

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXVII NUMBER 2 MARCH/APRIL 1994



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## Scots n' Water

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# CONTENTS

March/April 1994

Volume XXXVII Number 2

---

<b>4</b>	<b>LETTERS TO THE EDITOR</b>
<b>5</b>	<b>STEPPING THE MAST</b>
<b>7</b>	<b>SAILING WITH YOUR MOM</b>
<b>8</b>	<b>HUSBAND-WIFE CHAMPIONSHIP REGATTA</b>
<b>12</b>	<b>NORTH AMERICAN CHAMPIONSHIP</b>
<b>11</b>	<b>FLEETS IN</b>
<b>16</b>	<b>STARTING LINE</b>
<b>22</b>	<b>NEW MEMBERS</b>
<b>24</b>	<b>CAVEAT EMPTOR</b>

---

# ADVERTISERS

<b>2</b>	<b>North Sails</b>	<b>17</b>	<b>Laylin Assoc.</b>
<b>7</b>	<b>Sailing Angles</b>	<b>18</b>	<b>Sobstad</b>
<b>9</b>	<b>Starboard Software</b>	<b>20</b>	<b>East Shore Sailing</b>
<b>10</b>	<b>Ullman Sails</b>	<b>21</b>	<b>Rooke Sails</b>
<b>14</b>	<b>The Sailors' Tailor</b>	<b>22</b>	<b>Midwest Aquatics</b>
<b>15</b>	<b>Sailing World</b>	<b>23</b>	<b>Schurr Sails</b>
<b>16</b>	<b>Flying Scot® Inc.</b>		

## Scots n' Water

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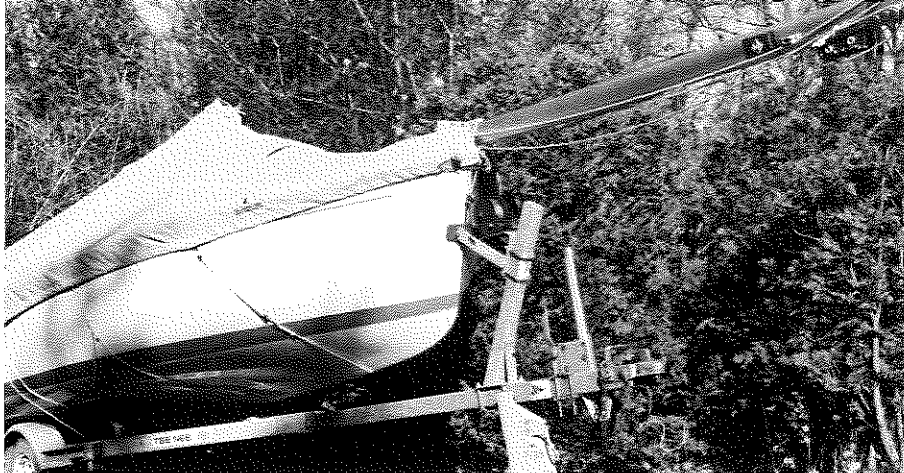
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# LETTERS TO THE EDITOR

Lynne "Sunshine" Hartman



Dear Editor

As an enthusiastic sailor, and reader of S n' W, I have a small submission. (See above photo)

The trailer tongue support, of pressure treated 2" x 6", I notched at the top for the tongue, is driven underneath to lift the tongue as high as the transom will permit. The transom is bearing on an old automobile tire, with the transom drain plug removed of course.

It's all very secure against cross winds, even when rigged, simple to use, inexpensive, portable, and identifies our boat in the line-up at the Skaneateles Sailing Club.

Right now in the early winter here in Upstate New York, we've had more than 90' of snowfall, and could easily get more again before it runs off into Skaneateles Lake which will lift our boat off the trailer for our first 1994 launching in May.

Thought your readers might like to see a way we can keep the Scots dry in all conditions.

**Dick Besse, FS 4139**

Dear Editor

Scot Sailors are invited to experience a truly unique regatta, the Flying Scot Canadian Championship.

The FSCC94 will be held at Stony Lake, Ontario, August 20 and 21, 1994 and promises more of the same (only better) as that experienced by participants in the previous four FSCC's. This will include the beautiful Stony Lake setting; lots of good clear open water; a very competitive fleet; August winds averaging 8-12; and plenty of Stony Lake hospitality.

All accommodations and meals for the week-end will be included in the registration fee and this along with a Canadian dollar which at the time of

writing was worth only US \$0.75 promises a wonderful racing experience at a very reasonable cost.

We expect a record registration for this regatta (and we are limited as to the numbers which we can accommodate) so make your plans early.

For regatta information please contact:  
Douglas C. McTavish,  
942 Avenue Road,  
Apartment 2, Toronto, Ontario,  
M5P 2K8 Residence: 416-481-5156  
Office: 416-595-8587.

Dear Editor

The South Atlantic Yacht Racing Association (SAYRA) announced at its Annual Meeting on February 5, 1994 at Hilton Head, SC that the competition for the Sandy Douglass Trophy will be held in Charleston, SC at the Annual SAYRA Inshore Championships. Over the past five years the Sandy Douglass Regatta has been hosted at the Lake Norman Yacht Club in Charlotte, NC.

Other clubs within the Carolinas District have expressed an interest in keeping the event within the Southeast, but with scheduling already well under way it was felt that awarding the trophy in Charleston this year would provide an excellent opportunity to bring Thisles, Flying Scots, and Highlanders to an already great Regatta. Charleston Yacht Club is host club for the event.

Dick McGillivray, Commodore of SAYRA said, "Bringing these classes to the Inshore Championships at Charleston Harbor, could well put our Regatta over the 200 boat level." The regatta is set for July 16-17, 1994.

For information contact: Bill Ross 704/664-9511 or Judy Taylor, SAYRA Secretary 803/795-2102.

## HELP NEEDED FOR 1995 SPECIAL OLYMPIC WORLD GAMES

In 1995, New Haven, Connecticut will be hosting the Special Olympic World Games involving 2,000-3,000 olympians from 60+ nations. This will be the first time that the event will include a sailing program.

The Special Olympic World Games will be using the "Flying Scot" for the Double Unified event - two crew, two special athletes, plus a safety official. They will also be using Hobie Cat 18's for the Single Unified event - one skipper, one special athlete, plus a safety officer.

The games will run from July 1st to July 9th, 1995. There will be a Pre-Olympic Regatta July 9th and 10th, 1994 which will act as a dress rehearsal.

We will need 20-25 Scots for the 1994 and 1995 regattas, with the skippers of each boat being safety officers.

Media coverage will be on the international level which will give the Flying Scots and FSSA excellent P.R.

I need your help as volunteers and I especially need your Scot. Please make a firm commitment now by contacting: Dave Jacobsen, 376 Old Sherman Hill Road, Woodbury, CT 06798 Phone # Home (203) 263-0769 Office- (203) 287-4524 Fax - (203) 287-4643. It's our association folks. Let's show them our stuff!

Thanks, Dave Jacobsen



# STEPPING THE MAST (With Mechanical Help)

by Herbert (Hugh) Treacy, Fleet 160, FS 4435

Stepping and unstepping the mast on a Flying Scot are simple but not necessarily easy. The flesh is heir to any number of problems which can make the task arduous indeed. For those who find it so, here may be a partial solution.

The idea is to rig a lightweight verti-



**View of the spar with toggle, roller, lifting line and guy.**

cal spar, run a line from the mast through a block or spindle-like device at the upper end of the spar to the trailer winch. If this can be done with relative ease, the mast can be elevated with the power of the winch. Most boat trailers are equipped with a hollow vertical post at the forward end with a winch attached in some fashion to the post. Using a hacksaw, the cap of the post can be removed and then re-attached to the post with a hinge. On our trailer the hollow post has inside dimensions of 1 1/4 x 2 1/4 inches.

The next step was to obtain a lightweight spar ten feet or more in length and dimensioned to fit easily into the hollow trailer post. At first I tried a ten foot length of 1 x 1 inch hollow steel column shimmed to the dimensions of the trailer post to prevent unnecessary movement. While it proved adequate for the strain of lifting the mast, it was heavier than desirable. The local lumber yard provided the



**Mast being cranked down with spouse, Cathleen at the crank.**

solution with a piece of clear fir, 2 x 4 inches, ten feet in length. The actual finished depth of 1 1/2 inches would slip easily into the post but it was necessary to rip the width to 2 3/4 inches. For my purposes it was not necessary for the spar to slip all the way into the post, so I plugged the post with a piece of treated lumber 14 inches long having the same other dimensions as the spar.

This gave the spar additional height without adding to its weight.

Rather than risk the spar breaking under the load of the mast, it seemed prudent to fasten a guy to the upper end of the spar and of sufficient length to be attached to the trailer chains. To equalize the strain between the line running from the mast and the guy, I fashioned a toggle which pivots on the

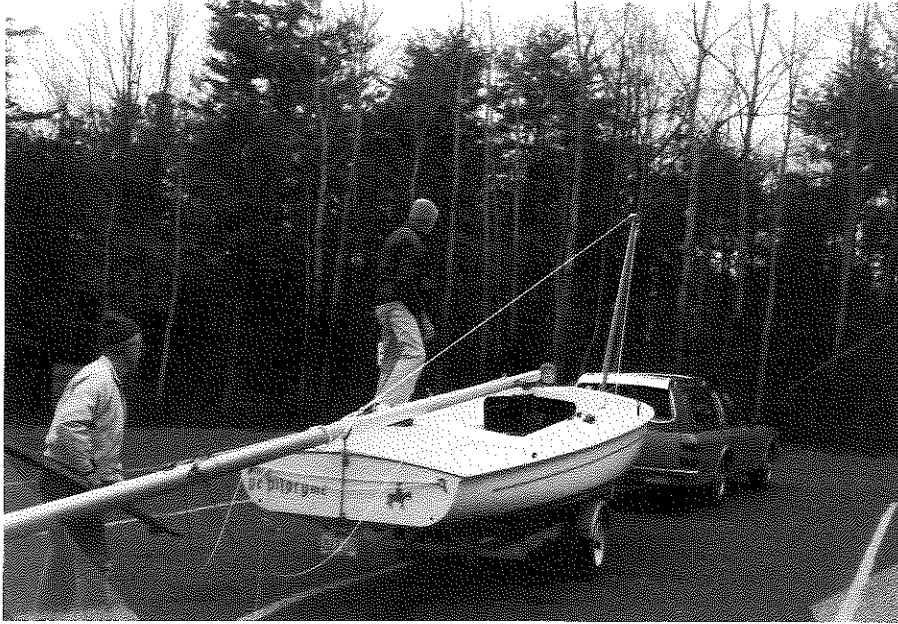
*(Continued on page 6)*



**The mast part way down.**

## Stepping The Mast

(Continued from page 5)



View from stern showing bridle.

upper end of the spar. One side of the toggle leads to the guy; the other side consists of a roller where the lifting line is threaded through. The lifting line can be attached to the trailer winch line or one can simply substitute a longer line for the standard twenty foot winch line. At the suggestion of another member of fleet 160, I substituted a 40 foot length of  $\frac{3}{8}$  inch braided nylon for the heavier poly.

The lifting line is attached to a four foot length of  $\frac{1}{2}$  inch poly by means of three inch loops spliced into each end

and enabling the  $\frac{1}{2}$  inch poly to serve as a bridle positioned on the after side of the mast. To prevent the bridle from slipping down the mast or along the mast in the horizontal position, the bridle should be shackled in place above the mast mid-weight point by the jib halyard winched to the proper position, approximately 13 feet from the mast heel. Later, as a fail/safe measure, a half inch nylon line was firmly secured to the mast just under the winch box and led to the wooden cleat under the tabernacle. This was done during stepping and



After the mast had been raised and lowered several times.

unstepping in the event the mast might break loose from the mast raising hinge.

The initial test of this tackle was made in lowering the mast. To complete the testing we raised and lowered the mast several times. My spouse, Cathleen, cranked the winch while I simply steadied the mast to keep it in line with the center of the boat. A fellow Flying Scot owner, Clive Watson, stood by to assist if things didn't go as expected and sailor/photographer, High Norton, made some photographs. Actually the mast was lowered and raised with ease. As hoped, it was not necessary to support or lift the mast manually; the winch did the job effectively.

The tackle takes very little time to set up and requires only a small amount of time to prepare the spar, toggle, guy and bridle. The spar can be fastened to the trailer frame or carried inside the boat during transit but should not be left in place in the post. Other cautions to be observed are these. The trailer winch is capable of exerting many times more lifting capacity than a person using bodily strength alone. To avoid damaging the shrouds, chain plates or tangs while raising the mast, carefully check that the shrouds are clear, free to move with the mast and not tangled or twisted. In lowering the mast the winch action is controlled solely by use of the handle. Care must be taken to control the handle action so that it does not spin free. In raising the mast the ratchet, if operating properly, would prevent this possibility.

As noted, the mast raising hinge was used on our boat. Whether the method would be applicable if the mast is raised using the auxiliary step in the tabernacle is another question. If care is taken not to crank the mast forward beyond the vertical there should be no problem. Of course, the forestay would then be attached to the bow plate and the bridle removed from the mast to allow the mast to be lifted on to the mast step.

There are several other modifications of this plan which could be used in differing circumstances but the basic idea may be helpful to some F/S sailors who find the stepping/unstepping task as challenging as I did. If there are unanswered questions about this procedure, I would be glad to try to answer them.

# SAILING WITH YOUR MOM...

by John Klein, FS 4557

A typical Sunday morning at the Atwood Yacht Club usually entails a ritual that is very likely an uncommon occurrence for most sailors. Atwood Lake, in beautiful eastern Ohio, is known for its shifting winds, which are usually rather light (especially on race days), and one-design races that are fairly competitive. We usually have approximately six to eight Flying Scots competing on a regular basis. About three years ago I decided that our Scot (#4557) should not sit at the dock on race days, but instead be out there with the rest of the fleet.

The most immediate problem that I faced was whom I should get to crew the boat with me. I felt that the most logical choice would be my mom...Linde. She was certainly able, and I thought it would be a great opportunity to do something fun together. At first things worked out fairly well. As new racers, naturally we brought up the rear of the pack, sailing

rather conservatively. It soon became apparent to me (not mom) that to actually be competitive in the races we would have to begin sailing aggressively. I really did not mind that, but I had no idea how little mom would be in favor of that decision. Already I knew that the conditions had to be perfect for her to enter the boat - not too windy, too calm, too cold, too hot, too sunny, too cloudy...so the conditions for getting her to fly the spinnaker would, no doubt, be even stricter.

The day that I proposed using the spinnaker was a turning point in our racing relationship. I had a feeling that this idea would not be greeted with overflowing joy, but I figured that it really would be the only way we could compete. That simple decision was received with an anxiety that I had not seen before. Since we are normally pretty far back in the fleet, we watched the other boats hoist their spinnakers, and after rounding the mark I decided

that we should also. Easier said than done. Mom turned a scary shade of pale. Somewhere along the way, a tremendous fear of that sail took root in her, and just the mere thought of it conjures pictures of turtled boats in her mind. Being the loyal and thoughtful son that I am, I simply informed her that indeed, we were going to fly the spinnaker, and to deal with it accordingly. As sometimes occurs, that was a wrong choice. We made it through that day without going over, but I was *threatened* as we got off the boat!!! After a short reprieve, I once again forced the use of the spinnaker. Since mom will have nothing to do with the actual flying of this sail, she takes the helm, which she is equally opposed to doing, but I have informed her that she must do something, so helm control will do. This day was followed by mom hiding the spinnaker and attempting to get me to just leave it at home. Good logic—if it is not on the boat, you can not use it!

While our deploying of the spinnaker is still awkward and not very pretty, we have come a long way in our ability to sail competitively using the spinnaker. No, we are still a long way from being challengers to the Stewarts and the Solomons, but our presence on race day shows that we can do this together, if both of us give in a little bit and work together. I have learned that when sailing with your mom, remaining a member of the family is more important than the race itself, and sometimes it is better to not fly the spinnaker and/or drop out of the race than risk being dropped out of the family. Mom hopes that I will soon find a wife who sails, so that she will be off the hook and can just watch the races from the yacht club. Until that time—she is number one on my crew list. Without her, however, our Scot would sit at the dock and gather green slime on the bottom. It is a true blessing to have her go out with me every Sunday, even on those imperfect days when she would really rather be at home.

So, if you want to get a good laugh, see a mother and her son yelling at each other, and see a spinnaker that is sometimes out of control, come to Atwood Lake and sail behind us. We have a pretty great regatta in September - the Harvest Moon. Hope to see you then.

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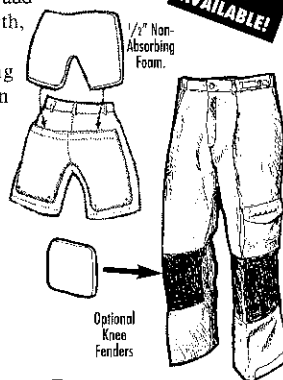
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Nylon - Royal, Red, Teal/Navy,  
Khaki/Navy, Magenta/Navy,  
Royal/Red, Surprise Color

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PHOTO: STOCK NEWPORT; DANIEL FORESTER



# 1994 Flying Scot® Wife-Husband Championship Regatta

## Corinthian Sailing Club, White Rock Lake

### Dallas, Texas

### Memorial Day Weekend, May 27, 28 & 29

A five race regatta with two divisions. Trophies will be awarded to top 7 finishers in each division. Activities will begin Friday evening with check-in, registration and a warm-up event on the dock (not racing), judging our own Texas Road-Kill Chili "Cook-Off". If you're not familiar with CSC, its clubhouse is over the water and all our activities are on the dock. Following Saturday's racing we'll sip a few margaritas and fiesta on a Tex-Mex dinner, serenaded with south-of-the-border music. Before Saturday and Sunday's races we'll breakfast on coffee, juice, rolls, donuts, etc., and have an ample supply of Roloids, Tums & Maalox.

Charter boats are available on a first-come basis; you must bring your own sails and jackets, and we recommend that you bring as much of your gear as possible (sheets, pole, bucket, etc.). Some housing is available at Fleet 23 members' homes. Baby-sitting will also be provided; if your child can wear a life jacket, we recommend that you bring one.

Your registration fee includes for 2 people: T-shirts, breakfast, lunches, Friday night chili, Saturday dinner & after races refreshments.

#### Schedule of Events:

Times are subject to change

<b>Friday, May 27</b>	1600-2100	Registration, Check-in & Texas Chili
<b>Saturday, May 28</b>	800-1000	Registration, Continental Breakfast
	1000	Competitors Meeting
	1100	Warning Signal, 1st Race
		Lunch Break
	1400	Races 2 and 3
		Refreshments After Races
	1900-til	Dinner & Music
<b>Sunday, May 29</b>	730	Continental Breakfast
	930	Races 4 and 5
		No races will begin after 1200 hours
		Awards Presentation After Last Race

#### Motels:

Regal Inn, I-635 @ Greenville  
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Holiday Inn, I-635 @ Jupiter  
(10 min.) \$\$\$ (214)341-5400  
Harvey House, I-635 @ Coit  
(15 min.) \$\$\$ (214)960-7000

#### REGISTRATION FORM

Mrs. & Mr. \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ Sail # \_\_\_\_\_ Fleet # \_\_\_\_\_

Division: Championship (Chili Hot) \_\_\_\_ Challenger (Warm, Not-so-hot) \_\_\_\_

Shirt Size (S, M, L, XL, XXL) Hers \_\_\_\_ His \_\_\_\_

Registration: \$65 (\$75 After April 30)

We Need Child Care For Children \_\_\_\_\_ Ages \_\_\_\_\_

We Would Like To Charter A Boat \_\_\_\_ (You must provide your own sails)

We Would Like To Stay At Someone's Home \_\_\_\_

Registration:

Extras (adults only):	Lunch _____	@ \$5.00	\$ _____
	Sat. Dinner _____	@ \$10.00	\$ _____
	T-Shirts _____	@ \$15.00	\$ _____
	Total		\$ _____

Make Checks Payable To: **Flying Scot Fleet 23**

And Return To: Bonnie Foerster, 1405 Wind Cave Circle, Plano, TX 75023 (214) 424-0490



# WIFE-HUSBAND CHAMPIONSHIP REGATTA

By Joni Seifrick & Megan Doren



When you're sailing in the Wife-Husband regatta Memorial Day weekend 1994, you'll find that Dallas' White Rock Lake will challenge you as much as the competition. Can you say "Shifty" or "Auto-tack"? The lake's unique shape, smack dab in the middle of the big city, will give you some of the best inland sailing you will ever experience.

In 1910 the dam and pumping station were built along White Rock Creek to make a 2,200 acre reservoir, now known as White Rock Lake. Back then it was considered to be in the middle of nowhere. Many exclusive homes were built surrounding the lake, one of the most notable that can be seen from the race course is H.L. Hunt's Mount Vernon, which is a replica of George Washington's home. White Rock Lake now sits very close to downtown and the surrounding areas of Lakewood and Lake Highlands. The city built a bike-running path and several parks around the lake which are well-used in all seasons.

At one time the lake was home to four sailing clubs. Now, Corinthian Sailing Club is the most active racing club on the lake. Currently, several fleets race on the lake including Rebels, C-15s, Butterflies, Lightnings, Corinthians, Snipes, Flying Scots, and M-20's. In the past, our lake was also home to M-Scows, A-Scows, Finns, Flying Dutchmen, Stars, Lone Star 13's, and Lido 14's.

Corinthian Sailing Club (CSC), was formed in 1926 by some members from one of the other clubs. Our club was formed toward the middle, southern end of the lake which is why it is still very active today. During the mid 1950's a partyboat on White Rock Lake called the Bonnie Barge served as a central party and entertainment facility for Dallas's rich and famous. Dixieland Jazz, dancing and dinner on the lake was a favorite pastime. Corinthian Sailing Club moved to that dock when the Bonnie Barge ceased operation. In

1955 during the middle of Texas' worst drought, the city banned powerboats over 9hp except for our race committee boats, because the small lake became too dangerous. Later, swimming was also banned because the city was using the lake as a water supply. In the late 1950's a gazebo was built close to the south dock and in 1990 the club built its present gazebo. All of the clubs at White Rock are built over the water; we have no land-based facilities. We enjoy being close to the water and literally docking at the clubhouse door in between races.

Flying Scot Fleet #23 was formed in the late 1950's. Currently, we have over 100 members and are growing every year. We are the most active fleet on our lake, and acquire some of our new members from other fleets when they experience the Flying Scot Organization and our fleet activities. We travel to many regattas around the country and always enjoy a good celebration. Competition on our lake, and within our fleet is always cut-throat. Our Fleet competitors like Kelly Gough, Richard Wade, and Bill Draheim always keep us at our top form for national events.

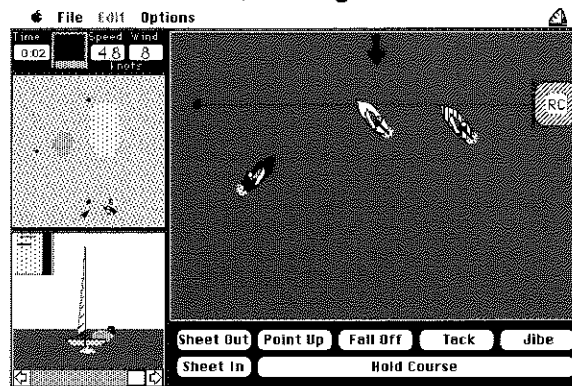


Our annual Flying Scot regatta, The Open House, occurs in mid October and always brings good racing and fun times to CSC. In the past we have hosted National events for the Rebels, Snipes, Butterflies, and C-Scows. In 1985 we hosted the Hinman Trophy-USSA team race championships and won the prestigious St. Petersburg trophy for the best managed regatta in the USA for that year.

Come rain or shine (with an occasional snow), we race year round. Don't expect white gloved waiters and pianists for Sunday brunch at CSC. But do expect great racing and a downright Texas-sized good time, every time at CSC.

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Bill Draheim

# FLEETS IN

## The 1993 Glow in the Dark Regatta Clinton Lake, Illinois

This year's "Glow" was well attended by new and old "Glowers". The weather was warm, windy and festive. For the first time the winds reached higher than were expected (for the Glow where triangles are short and quick so that the fun can begin) and the race committee decided to do a windward leeward series. We still had two capsizes and a demasting.



1993 "Glow" Attendees



Roland and Bonnie Forrester

Steve Hartman's cooking was just as fantastic as always and many "glowers" brought great amounts of specialty foods from far and near. A great time was had, the trophies were awarded with everyone going home a winner.

Although this breaks with tradition (never printing the winners of the "Glow") I wanted to run this picture. Roland and Bonnie Foerster have won the "Glow" twice, the only people to do it, and the last year they did, the trophy was "lost" (not returned for a year). Therefore, this year, when they didn't win, I took their picture.

The reason we don't print the standings is that it would take too much space, after all there are four color divisions, two elevated divisions (for "professionals" and we trophy to third place in all. This year there were 40 trophies awarded. Come this year to join the fun. You might take one of these items home with you.

Next year's "Glow" will mark our 10th Anniversary. Make your plans now to attend the festivities.

*(Continued on page 14)*

### THE TENTH ANNIVERSARY FLYING SCOT GLOW IN THE DARK REGATTA Clinton Lake, Illinois

**September 23-24-25, 1994** Mark your calendars and make plans early. This will be a Glow to remember. The following events will be among the many being scheduled: 1) Honoring those who attended the first Glow (The Founders) 2) Honoring those who have attended all (The Ten-Glows Club) 3) Honoring those exemplifying the "Tenth Glow Spirit" • We are also planning some fun stuff for Saturday night: • Night Raft-up and Glow Float • Dance Party (also bring your own favorite tapes) • Kids' Luminaria and clown make-up party • The Glow water slide • Also we won't forget the traditions which have made the Glow what it is: • Friday night's Cuisine Potpourri • Friday night Party Trophy Competition • Divine Wind (Kamikaze) • Free everything (except souvenir shirts) • Saturday Bonfire Sing-along • Perfect weather and a romantic Harvest Moon • Because we are expecting the biggest attendance ever we need to ask for pre-registration this year. So please remember to drop us a postcard or something telling us how many in your group and how many Glows you have attended. **Remember - No Fee - However you may want to bring some food or drink item from your area.**

Our address is: Mike or Steve Hartman PO Box 2972 Champaign, IL 61820 (217) 359-5828 or Jerry and Sunshine Hartman, 1209 Southwood, Mahomet, IL 61853 (217) 586-3575 (H), (217) 355-1220 (W), (217) 355-2587. We will Fax or send you a list of overnight accommodations. This is it, the Tenth Anniversary Glow. There'll never be another one, so be there and get your "tenth" shirt. Aloha!



North Cape Yacht Club, Monroe, Michigan

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Good Times =**

---

**THE 1994  
FLYING SCOT  
NORTH AMERICAN  
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**North Cape Yacht Club  
hosts 1994 NAC.**

It's been a while since the NAC has been held in this neighborhood. North Cape YC is located off Interstate 75, just north of Toledo, Ohio or just south of Monroe, Michigan, if you prefer. North Cape is a great one-design club, and they are pros at running big regattas. In the past five years they've hosted national events for the Thistle, Snipe and Lightning classes. The facilities at North Cape are first rate. It's easy to get to the race course, and there are two hoists for launching.

**Lake Erie means open  
water sailing.**

North Cape is located on the western shore of Lake Erie, and that means open water sailing. A variety of conditions are possible in August, but typically you should expect an 8-10 mph sea breeze...with a little chop for added interest. And of course there are no tides or currents to contend with on Lake Erie.

**Mark your calendar for  
August 6 through 12.**

The fun begins on Saturday, August 6, and continues through the trophy presentations on Friday, the 12th. And this year, special attention will be paid to the Women's and Junior's championships each planned as two-day events on August 6 and 7.

**Be a hero and bring the  
whole family.**

The fine facilities at North Cape include a sandy beach right on the lake. Swimming should be fun in the warm water of August. The club has a playground, and baby sitting service will be available. Like to shop? Visit the giant outlet mall one exit north on I-75. And there's a lot more to see and do nearby.

**Plan to eat and party, too.**

Plenty of reasonably priced meals will be available at the club during the NAC. And you can count on your hosts to promote various forms of socializing. Dancing on the beach will be encouraged.

# 1994 NAC North Cape Yacht Club Monroe, Michigan



## Hosting this NAC is a group effort.

Officially, your hosts for 1994 are the folks from Fleet 37 at Hoover Yacht Club in Columbus, Ohio. Truth is, a lot of people from other fleets are also working to make this a grand event, and they will be publicly thanked at the NAC.

## So much fun, so little cost.

Early registration (by July 15th) is \$80. After that date, it's \$95. In either case, the fee is reduced \$5 if you're a member of the U. S. Sailing Association (formerly USYRU). Registration for both the Women's and Junior's NAC is \$25. In all cases, skippers must be members of the Flying Scot Sailing Association (FSSA).

## Where to stay.

A number of well-known and reasonably priced motels are about a 10-minute drive from the North Cape club. You can camp, at no charge, adjacent to the club, and there are six free RV hookup sites available.

**For more information,  
give us a call.**

**Mike Cullen**  
614 890-5130 (H)

**Karl VanderHorst**  
614 863-4789 (H)

**Greg Fisher**  
614 221-2410 (B)



## Fleets In

(Continued from page 11)

### Fleet 42 First Annual Summer Solstice Regatta

On June 19th and 20th, 1993, Fleet 42 had its First Annual Summer Solstice Regatta. The regatta, despite the hot temperatures, proved to be a very exciting and closely contested event. As well as attracting such fine out of state competitors such as Paul Blonski and family, Steve and Bill Young, and David Osler, Fleet 42 also ran some very innovative courses.

The courses on both Saturday and Sunday were Windward-Leeward or Windward-Leeward modified with a leeward gate. The object was to keep the racing fleet close together while putting an emphasis on tactics. This goal seemed to have been achieved as the leeward gate offered many opportunities for boats to make up crucial boat lengths or even change positions. The comment, "This was some of the most exciting racing I've done for a long time," was heard more than once as the weekend races went on.

Peter Salmon-Cox appeared to be off to an easy victory when he won the first two races on Saturday. Frank Gibson, whom had taken a third and second, respectively, in the first two races, came back and won the last race on Saturday and the first race on Sunday. Peter, meanwhile, placed second in the third and fourth races, enabling him to cling to first overall going into the last race. The rest of the fleet also provided some exciting competition. As the start of the fifth race approached, Rick Newell had 16 points and Paul Blonski and Brian Davis each had 18 points. Brian won the fifth race, enabling him to finish third overall. Frank Gibson finished second, which was good enough to give him first overall since Paul Blonski was able to finish the fifth race in third place, just ahead of Peter Salmon-Cox, who took second overall.

Fleet 42 will host its Second Annual Summer Solstice Regatta on June 24th and 25th, 1994. All Flying Scots are welcome to join in on the fun. For more information on the regatta, please call Chris Swensen at (410) 626-1642.

Place	Name	Sail No.	Points
1	Gibson	4722	8.5
2	Salmon-Cox	3524	9.5
3	Davis	4418	18.75
4	Blonski	2843	21
5	Newell	2303	24

### 7th Annual Saratoga Lake Invitational Flying Scot Regatta and New York Lakes District Championship

Flying Scot Fleet 161 hosted the 7th Saratoga Lake Invitational Flying Scot Regatta and New York Lakes District Championship Regatta on August 28 and 29. There were 33 Scots overall, with 18 New York Lakes District boats; sailors came from New Jersey, Connecticut, Massachusetts and New York.

The Invitational was open to all. New York Lakes District members of FSSA were also scored separately for the District Championship. The 18 District boats were a record turn-out for the Districts.

Saturday morning brought the best

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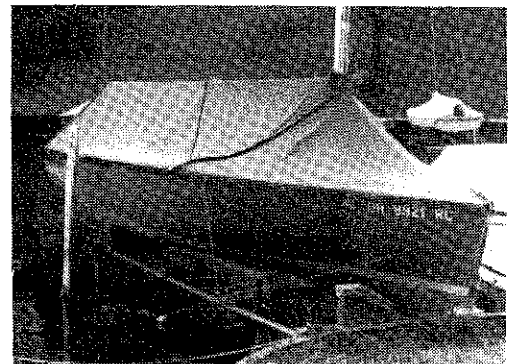
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(Continued from page 14)

winds of the summer with 10 to 15 out of the north/northwest and building later in the day. Bill and Eileen Ewing and Kira Cooper showed the rest of the fleet what a horizon job is in the first race. In case anyone missed it, they did it again in the second race. After lunch, they were much closer to the pack; some of the higher placing boats could actually see them finish! Still, four bullets in one day is not too bad! The afternoon winds built to around 20, and may have favored the heavier crews.

The race committee got in four races on Saturday, using the theory that if there is wind, let's sail. However, the tiring Saturday races did not prevent some energetic partying.

The weather forecast for Sunday turned out to be correct. The wind dropped throughout the one scheduled race, and the back of the pack had to be towed in after the end of the race. Jay and Leila McNeff correctly chose the right side up the last beat and won the race, dropping the Ewings back to second in this race.

While the score in the Districts was almost as lopsided as that in the Invitational, Griff and Carol Williams had to come from behind in most races to win four of the five races. Their victory made them District Champion again, five out of the last six years.

The Famed Better Luck Next Year Mermaid Fender was awarded to Ted Florczyk for being the last boat finishing all races.

As always, in addition to good racing, the hospitality and social activities are of paramount importance. We started with a light supper and wine and cheese party Friday evening. Then came breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night. Thanks to the Saratoga Lake Thistle Fleet for providing the race committee and for putting on the steak dinner.

The 1994 Saratoga Lake Invitational Flying Scot Regatta will be held on August 27 and 28. Please join us.

Skipper

Total

Crew	FS#	Fleet #	Points
1 Bill Ewing	4246		5
Eileen Ewing, Kira Cooper			
2 Griff Williams	3211	43	23
Carol Williams			
3 Forest Rogers	4096	177	26
Melanie Dunham			
4 Joe Gulick	964	142	33
Patti Gulick			
5 Danny Waltuck	3290	76	35
Trista Beard			

## Ellis Ollinger Wins Gulf District Championship by Dave Whithart (Birmingham Sailing Club)

It was an incredible mixture of light and heavy airs in the Gulf Districts held at Fairhope Yacht Club on Mobile Bay on October 9-10, 1993. In the 1st race, light winds slowly died away as competitors vainly fought for over an hour to overcome a current that kept them from the first mark. Then just as Kent Irwin (Birmingham, AL) rounded, the wind came back and continued to build. Everyone followed Kent to the finish line. In the 2nd and 3rd races, the wind built even more as a characteristic Gulf heavy chop developed. Ellis Ollinger (Mobile, AL) dominated this scenario (and the series) to score two bullets and was followed by Carl Wainwright (Fairhope, AL) and John Murray (Mobile, AL). That night a cold front passed through and the next day, everyone was greeted by more fresh winds gusting up over 20 mph with swells and white caps to match. In the last race John Murray took first followed by Carl Wainwright and Kent Irwin in order. Pam Schurr (Pensacola, FL) was also a top finisher. One race in the series was a throwout. Fleet 102 hosted the race and provided a tasty fish-fry and hors d'oeuvres at the end of the 1st day. Ollinger being the winner of the Gulf District Championship was also recipient of the Commodore Charles Dees Memorial Trophy. The order of contenders is given below.

Skipper	Position
Ellis Ollinger	1
Carl Wainwright	2
John Murray	3
Kent Irwin	4
Pam Schurr	5
Bryan Boyd	6
Granny Dees	7
Dave Whithart	8
Charlie French	9
John Fundin	10

## FSSA Cajun Country Championships Lake Arthur, Louisiana November 20, 1993 by Al Rees

The weather was clear, cool, and brisk. The wind was 15 to 10 knots out of the North. All three courses were

windward-leewards of varying lengths. A couple of boats were knocked down but quickly were sailing again. After trophy presentation, a red beans and rice supper was enjoyed by a large group of sailors and spectators.

### Note:

Please note that many of these skippers were sailing Scots owned by clubs belonging to the Gulf Yachting Association. Those club-owned boats are registered with the FSSA without the below named skippers being identified. The notation in the FSSA reads "current skipper." That is why you won't find some of these names in the FSSA directory. Al Rees.

## Regatta Reporting Form Results

Skipper & crew	Hometowns	Total Points
1 Larry Taggart Carrie Haydel Christine Hinkley	New Orleans	3.5
2 Bill Ross Pat Bolyard	Mandeville, LA	5.75
3 Charlie White Tucker Gilliam Jack Rettig	Lake Charles, LA	9
4 Maurice Sullivan Gerald Laurich	Lafayette, LA	14
5 Charlie Buller Andy Buller	Lake Charles, LA	17

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# STARTING LINE

**April 30, 1994**  
**Lake of the Woods 13th Annual**  
**Invitational**  
**Fleet 160 - Wilderness, Va.**  
**(Fredericksburg area)**

One full day of racing to get the kinks out! In the mid-Atlantic region, LOW is the place to be at the end of April. It is definitely a unique experience! Every year around 20 Scots attend for 3 races, chicken barbecue, and a perfect forecast...

Contact: John Beery, HC 72 Box 305,  
 Locust Grove, VA 22508  
 (703) 972-7411

**April 30 - May 1, 1994**  
**Great Forty Eight**  
**Lake Norman Yacht Club**  
**Fleet 48**

This is the first spring regatta in the Southeast and among the largest. Lake Norman is located near Charlotte, NC and many attend this event from as far away as Pennsylvania and Florida.

Contact: Pete Peterson  
 Tel. 704/545-5914

**Saturday, May 21, 1994**  
**Full Moon Regatta**  
**Monmouth Boat Club**  
**Red Bank, New Jersey**

You don't want to miss the third annual FMR, held on the beautiful but sometimes fickle Navesink River. There will be five short races scheduled with trophies for both A and B Divisions. Competition has proven to be keen and Monmouth's tradition for excellent facilities and superb race management, undaunted. This regatta will count as the first leg of the New Jersey Racing Circuit, which is open to all Flying Scot members (even those residing outside NJ).

Please call Bob Markoff (908) 754-4275 or Bill Ewing (908) 530-6511 for information.

**May 21st and 22nd, 1994**  
**Buckeye Regatta**

Don't miss the 26th annual Buckeye Regatta. This will be a 5 race regatta with the first race starting at approxi-

mately 1:00 p.m. on Saturday. Don't miss the dinner and dance Saturday night! Lodging is available through host fleet members. Baby sitting will also be available, so bring the family. For more information, please call Mike Cullen, 614-890-5130.

**June 4th & 5th, 1994**  
**The MIDWEST DISTRICTS**  
**Carlyle Lake**

This year the Midwest Districts will be in conjunction with the Egyptian Cup regatta. Super Time, Great trophies and Fleet 83 knows how to put on a party... Plenty of camping (small cost) in adjoining park. Contact: Lynn Cook (618) 288-8049 for information.

**June 11-12, 1994**  
**New Haven Regatta**  
**New Haven, CT**

Contact: Forest Rogers, 203-775-0665



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**June 11-12, 1994**  
**NC Governors Cup Regatta**  
**Carolina Sailing Club, Raleigh, NC**  
**Fleet 27**

One of the largest regattas held in NC. The Governors Cup hosts in the order of 200 boats with the Scot Class averaging 25-30. The Scots dominate in the winning of the Governors Cup which is awarded to the skipper winning on the High Point scoring system. Individual class winners are scored via Low Point. Sailing is on Kerr Reservoir which is great.

Contact: Waldo Johnston  
 Tel. 919/493-3801

**June 11 & 12, 1994**  
**Douglas/Orr Invitational Regatta**

1st annual Invitational Regatta at New Haven Yacht Club, New Haven Ct. Hosted by Fleet 177. The New Haven Harbor WAS the best kept secret around, now we want to tell the world. It is the largest protected body of water on Long Island Sound with fantastic sea breezes. Open to all Flying Scots and Thistles. It doesn't get any better... Contact Forest Rogers (203) 775-0665 Home of the 1995 International Special Olympics and sail in FLY Scots.

**June 18-19, 1994**  
**Greater NY District Championships**  
**Toms River, NJ**

**June 18-19, 1994**  
**Capitol District Regatta**  
**Fleet 103, Fishing Bay Yacht Club**  
**Deltaville, VA**

Fleet 103 will host, for the first time, the Capitol District Regatta. This regatta will be sailed in Fishing Bay, just inside the mouth of the Piankatank River on the Chesapeake Bay. Fishing Bay is truly one of the most beautiful areas on the Bay. All area Scot sailors are cordially invited. This is a CBYRA sanctioned event. The skippers meeting is at 9:00 AM on Saturday, June 18. Motel accommodations are available in the area; camping on club property is permitted. For details, call Buck Brewer, Regatta Chairman, (804) 270-3172 or Max Aldredge, Fleet Captain, 804 360-2992.

**June 18-19, 1994**  
**Annual Regatta**  
**Berlin Yacht Club,**  
**Berlin Lake, OH**

Come and enjoy our annual event, with guaranteed winds (Same as last year 8-12 MPH). Friday night welcome party, with camping on grounds. This will be a great warmup for the Ohio Districts. Boats can be left at club for both events. Contact: Keith Rober (216) 758-5337.

**June 25 & 26**  
**Sprite Island Regatta**  
**Sprite Island, CT**

Contact: Joe Gulick 203-438-2440

**June 25 & 26**  
**Summer Solstice Regatta**  
**Fleet 42**  
**Selby Bay Sailing Center**

Fleet 42 and SBSC are located on Chesapeake Bay, just south of Annapolis, Maryland. Five races are planned. There will also be a Friday social and a dinner buffet on Saturday

evening. For information contact Roger Schermerhorn (301) 843-8852 or Chris Swensen (410) 626-1642.

**June 25 & 26, 1994**  
**Badger State Games**  
**Lake Monona**  
**Madison, WI**

The 1994 Badger State Games regatta will be hosted by Lake Monona Sailing Club June 25th and 26th and is open to Flying Scots, C-Scows, catamarans, and Lasers. **Participants must be residents of Wisconsin.** There will be pre-registration and opening ceremonies the evening of June 24. Five races are planned. For further information, please contact Chuck Dykman, 4611 Tonyawatha Trail, Monona, WI 53716 - (608) 222-4724.

**June 25-26**  
**Pig Roast Regatta**  
**Berlin Yacht Club**

Contact: Mike Cullen,  
 (H) 614-890-5130, (O) 614-860-5516.

*(Continued on page 18)*

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## Starting Line

(Continued from page 17)

### June 25-26 Pig Roast Regatta Cowan Lake Wilmington, Ohio

Flying Scot Fleet 1 invites you to join us for our annual Pig Roast. This annual event attracted 31 Scots in 1993, is sailed in 2 divisions and features a roast pig party Sat. night. Great food, racing and party. Contact Mark Shoemaker (513) 779-9382 (H) 461-3290 (O)

### July 2-3, 1994 Lake Norman YC July 4th Regatta Fleet 48

Lake Norman YC puts on its annual extravaganza of fireworks again. It's becoming a must see with a large flotilla appearing by water each year. One Design racing at its best with 25 Scots on the average in addition to Thistles, Highlanders, Y Flyers, Cats, PHRF and more. Stay over for the 4th too! Contact: Pete Peterson  
Tel. 704/545-5914

### July 9-10, 1994 Central New York VRA Championship Ithaca Y.C., NY

### July 9-10, 1994 Pre-Olympic Regatta New Haven, CT

Contact: Forest Rogers 203-775-0665

### July 9th and 10th 1994 Cleveland One Design Race Weekend

Tune up on Lake Erie before the NAC's 5 race series Great times and things to see. Contact: Paul Blonski (216) 526-0917 John Blonski (216) 526-3198 (Sorry - We are only home on week-ends)

### July 9-10, 1994 Ohio Districts Berlin Yacht Club

Contact: Mike Cullen, (H) 614-890-5130, (O) 614-860-5516

### July 9 & 10, 1994 1994 Ohio Districts Fleet 19 Berlin Yacht Club Berlin Lake, OH

Join us for some great racing, with guaranteed wind and sunshine. Friday night welcome party, camping on club grounds. Some housing available. For more details: Keith Rober (216) 758-5337.

### July 9-10, 1994 Oriental Sailing Social Carolina Sailing Club Fleet 27

Oriental is on the coast of NC at the Neuse River. It is a neat little town with water all around, and nice sea breezes. This is a great opportunity to vacation and sail. The Scot class averages 25-30 boats.  
Contact: Waldo Johnston. Tel. 919/493-3801.

### July 16, 17, 1994 John Sprague Memorial Flying Scot Invitational Regatta Moriches Bay, New York

Moriches Yacht Club cordially invites all Flying Scot sailors to sail the summer breeze of the south shore of Long Island. This Scot - Long Island Summer Regatta - will consist of three races (back to back) Saturday afternoon, followed by cocktail hour(s) and a dinner/dance. Sunday morning will feature two races (B to B) followed by lunch and awards.

MYC will be open Friday evening and Saturday morning for registration. Camping on the grounds and some housing is available with club members. Information Contact: Tony DiResta 11 Harbor View Place, Center Moriches, NY 11934 (516) 878-8710, or Paul Runyan (516) 878-0879.

### July 16-17, 1994 Sandy Douglas Regatta Charleston, SC

For information contact: Bill Ross 704-664-9511 or Judy Taylor, SAYRA Secretary 803-795-2102

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For more information call one of our lofts today or our Flying Scot agent Brian Pace in Ohio at (614) 870-1720

(Continued on page 19)



## Starting Line

(Continued from page 18)

### **July 30 - 31, 1994 The Sandy Douglas Memorial Regatta Deer Creek Yacht Club**

5 races on beautiful Deer Creek. Lots of fun, sun and great sailing. Contact: Al Thagard 4737 Sherwood Dr. Pittsburgh, PA 15236 (412) 882-8490

### **July 30 and 31, 1994 Michigan Ontario District Championships**

The Detroit Yacht Club, Edison Boat Club, Detroit Boat Club and Crescent Sail Yacht Club will host the Michigan Ontario District Championships July 30 and 31, 1994. Expect good competition, unique racing. For further details contact William B. McIntyre, Jr. Telephone (313) 882-8820.

### **August 6th-12th, 1994 Flying Scot Nationals 1994 North Cape Yacht Club on Lake Erie**

More in later S n' W. Contact Mike Cullen (614) 890-5130

### **August 6-7, 1994 88th Ephraim Regatta Ephraim Yacht Club, Ephraim, WI**

The Ephraim Yacht Club invites you to be our guest at the 88th Annual Ephraim Regatta on August 6 and 7, 1994. The tradition continues - friendly and competitive Flying Scot sailing in beautiful Door County, Wisconsin!

Join us for the weekend or make our regatta the centerpiece of your family visit to the finest vacation destination in the Midwest. We expect a fleet of over 20 boats to compete for the usual plethora of silver: five separate trophies, including the Vail Cup, Hanselman Trophy, Wisconsin Cup, and the Sturgis Trophy for skippers 18 years and younger. And don't forget our famous Bratfest - all the beer, bratwurst, and fresh roasted sweet corn you can handle!

The Ephraim Regatta is a bargain. Registration is only \$15 per yacht, \$10 if you preregister at least 1 month in advance, and includes complimentary coffee and donuts for everyone on Saturday and Sunday mornings. The Bratfest is only five dollars per head, all-you-can-eat-and-drink. And Ephraim is not far away - 3 hours from Milwaukee

and 4½ hours from Chicago via I-94, I-43, Highway 57 and Highway 42.

If you are planning on staying at a motel or campground we HIGHLY recommend you make reservations many months in advance, as Door County lodging is scarce at the height of the tourist season. For lodging or camping information call the Door County Chamber of Commerce at (800) 52-RELAX, and ask them for a copy of their Summer Vacation Guide. Please be our guest for what promises to be another outstanding and memorable Ephraim Regatta!

For more information please feel free to call me at (312) 472-3451. Jay Lott

### **August 7, 1994 Woman's, Junior NAC North Cape, MI**

### **August 8-12, 1994 North American Championship North Cape, MI**

(See information on page 12)

### **August 20-21, 1994 Flying Scot Canadian Championship Stoney Lake, ONT**

(See information on page 4)

### **August 27-28, 1994 Hoop Pole Regatta Morehead Beaufort YC Fleet 78**

This Regatta is sponsored by the fastest growing fleet in the Carolinas District. Great coastal sailing in sheltered waters, with super hospitality, and the best seafood dinners on the Carolina coast. Get out of the summer inland doldrums and come sail in the wind!

Contact: Dick Schultz.  
Tel. 919/247-0451.

### **August 27-28, 1994 New England District Championship Scituit, MA**

Contact: Gary Powell, 617-934-7320.

### **August 27 & 28, 1994 8th Annual Saratoga Lake Flying Scot Invitational Regatta**

The 8th Annual Saratoga Lake Flying

Scot Invitational Regatta will be held at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 27 and 28. All Scot sailors are invited to sail. We have had 25 Scots at the Invitational in 1991 and 1992, and 33 in 1993. In addition to good racing, we will feature hospitality, starting with a light supper and wine and cheese party Friday evening, breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night. There is room to camp at the Sailing Club and we will arrange housing with Club members. Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, 518-877-8731.

### **September 3-4, 1994 Labor Day Open Lake Norman Yacht Club, NC**

Make this one a three day weekend at LNYC. There will be entertainment and a great weekend of sailing with Scots and other one designs. Try your skills on some of the new Olympic style courses with about 20-25 other Scots.

Contact: Pete Peterson,  
Tel. 704/545-5914.

### **September 10-11, 1994 Mayors Cup Lake Townsend Yacht Club Fleet 126**

Lake Townsend is near Greensboro, NC a great meeting place for the Virginia, Carolina, contingent and any others. LTYC hospitality is the best, and dining at the nearby Supper Club will get you the best meal you will have had while "Flying Your Scot"!

Contact: Fields Gunsett,  
Tel. 910/299-2341.

### **September 17 & 18, 1994 Hilton Head Invitational Yacht Club of Hilton Head**

Great fall sailing and a REAL chance to test your skill in current. The Hilton Head gang will make it a fun time on the coastal waters of South Carolina. It is another chance to taste the seaside delicacy of "Frogmore Stew," as some call it. We need to see that Florida crowd here.

Contact: Nick Karambelas  
Tel. 803/681-6622.

(Continued on page 20)

## Starting Line

(Continued from page 19)

### September 23-25, 1994 Tenth Anniversary Glow in the Dark Regatta Clinton Lake, IL

Contact: Mike, or Steve Hartman  
217/359-5828 or Jerry & Sunshine  
Hartman 217/586-3575.

### September 24-25, 1994 Flying Scot Carolinas Districts Lake Norman Yacht Club Fleet 48

District Championship for the Carolinas  
District.

Contact: Pete Peterson,  
Tel. 704/545-5914.

### September 24 & 25, 1994 Fleet 24 Invitational Regatta Candlewood Lake, CT

Fleet 24 invites everyone to scenic  
Candlewood Lake for our Bi-Annual  
Regatta. Come and sail on Connecti-

cut's largest lake. The leaves will be  
changing colors to provide a breathtak-  
ing view of the foothills, where the wind  
will generate a perfect breeze for a  
regatta. More details will be in the  
July/August issue, but in the meantime,  
mark your calendars now. For more  
information if you can't wait, call Mark  
Riefenhauser - 203-574-5739.

### October 1 & 2, 1994 VISA Regatta Virginia Inland Sailing Association

One of the larger Flying Scot fleets of  
the Carolina the last regatta of the Car-  
olinas District season. Thirty or more  
Scots participate at Smith Mountain  
Lake near Roanoke, VA. Great fall sail-  
ing at this event!

Contact: Ed Wagstaff,  
Tel. 703/387-8783 (W), 380-2205 (H).  
Open camping!!

### November 20, 1994 FSSA Cajun Country Championship Lake Arthur, LA

The FSSA Class Rules and current  
International Yacht Racing Rules  
including the 720 alternative penalty  
will govern the regatta. Trophies for the  
first four places will be awarded. The  
costs will be \$15 for registration and \$5  
per supper ticket. The regatta schedule  
follows:

Registration	0900 hours
Skippers' Meeting	1000 hours
First race warning signal	1100 hours
Second race warning signal	1300 hours
Third race to follow	
Trophy presentation	1730 hours
Supper to follow	
Annual meeting of Fleet 153 to follow	
For additional info call Al Rees at (318) 234-6878.	

## FERNHURST BOOKS

**Dinghy Helming** *Lawrie Smith* **\$14.95**  
Olympic helmsman Lawrie Smith gives specific advice on  
making a boat go in all wind strengths, sea conditions and  
points of sail and key skills to master. 64pp 106 b/w photos

**Dinghy Crewing** *Lawrie Smith* **\$14.95**  
The crew of a modern racing dinghy plays a primary role in  
getting the best from the boat. This book shows how to  
carry out every maneuver. 64pp 120 b/w photos

**The Rules in Practice 1993-1996** *Bryan Willis* **\$14.95**  
The new Racing Rules applied to real life situations and  
illustrated with helpful photographs. Contains key sections  
of the rules and notes the 1993 changes. 80pp 101 b/w photos

**Racing: A Beginner's Manual** *Caig and Davison* **\$14.95**  
Keen to get started in racing? Here are hints and all the  
practical advice you'll need to build your confidence and help  
you outwit the opposition. 64pp 100 b/w photos

**Tuning Your Dinghy** *Lawrie Smith* **\$14.95**  
Here is a logical, systematic approach to the problem of  
setting up your boat and fine-tuning it for maximum speed  
on all points of sailing. 64pp 120 b/w photos

**Tactics Second Edition** *Rodney Pattison* **\$17.50**  
Outmaneuver the rest of the fleet with the new edition of  
this best seller. Includes Match and Team Racing, Offwind  
Starts and Racing Near the Shore. 96pp 90 b/w photos

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### EAST SHORE SAILING

1000 East Shore Drive Dept FS

Ithaca NY 14850

I really appreciate all the regatta notices that I have received, and in a timely manner. Please remember several items:

1. Include the Fleet #, the District, sailing area (lake, river, pond etc.) the city and the state. Often times we have to cross check area codes to fleet numbers to try to get a location and/or state.
2. Once it is printed in S n' W, it is time to assign someone to be an "assistant editor" or publicity person for the regatta. They need to take pictures, send me a short article or description of how the regatta went.
3. Please include the standings, with crews mentioned.

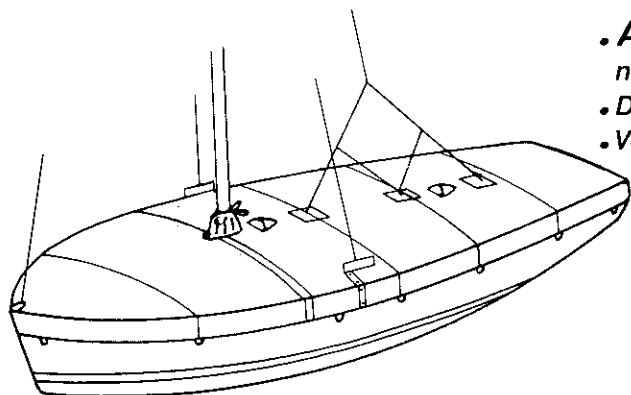
There are several awards given at the Nationals for your help and contributions.. There will be more on this in the next issue.

Have a great sailing season in 1994 and remember, this is your magazine, help by submitting articles, regatta reports, upcoming regattas, special people, how you do things that could help others, when you cruise in your Scot, what you did, where you went etc. I expect to hear from you all ...

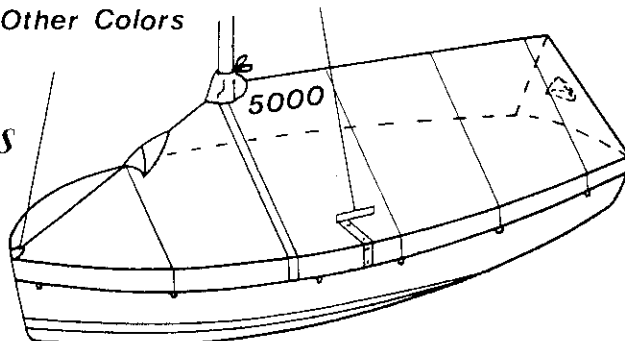


Mark rounding at the Midwinters 1993. Picture by Jim Harris (S n' W Award winner for 1993 of Best photographer) Winning picture on cover of July/August 1993 issue.

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- **Acrylic**, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
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FLYING SCOT	White	Blue	Other Colors
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Tent 6" Skirt	325.00	330.00	345.00
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Sail # Installed	25 <sup>00</sup>		

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Memphis, Tenn 38111



# FLYING SCOT NEW MEMBERSHIP

FLEET #	BOAT #	NAME	ADDRESS	CITY	STATE	ZIP
Carolinas District						
48		Tom Guy	Route 6, Box 774	Mooreville	NC	28115
Mich.-Ontario District						
	2114	Mark A. Nordman	13890 Island Lake Road	Chelsea	MI	48118
		Mark G. Lewis	1449 E. Pierson Road	Flushing	MI	48433
16		William & Joann Muller Rapai	1430 Hollywood	GrossePte Woods	MI	48236
Midwestern District						
3		Bill Luksha	5311 Carol	Skokie	IL	60077
68	4929	Penelope M. Thompson	306 Racine Road	Madison	WI	53705
114	4419	Jon Horwedel	28W605 Hawthorne Lane	West Chicago	IL	60185
New England District						
	1777	Timothy S. Mallette	133 R. Granite St.	Rockport	MA	01966
Ohio District						
		Harold Bauer	500 21st Street NW	Canton	OH	44709
		Andrew Place	RD 5 Box 194	Waynesburg	PA	15370
1	2107	Barry B. Buckley	3 Superior Drive	Ft. Mitchell	KY	41017
127	2864	Larry Caillouet	140 Morningstar Lane	Bowling Green	KY	42103
165		Allen Porter	625 Cave Run Road	Georgetown	KY	40324
Pacific District						
100	2211	James L. Richards	1812 37th Ave E	Seattle	WA	98112
Texas District						
	0266	Stephen E. Ferns	1335 Warrington Dr.	Austin	TX	78753



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**NOW IS THE TIME TO UPDATE YOUR FLYING SCOT** with custom rigging kits from **Midwest Aquatics**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

**OUR NEW SCOTS** are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A **Midwest Aquatics** Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

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

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**SAILING SPECIALISTS.** **Midwest Aquatics** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Compac*. Please call or fax us for details and prices today.

**WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.**

# The Alternative

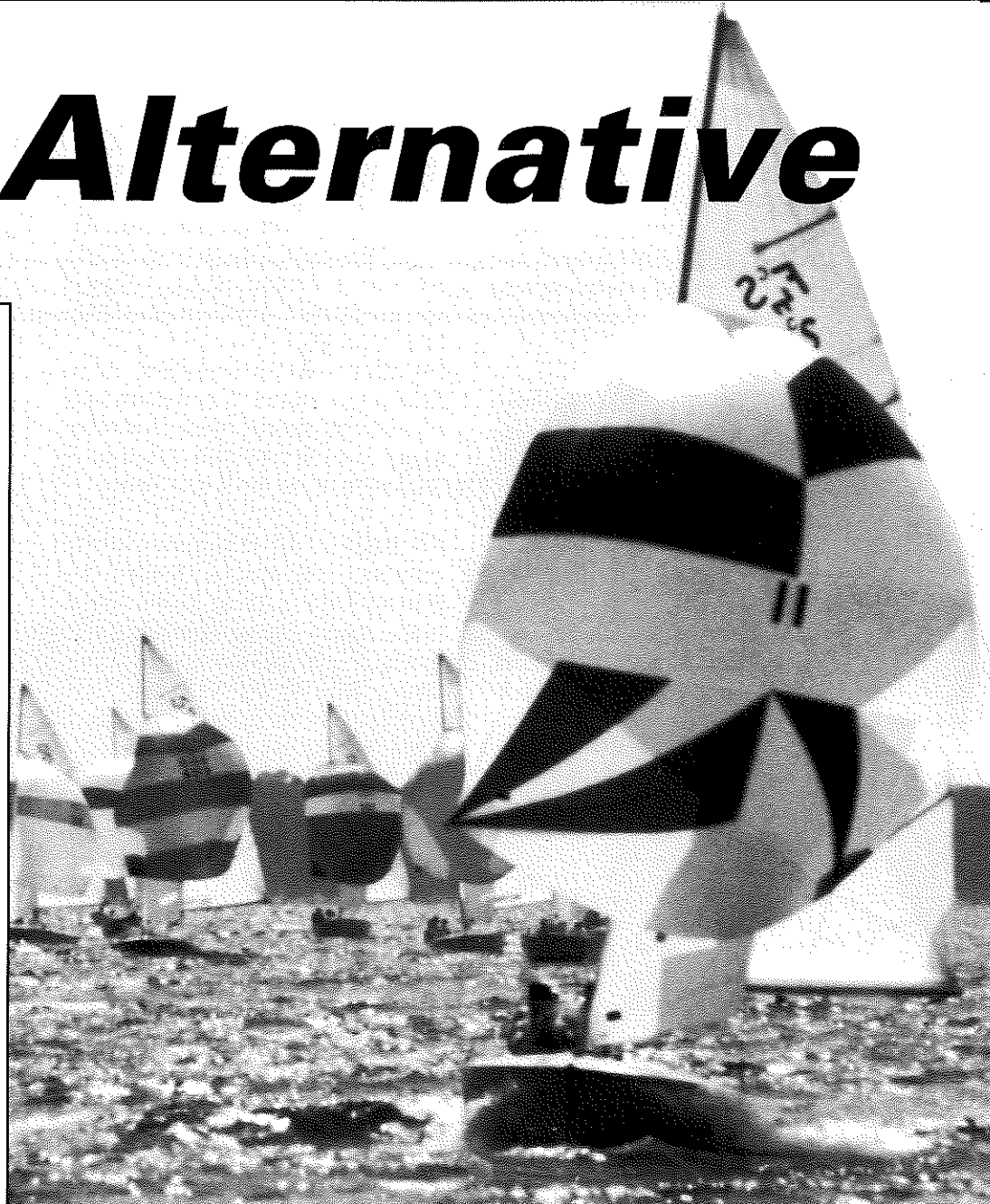
## TECHNICAL REPORT

**Date:** July 19-23, 1993  
**Place:** Pensacola, Florida  
**Subject:** Flying Scot  
 North American  
 Championships  
**Boat:** Built by  
 Gordon Douglass  
 Boat Company  
**Sails:** Schurr Sails  
**Results:** Rod Steiffel with  
 Bubby Eagan  
 crewing dominated this years  
**North American  
 Chapiionships**,  
 scoring all firsts  
 and winning the  
 regatta by over  
 20 points.

### The Alternative:

## Schurr Sails

For more information on how to  
*Tune Up for Top Performance*  
 (get the fastest sails out there)  
 Call Steve Bellows at  
 904-438-9354



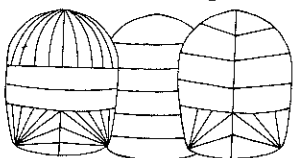
# Schurr Sails

Name	Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White
<input type="checkbox"/> Main & Jib \$796	<input type="checkbox"/> Spinnaker Triradial/Biradial \$420	<input type="checkbox"/> Telltale Window each \$10
<input type="checkbox"/> Main \$559	<input type="checkbox"/> Spinnaker Crosscut \$325	<input type="checkbox"/> Vision Window each \$15
<input type="checkbox"/> Jib \$237	<input type="checkbox"/> Spinnaker Turtle \$35	<input type="checkbox"/> Mainsheet Retainer \$8.50
<input type="checkbox"/> Mainsail Reef \$35	<input type="checkbox"/> Brummels on Spinnaker \$15	<input type="checkbox"/> Mainsail Cover \$70
<input type="checkbox"/> Mainsail Foot Shelf \$30	<input type="checkbox"/> Centerboard Gaskets \$12.50	<input type="checkbox"/> Deluxe Tapered Battens \$22.50
<input type="checkbox"/> Jib Radials \$30	<input type="checkbox"/> Main Radials \$80	

Price includes bag, battens and royalty.

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Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



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# Caveat Emptor

**FS 2291** – 1973 Flying Scot, Douglas w/trailer white deck, blue hull red VC 17 Bottom - 2 transom ports shimmed centerboard - 3 sets of sails - 2 spinnakers asking \$3750 negotiable. Jack Lee St. Louis Mo. 314-843-9625.

**FS 2543** – Boat, Sails, Spinnaker, Pole – white hull, white deck, blue stripe, bottom paint. Trailer newly primed and painted, new wiring, lights. Located in Ohio. \$2,500.00. George Rootring, home: 216-494-3395, office: 216-879-2686, Fax: 216-879-5556.

**FS 4003** – Douglass 1984, light yellow, white trim. Raced successfully two years in Gulf, dry-sailed lightly six years in fresh water – Shore sails/window and spinnaker, Tee-Nee trailer, tent cover, lifting bridle,

mast hinge, anchor, spinnaker pole – racing equipped, Harken blocks, accessories – all excellent condition. Boat in Cleveland, Ohio \$4,500. – **MUST SELL** – David Sloan (216) 752-8255 (H), (216) 586-7233 (B).

**FS 4297** – White on White, deck. Always dry sailed. 3 complete sets of sails. 2 spinnakers. Tee-Nee trailer included. \$7,500. Days (616) 381-3570, Eves (616) 629-9594.

**FS 4298** – 87 Douglass White hull/deck, red stripe. Schurr windowed sails. Lifting bridle, mast hinge, motor mount, compass, and more. Tee-Nee trailer. Cruise&Carry 2.7 motor. One Owner. Dry sailed, lightly used, never raced. \$6,000. Contact M. McMahon, E. Hanover, NJ 201-386-0440.

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