that the wrap threads are aligned to directly absorb the stress. The gores come straight down from the head, and from angles out of the clews. Each gore can have a specific curve cut into it which helps to shape the sail. There are always one or two horizontal panels that are sewn between the head and clew radials. These panels help shape the sail and are aligned such that the fill threads absorb the loads on the leech. In addition to great durability and long life, the tri-radial's attraction is its spectacular array of color combinations. As with the other two designs, there are drawbacks for a sailmaker. Because of the lack of horizontal seams, it is difficult — though not impossible — to build a tri-radial

*(continued on page 12)*

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1st and 2nd; Buckeye Regatta

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1st overall; Governor's Cup

2nd overall; Cowan Lake Fall Invitational

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## Science of Spinnakers

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(continued from page 11)

with a powerful head. Further, due to the radial construction, there are close to two and a half times the amount of seams in this design versus the others. This turns into extra weight and can hurt light wind performance. Many times an all-around tri-radial is built from .5 ounce material, to combat the weight of the seams. Though lighter in weight, the spinnaker now suffers from more stretch in the higher wind ranges, so it becomes something of a trade-off. Finally, because of the time involved in construction, a tri-radial is usually the most expensive of the possible designs. A top performer, especially when reaching and when properly designed, a tri-radial will not give up anything downwind.

With any sail design, be it main, jib, or spinnaker, it is true that "you pays your money, you takes your choice." By asking questions of your sailmaker about his spinnaker design and cloth selection, you become

more knowledgeable and can better evaluate whether your sailmaker's choice is best for you.

*Chuck Barnes has, literally, grown up in the Scot class. Originally sailing Scots at St. Andrews Bay YC, home of the Mid-Winters, Chuck learned under the outstanding tutelage of "Uncle" Floyd Davis. He learned his lessons well, as evidenced by his long record of sailing success, including winning the 1984 Mid-Winters. Chuck has worked for Alfred Schurr, at Schurr Sails, in Pensacola, Fla., for several years.*

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## Focus on NAC

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(continued from page 5)

but not later than July 20, 1985, directly to the motel:

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Chuck Retti, race committee liaison for the 1985 NAC's, advises skippers to make plans early for crew and to let him know of any special requirements for extra crew as early as possible.

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# Fundamentally Speaking

## Sailing Safety

Gaber Karafiath  
FS 3512

By now, I am sure that you have heard about or read of Scot sailor Joan Burnside's drowning death last summer while preparing to sail in a local race. As one of the first boats to arrive, I was intensely involved in the futile attempt to save her life.

There are several lessons to be learned from this tragedy and I would like to share them with you.

The Scot fleet was sailing out to the race course in heavy air when Joan Burnside and crew Jerry Edge got a heavy puff — the beginning of a squall — and capsized in West River. After the capsize, Jerry ended up on the centerboard side and Joan on the cockpit side. I saw the boat laying on its side with the mast parallel to the water. Both Joan and Jerry were OK and talked to each other. Joan did not have on a life jacket; Jerry did.

The boat turtled and the mast stuck in the mud. They were still OK with Joan holding on to the stern rope (safety) bridle. Jerry went to retrieve a life jacket and shortly noticed that Joan did not reply to

his call. He found her caught under the starboard deck edge with her head under water.

Jerry tried, but could not free her and could not pull her out. Later, husband John Burnside, who had been sailing in another boat, arrived. Even with additional help they still could not get her free. Shortly after this, my wife, and then myself, swam over, and the four of us pulled her free only after discovering that her shorts were caught on something, forcing us to remove her shorts. Joan was initially transferred to a small rubber dinghy and CPR was started. A short time later, the crash-boat arrived, and she was taken into Galesville for ambulance transfer to the hospital.

There are several lessons to be learned from this tragedy.

**Life Jackets.** Joan was not wearing a life jacket, even though the wind was heavy. In looking through Flying Scot literature, I am alarmed at the number of Scot sailors not wearing life jackets in heavy air. Not wearing a life jacket is an invitation for disaster, especially with the heavy clothing worn in bad conditions.

**Lack of CPR Training.** Of the dozen or so people involved in the rescue, including the Coast Guard,

only my wife knew CPR. Take a CPR course!

**Boat Recovery.** Recovery procedures are important not only for the purpose of avoiding boat damage but also because at the time of a capsize all of us are concerned to some extent about boat damage and may do something unsafe to avoid boat damage. Joan's boat had turned completely upside down by the time we went back to tow it in. The mast was stuck in the mud and sticking up beside the boat. The forestay and jib tack had broken. For proper towing, a bridle should be available (*Gordon Douglass Boat Co. can tell you how. Ed.*). On my own boat, I plan to install quick release forestay and jib tack fittings. In the event that I cannot right the boat by standing on the centerboard, I would release the forestay and jib before the mast hits the mud, hopefully averting damage to the boat.

**Inability in Water.** This tragedy has brought home the fact that one can accomplish very little in the water without assistance. We tired very quickly, even though the water was warm. The pounding of the waves, lack of lifting ability in the water, and anxiety made working very difficult. We also had difficulty in thinking clearly in this crisis situation, and even then it took several minds to come up with plans. If it becomes obvious that you cannot right a capsized boat, then keep your personal safety the top priority while awaiting assistance.

**Adequate Safety Equipment.** In the past I have had to loan other boats proper safety equipment. Everyone should have their paddle, anchor and line, and throwable

(continued on page 18)

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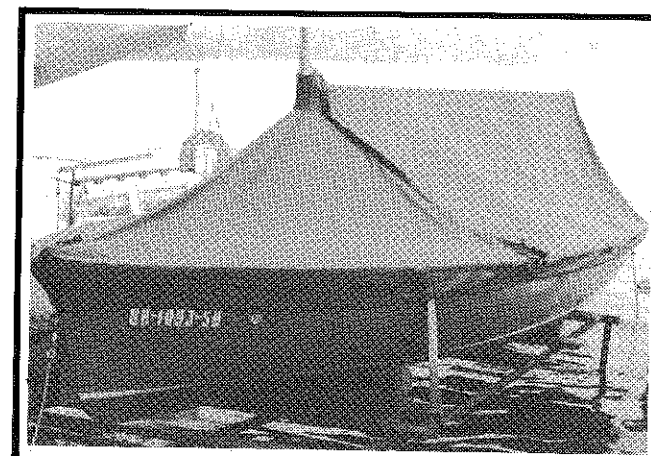
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# THE FLEET'S IN

## Junior N.A.C.'s

The Flying Scot Jr. North American Championship was held at Bay-Waveland Yacht Club in Bay Saint Louis, Miss., on Thanksgiving weekend, November 23, 24 and 25, 1984. The regatta began on Friday afternoon with sail measurement and a practice race. The first of five races began Saturday morning with breezes ranging from 5-10 knots out of the southeast and temperatures in the low 50's. Adam White of Bay Saint Louis, who won the first and second races, led both from the first weather mark. As the day went on, the breezes lightened. John Lovell, from New Orleans, La., finished off the day and the third race with a first.

At the end of Saturday's races, Adam White was in first place. Andy Culver, from Pensacola, Fla., was in second, and John Lovell was a close third.

Sunday morning brought strong winds from the east. The fourth race was won by Eric Doyle from Pass Christian, Miss. The fifth and final race was won by Andy Culver.

The weekend was a great success with overall positions as follows:

1) Adam White	1	1	3	3	3	10.5
T. Matthews						
M. Haige						
2) Andy Culver	2	2	4	2	1	10.75
G. Craddock						
K. Bowyer						
3) John Lovell	3	5	1	4	4	16.75
W. Keenan						
4) Devin Hull	4	3	7	5	2	21
M. Allen						
5) Andy Lovell	5	4	2	8	5	24
P. Leary						
B. Comeaux						

The top three positions could have ended up in any order because of two protests, but both were disallowed.

From a race management point of view, it is interesting to note that the entire regatta - everything from bidding for the event to race committee - was done wholly by junior members of the Bay-Waveland Yacht Club. The regatta and race committee were both co-chaired by Peter Merrifield and Junior Commodore Bishop Stieffel. Juniors even put on a dance Saturday night for the par-

ticipants and sat on both protest committees. *Peter Merrifield*

## Norfolk Navy Regatta

The 20th Annual Norfolk Navy Regatta, a five-race series, was sailed on Willoughby Bay (Hampton Roads) at Norfolk, Va., June 23-24. Most of the large dinghy classes, except for the five Flying Scots, were unable to finish the first race within the time limit due to light air and very large holes. The arrival of the wind (12 to 14 mph, gusts to 20) for races two and three in the afternoon provided exciting racing.

Sunday brought the threat of rain with winds forecast at 15 mph. Several classes declined to sail but the Scots returned to the course although most added a third crew member. During the fourth race, a storm brought heavy rain and 20 mph winds with gusts to 30. Survival became the name of the game with several Mobjacks and 505's pointing centerboards skyward and several Scots continued racing without mishap. The race committee wisely cancelled the fifth race. During the presentation of awards (trophies for the top three finishers) the Scot Class was given special recognition for boat handling during the storm. *John Clickener, FS 3930*

	#	Fleet	Finishes		
1 John Clickener	3930	137	1	2	1 1
2 Richard Dickhoff	3703	137	4	1	3 3
3 Joe Hecht	3798	137	2	3	DNS 2

## Gulf District Championships

Twenty-six boats competed for this year's Gulf District Championship in the traditionally talent-rich area of Scot sailing. Sailing a three-race series, the sailors were hosted by Fairhope Yacht Club, in Fairhope, Ala., October 6-7, 1984.

The Dees family operation, led by regatta Chairman and Governor Jerry Dees, and supported by Race Chairman Charles Dees, provided the sailors with ideal 8-12 mph winds on the open Gulf waters.

Sailing a consistently-improving series, former Governor Kenny

Kleinschrodt won the very closely-contested series over a field which included defending Mid-Winter champion Chuck Barnes; Measurer Larry Taggart, who finished fourth at this year's NAC; and Dan Kolenich, winner of the 1984 NAC Challenger Division. Usual participant and former NAC winner Bubby Eagan was unable to participate due to an injury.

With the talent present it was not surprising that first through fourth places were separated by only 1.75 points!

Especially happy were the regatta organizers who were pleased to see 10 boats from inland lakes venture to the open water regatta. Perhaps happiest of this group was Loy Vaughan and crew, who sailed a fine series to take second place, narrowly missing first. *Terry Dees, FS 2708*

1. Kenny Kleinschrodt	5	3	1	8.75
Amy Kleinschrodt				
John Harrington				
2. Loy Vaughan	2	2	5	9
James Dorgan				
Suzanne Dudley				
3. Chuck Barnes	6	1	3	9.75
Steve Bellows				
Dan Brennan				
4. Larry Taggart	4	4	2	10
Kim Bohn				
Steve Bordes				
5. Gene Waleit	1	9	6	15.75
Dena Butler				
Holly D'Aquila				
6. Con Lancaster	12	6	8	26
Virginia Stallworth				
Blaise Gallahue				
7. George Haynie	8	12	7	27
Lyn Turley				
Robbins Flynn				
8. Courtney Green	3	8	16	27
Denise Cuevas				
9. Carl Wainwright	17	11	4	32
Kaylyne Wainwright				
Mike Dorgan				
10. Andy Calloway	7	10	36	
Lenna Dennis				
Kathryn Callaway				

## Gusto Cup

The annual Gusto Cup was held on September 22 at Sandy Bay YC in Rockport, Mass.

The regatta is unique in that it has only two races, and there is only an award for first place in each race. The first race is for the Rhodes 19 Cup with Scots matched against Rhodes 19 keel boats for their cup. The second race matches the boats again for the Scots' cup, the Gusto Cup.

It is always an interesting couple

(continued on page 16)



Celebrating the "Cajun Cup." Ronnie Comeaux, Maurey Sullivan, Gerald Laurich.



Ohio Fleet One Winners: Leipfers, Baughers, Nickersons.

## Fleet's In

(continued from page 15)

of races, and 1984 was no exception. Twelve Scots and six Rhodes 19's raced in moderate winds and swells in the first race for the Rhodes Cup. Bud Moorehouse (FS 295) and crew Mike Kiely (FS 3890) got to the windward mark first and followed Sandy Douglass's Phoenician School of Sailing by getting out in front and staying there. Moorehouse led all the way and was followed across the line by five Scots before two Rhodes finally finished. This made it the fourth straight year the Scots won this cup.

The next race, sailed in the same conditions, saw Ken and Peg Wright (FS 471) follow Sandy's dictum as they led the fleet with Peg worrying the whole time if Ken was going the right way! This time Rhodes 19 was a close second, but it was still a clean sweep for the Scots—again for the fourth year in a row.

Most of the participants return each year to this event and plan to again next year. It is fun going for

all the marbles, and no one has repeated a win yet. Won't you join us this fall in Rockport? *Mike Kiely, FS 3890*

### Hot Scot Regatta

Perfect fall sailing conditions greeted the 13 skippers and crews in this year's running of the Hot Scot Regatta, hosted by Fleet 20, at Huron Portage YC, in Pinckney, Mich. With sunny skies, pleasantly cool temperatures, and winds gusting to 20 on Saturday, the fleet had an excellent alternative to a fall football game at nearby Ann Arbor. The five-race series concluded on Sunday with light and shifty winds, but still under beautiful fall weather.

Returning to home waters to race for the first time in several months, local sailor Pat Barry won the series with five firsts. Never having taken all bullets in a five-race series, Barry's crew, Martin Ehman, "encouraged" him out of some final-race complacency, and he closely won the finale from hard-pressing Dave Winston with some sharp, quick tactical maneuvers on the second weather leg of the short course.

The regatta was dominated by "locals" with only fine Ohio sailor Fritz Wagner, of Berlin YC, who recently moved to Michigan, breaking into the top five.

The regatta is a traditional one and is open to ALL skippers in Michigan, Ohio, Indiana, and Illinois, though it was originally a rotating series between the fleets at Muncie and Angola, Ind., and Pinckney, Mich. All you Scot sailors from this region: plan to attend this fine event next year!

1. Pat Barry	1	1	1	1	1	3.75
2. Dave Winston	2	3	2	4	2	13
3. Fritz Wagner	3	4	3	2	3	15
4. Bill Doolittle	6	5	8	7	4	30
5. Ib Bentzen-Bilkvist	4	6	9	5	7	31

### Cajun Country Championship

Fleet 153 of Lafayette, La., and Lake Arthur Yacht Club hosted the second Cajun Country Championship at the Gumbo Regatta during the third weekend in October. Stormy weather before and during that weekend caused some sailors to stay at home, but four Scots, each with three brave sailors, competed for the silver trophy.

Last year's winner, Bubby Eagan, was unable to race but was repre-

sented by his boat, which was skippered by Mac Hadden. The other entries were "locals" Butch Nolan, Barney Rees, and Maurice Sullivan.

Winds of 15-20 knots made Saturday's races a challenge on Lake Arthur's high waves. That evening, however, the races were somewhat forgotten as feasts of gumbo, cajun dancing, and an unscheduled dunking of Hadden caused the tired skippers to feel more rejuvenated for Sunday's race.

While Sunday was not as windy, Hadden suffered a breakdown and dropped out of contention for first. Finishing in a tie, Sullivan won the regatta because of his finish in the final race. *Al Rees, FS 4001*

1. Maurice Sullivan	2	3	.75	5.75
Gerald Laurich				
Ronnie Comeaux				
2. Barney Rees	3	.75	2	5.75
Sonny Pellessier				
Al Rees				
3. Mac Hadden	.75	4	4	8.75

### Biloxi YC Junior Regatta

The Biloxi Yacht Club Junior sailors hosted their First Annual Jerry J. Ellis Junior Regatta on October 20-21, 1984. On their own initiative, these young sailors decided to sponsor a Junior regatta and name it in honor of the present Commodore of the Gulf Yachting Association and long-time active member of the BYC.

A fine turn-out from six clubs along the coast produced sailing in Scots, as well as Optimist Prams and Sunfish. Excellent competitive sailing in strong wind conditions of 15-25 knots was demonstrated by the young crews. *Pat Howell, Race Chairman*

1. Adam White	Gulfport Yacht Club
Tom Matthews	
Michael Hayes	
2. Andy Culver	Pensacola Yacht Club
Greg Craddock	
Robert Sheeley	
3. Mike Yarborough	Pass Christian Yacht Club
Chuck Yarborough	
Nicole Montagnet	

### Carolinas Helmold Series

The Helmold Series became an annual event in the Carolinas District in 1972 when member Dick Helmold offered a trophy for the Flying Scot skipper in the district who beat the most boats in a series of invitational regattas. A handsome half-model of the Scot was designed as a perpetual trophy for the winner of the series. Tankards are also



awarded as "keepers" to the top four finishers. The 1984 series was one of the closest ever with the winner being decided at the last invitational in mid-October. *Bob Murdock, FS 1720*

1. Dave and Ann Batchelor	Fleet 27	352 points
2. Bob and Bev Murdock	Fleet 27	347
3. Larry and Starr Lewis	Fleet 126	334
4. Richard and Nan Schultz	Fleet 126	330

### Ohio Fleet One Trophy

Sailing a long season series of invitational regattas, Rick and Joe Baugher again captured the Fleet One Trophy which is emblematic of the top traveling Scot in the Ohio District. The circuit, which includes seven regattas, began in mid-May at Hoover YC and ended with the Fleet 1 Pig Roast regatta at Cowan Lake.

During the year, a steadfast group of travelers banded together to enjoy not only excellent racing but great friendships. In addition to the Baughers, travelers included the Nickersons, Leippers, Blonski brothers, Solomans, Hoffmans, Boyers, Kobels, Stewarts, and Hulings. The Ohio District also welcomed traveler editor Pat Barry, from Michigan,

who managed to make only three of the seven regattas, but still finished in the top group of travelers.

The final regatta of the year, Morrain SC's Whiskey Sour Regatta, was scored as the first of the circuit finishes for 1985. But it's not too late to get involved this year! If you are really interested in excellent regattas, both in racing and comraderie, make plans to join the "circuit" this year! *Paul Nickerson, FS 3911*

1. Rick and Jo Baugher	117 points
2. Paul and Christine Nickerson	86
3. Jack and Rosalie Liepper	77
4. Paul and John Blonski	68
5. Pat Barry	66
Marty Ehman	
Doug Christensen	

### 1984 CBYRA Championship

The Chesapeake Bay Yacht Racing Association (CBYRA) coordinates one-design racing throughout the Chesapeake Bay region and sponsors a high point competition for each of the 23 active classes. Our Flying Scots were scored in 12 regattas during the 1984 season which began with the Azalea Festival in

Norfolk, Va. on April 26. The series included events in Washington, D.C. (Potomac River), Baltimore, Md. (Middle River), and Williamsburg, Va. (James River), and ended up with the Pumpkin Patch Regatta at the West River Sailing Club, Galesville, Md., in October. Although the number of qualifiers was slightly down, the number of competing Scots was up (23 CBYRA members).

Scoring is based upon a formula which includes the total number of competitors and the places earned by each skipper. A bonus is awarded for racing outside of the skipper's home CBYRA Area. Trophies were presented to the first three qualifiers. *John Clickener, FS 3930*

1 Robert Neff	Fleet 97	1.039
2 John Clickener	Fleet 137	.909
3 Andy Gillis	Fleet 137	.714
4 John Barnes	Fleet 97	.640
5 John Burnside	Fleet 97	.626
6 John Lytle	Fleet 42	.537
7 Richard Dickhoff	Fleet 137	.492
8 Bill Blair	Fleet 42	.444



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Do you know  
a FS owner  
who is not a member?  
See pages 4 and 6.

## Fund. Speaking

(continued from page 13)

cushion on board and accessible. Too often they are left on shore or stored in the boat where retrieval is all but impossible. Further, rescue boats should be equipped with a towing bridle and other necessary safety equipment. Finally, all should have USCG approved PFD's that fit, are comfortable, and worn when advisable.

I hope that this tragedy will develop an increased awareness of the importance of safety procedures. Wear your life vest and don it more readily. And get your club to teach CPR to its members.

# THE STARTING LINE

## 1985 NORTH AMERICAN CHAMPIONSHIP

**August 12-16** — 1985 North American Championship. Riverside YC, Riverside, CT. Registration and measurement August 10-11. 3 race Elimination Series August 12-13 followed by 5 race Championship and Challenger Series August 14-16. Final information in July issue

## CAPITOL DISTRICT

The following open regattas will be held in the Capitol District during 1985. Events marked with a \* are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association (CBYRA). Contact the host fleet, shown in parenthesis, for details. You may also contact: Governor Dennis Morris, 7412 Elgar St., Springfield, VA; CBYRA Representative Larus Newby, 3105 Edgehill Rd., Alexandria, VA 22302; or District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA 23464.

**May 18** — Spring Scot Regatta, GRSA, Richmond, VA (Fleet 155).

**May 25-26** — Spring Regatta\*, Potomac River SA, Washington, DC (Fleet 42)

**May 26** — Memorial Day Regatta, GRSA, Richmond, VA (Fleet 155).

**June 1-2** — Commodore's Cup, GRSA, Richmond, VA (Fleet 155).

**June 8** — Riverfest/Mayor's Cup\*, Potomac River SA, Washington, DC (42).

**June 15-16** — Glenmar Annual Regatta\*, Glenmar SA, Middle River, MD (Fleet 64).

**June 22-23** — Annual Regatta\*, Norfolk Navy SA, Norfolk, VA (Fleet 137).

**July 4** — July 4th Regatta, GRSA, Richmond, VA (Fleet 155).

**July 13-14** — 1985 Capitol District Championship. Potomac River, Fleet 42. Contact Governor Dennis Morris.

**July 20-21** — Annual Regatta\*, Warwick YC, Newport News, VA (Fleet 137).

**July 27-28** — Maryland State Invitational Regatta. Hosted by Fleet 6 on beautiful Deep Creek Lake in the mountains of Western Maryland. 2 races on Saturday, 1 early Sunday. Compete for 4 awards in 2 Divisions. Contact Morgan C. France, 203 South Third St., Oakland, MD 21550 (301) 334-2249 or 334-2305.

**August 10-11** — Annual Regatta\*, Fishing Bay YC, Deltaville, VA (Fleet 137).

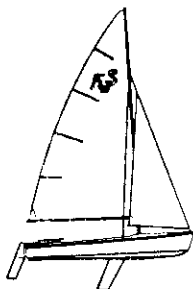
**Aug 31** — Annual Regatta\*, West River SC, Galesville, MD (Fleet 97).

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### CAROLINAS DISTRICT

The following regattas are included in the Carolinas District Helmold Trophy series. For more information contact District Governor Bob Murdock, 1404 Oakland Ave., Durham, NC 27705 (919) 286-0093.

**May 25-26** — High Rock YC Regatta, Southmont, NC. Contact Kent Taylor (919) 768-1868.

**June 8-9** — Carolinas District Championship, VISA YC, Smith Mt. Lake, VA.

**June 15-16** — Governor's Cup. Carolina SC, Kerr Lake, Henderson, NC. Contact Karl Kleeman (919) 467-4203.

**June 13-14** — Oriental Sailing Social. Oriental, NC. Contact Bob Rich-New (919) 848-1278.

**Sept. 14-15** — Mayor's Cup. Lake Townsend YC, Greensboro, NC. Contact Richard Schultz (919) 349-8867.

**Oct 5-6** — VISA YC Centerboard Invitational. Smith Mt. Lake, VA. Contact John Ullman (703) 632-9132.

**TBA** — South Carolina FS Championship. Hilton Head, SC. Contact Tom Caldwell (803) 671-6740.

### FLORIDA DISTRICT

For information on regattas listed below contact either District Governor Denis Burgoon or Clinton Smith (305) 699-0584.

**June 8** — One Design Regatta. Key Biscane YC.

**Aug 31** — Labor Day Regatta. Sarasota.

**Oct 26-27** — Coconut Grove Sailing Club Regatta.

**Nov 9-10** — Sandy Douglass Regatta. The Rudder Club. Jacksonville

**Nov 30-Dec. 1** — Davis Island Regatta.

**Dec 14** — Coral Reef Regatta.

**Dec TBA** — Citrus Bowl Regatta. Gator Bowl Regatta

### GULF DISTRICT

**May 25-27** — Southern Regional Championship. Race for the "Fastest Scot in the South" and Weinmann Trophies at Southern YC's annual regatta in New Orleans, LA. Five or Six race series. Contact Peter Gambel, 105 North Roadway Drive, New Orleans, LA 70124 or S.Y.C. at (504) 288-4221.

**Oct 5-6** — Gulf District Championship. Singing River YC, Pascagula, Mississippi. Contact District Governor Jerry Dees 930 Sea Cliff Drive, Fairhope, AL 36532.

**Dec 28-29** — Sugar Bowl Regatta. Southern YC. Details to follow.

### MICHIGAN-ONTARIO DISTRICT

For information on any of the following regattas, contact District Governor Doug Christensen. All FSSA members welcome!

**May 25-26** — Memorial Day Regatta. Huron Portage YC, Pinckney, MI.

**July 20-21** — M-O District Championship. Detroit YC, Detroit, MI.

**Sept 14-15** — Hot Scot Regatta. Huron Portage YC, Pinckney, MI.

### MIDWEST DISTRICT

The following regattas are open to members of the FSSA. For further information, contact District Governor Jerry Hartman.

**June 1-2** — Egyptian Cup. Crab Orchard Lake, Carbondale, IL.

**July 4** — Michelob Cup. Clinton Lake, IL.

**July 20-21** — District Championship. Delavan Lake YC, IL. Contact Jack Fassnacht, 451 Beverly Place, Lake Forest, IL 60045. (312) 295-3844.

**July 26-28** — Sheridan Shores Fleet 3 Regatta. Wilmette, IL. Contact Bob Schneider, 1015 Central Ave., Wilmette, IL 60091. (312) 251-3460.

## FSSA EVENTS

### North American Championship

August 12-16

### District Championships

Capitol	July 13-14
Carolinas	June 8-9
Greater NY	July 6-7
Gulf	October 5-6
Mich-Ontario	July 20-21
MidWest	July 20-21
NorthEast	August 3-4
Ohio	June 29-30

**Aug 3-4** — Ephraim Annual Regatta. Ephraim YC Door Co., Wisconsin. Contact Tom Tolle, PO Box 817, Appleton, WI 54912. (414) 739-9181.

**Sept 14-15** — Whale of a Sail. Lake Carlyle, IL.

**Sept. 28-29** — Glow in the Dark Regatta. Clinton Lake, IL.

### NEW YORK DISTRICT

**July 6-7** — Greater NY District Championship. Hempstead Bay SC, Island Park, NY. Host Fleet 46's 33 members invite all FSSA members to participate in this 5 race series. Contact Bob Rich, 25 Earle Ave., Rockville Center, NY 11570. (516) 763-1792.

**Sept 14-15** — Glimmerglass Regatta. Otsego SC, Cooperstown, NY. Contact Larry Guzy, 17 Franklin St., Oneonta, NY 13820.

### NORTHEAST DISTRICT

Contact District Governor Mike Kiely for further information on these regattas. (617) 326-1844.

**June 15-16** — Squantum YC Regatta. Boston Harbor. Fleet 58, 3 races.

**June 22-23** — Duxbury Tune-Up Regatta. Duxbury YC.

**Aug 3-4** — NorthEast District Championships. Sandy Bay YC, Rockport, MA. 5 races.

**Aug 10-11** — Duxbury Mid-Summer Series. Duxbury, YC.

**Sept 14-15** — Gusto Cup Regatta. Sandy Bay YC, Rockport, MA.

### OHIO DISTRICT

**May 18-19** — Buckeye Regatta. Hoover Yacht Club, Hoover Reservoir, Westerville, OH. Contact Paul O'Daniel, 360 Rocky Fork N., Gahanna, OH 43230. (614) 471-4317.

**June 8-9** — Berlin YC Regatta. Berlin Reservoir, Alliance, OH. Contact: Mike Gold, 8757 Lynn Park Rt. 1, Alliance, OH 44601. (216) 935-2846.

**June 29-30** — Ohio District Championship. Clear Lake, Angola, IN. Contact Jim Horein, 7034 Melody Lane, Fort Wayne, IN 46804. (219) 432-3209.

**July 20-21** — Great Scot Regatta. Edgewater YC, Cleveland, OH. Contact District Governor Paul Nickerson.

**Sept 7-8** — Harvest Moon Regatta. Atwood Lake, Delroy, OH. Contact Erwin Laufer, Atwood Glens, Box 465, Mineral City, OH 44656. (216) 235-2214.

**Sept 14-15** — Pig Roast Regatta. Cowan Lake, Wilmington, OH. Contact John Dye, 6824 Mount Vernon Ave., Mariemont, OH 45227. (513) 271-5374.

**Sept TBA** — Whiskey Sour Regatta. Lake Arthur, Pittsburgh, PA. Contact Walter Rudov, 363 S. Highland #704, Pittsburgh, PA 15206 (412) 661-5352.

### USYRU EVENTS

The Scot will be used in the following USYRU events.

**Sept. 25-29** — Hinman Trophy for Team Racing Championships. Corinthian SC, Dallas, TX.

**Nov. 15-17** — Collegiate North American Sloop Championship. Tulane Univ., New Orleans, LA.

## Scots To Be On ABC

Three Texas-based Flying Scots will be featured in a 90 minute suspense film to be aired by ABC Television during the last two weeks of May.

The three Scots were used in the background for a dream sequence, shot on the shore of White Rock Lake outside Dallas. The film, titled "When Dreams Come True," stars Lee Horstead. The featured Scots belong to Tom Shepard, FS 3265; Chris Deekeminier, FS 1253; and John Diggins, FS 3403.

# New Members

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
4077	Capitol		Alvin G. Myers	400 Jennifer Dr.	New Cumberland	PA	17070
3980	Greater, N.Y.		Jack & Carol Kindler	260 Upper Mountain Ave.	Upper Mountclair	NJ	07043
933	Greater N.Y.	7	Mark Martecchini	25 Mitchell St.	Stanford	CT	06902
1829	Gulf		Eric Dumont III	4017 Cottage Hill Rd., Apt. 68	Mobile	AL	36609
622	Gulf		Robert Weaver	1509 Douglas Dr.	Jackson	MS	39211
1970	Gulf		Jim O'Toole	7901 Baymeadows Cir. E333	Jacksonville	FL	32216
3528	Gulf		Joe C. Byars	1210 Colbreath Isles Dr.	Tampa	FL	33629
1026	Gulf		Arthur Lamar Sumerlin	916 Willow Bend Rd.	Pelham	AL	35124
2456	Gulf		Steven R. Barnes	8000 Baymeadow Cir E 66	Jacksonville	FL	32216
3736	Michigan-Ontario		Gary Henderson	6174 Kiev St.	W. Bloomfield	MI	48033
2651	Midwestern		Debra Kuenzi	231 12th St. South	Wisconsin Rapids	WI	54494
Assoc.	Midwestern	68	Peter Plane	460 School Rd.	Madison	WI	53704
3954	Midwestern		Allen J. Tozier	4520 Brookhaven Trace	Wisconsin Rapids	WI	54494
1635	Northeast	76	Randy Rubinstein	26 Walnut St.	Natick	MA	01760
786	Northeast		Avedis & Alice Avedesian	126 Waterman Ave.	Cranston	MA	02910
2549	Ohio		Donald Seymour M.D.	8125 Maplegrove Ave.	N. Royalton	OH	44133
3820	Prairie	83	Robert Vander-Zanden	1005 Hazel Falls Ct.	Manchester	MO	63011
1263	Texas		Bud England	7350 Blairview	Dallas	TX	75230

# FSSA District Governors

## CAPITOL DISTRICT

Dennis Morris  
7412 Elgar St  
Springfield, VA 22151  
703-256-4276

## CAROLINAS DISTRICT

Robert H. Murdock Jr.  
1404 Oakland Ave  
Durham, NC 27705  
704-286-0093

## FLORIDA DISTRICT

Denis M. Burgoon  
1670 Atlantic Blvd.  
Jacksonville, FL 32207  
904-398-1670

## GULF DISTRICT

Jerry Dees  
412 Frederick  
Fairhope, AL 36532  
205-928-0872

## GREATER N.Y. DISTRICT

Lawrence McCarthy  
67 Great Hill Road  
Ridgefield, CT 06877  
203-438-5008

## MICHIGAN-ONTARIO DISTRICT

Doug Christensen  
9215 McGregor Road  
Pinckney, MI 48169  
313-426-3510

## MID-WESTERN DISTRICT

Jerry Hartman  
408 E. White Street  
Champaign, IL 61853  
217-359-8721

## N.E. DISTRICT

Mike Kiely  
17 Hillside Avenue  
Dedham, MA 02026  
(617) 326-1844

## N.Y. LAKES DISTRICT

Cynthia Rea  
924 Nottingham Road  
Jamesville, NY 13078  
315-445-0194

## OHIO DISTRICT

Paul Nickerson  
6403 Luelda  
Parma, OH 44129  
216-749-1841

## PACIFIC DISTRICT

Tim C. McCarthy  
Box 414  
Diamond Spring, CA 95619

## PRAIRIE DISTRICT

Keith W. Fager  
8727 EBY  
Overland Park, KA 66212  
913-941-6358

## TEXAS DISTRICT

Bill Berry  
2301 West Shannon  
Deer Park, TX 77536  
713-479-8073

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