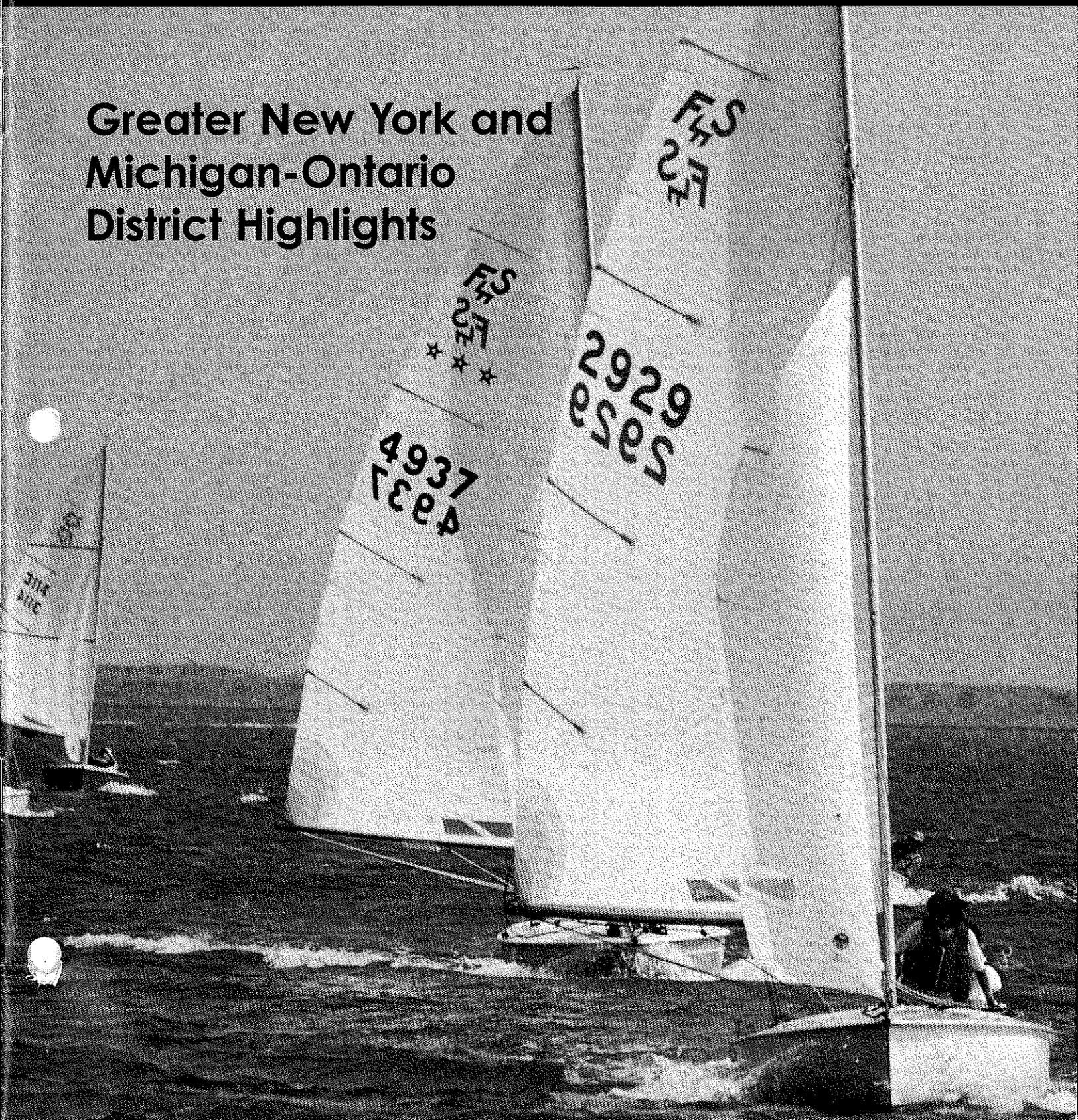


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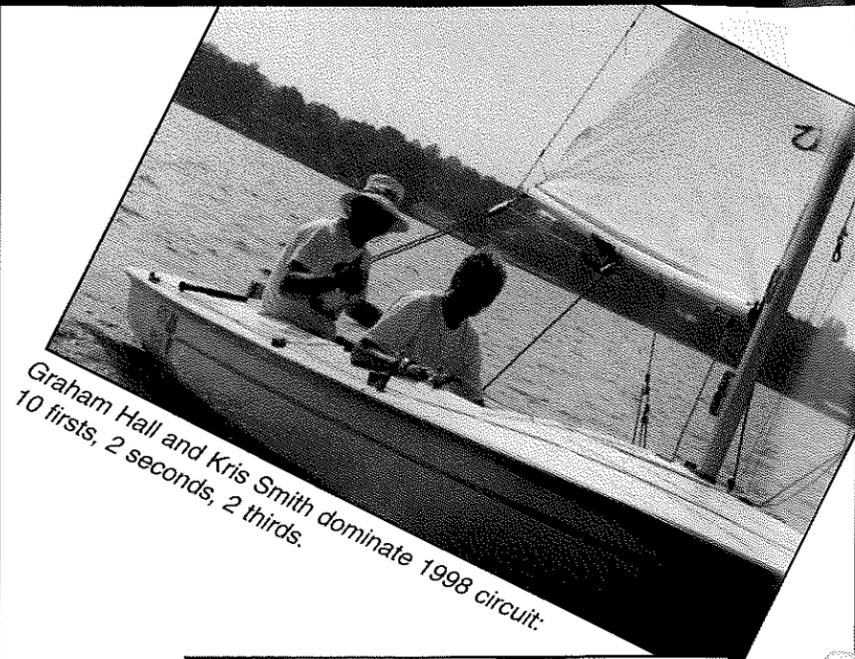
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VOLUME 43 NUMBER 6 NOV/DEC 99

Greater New York and Michigan-Ontario District Highlights

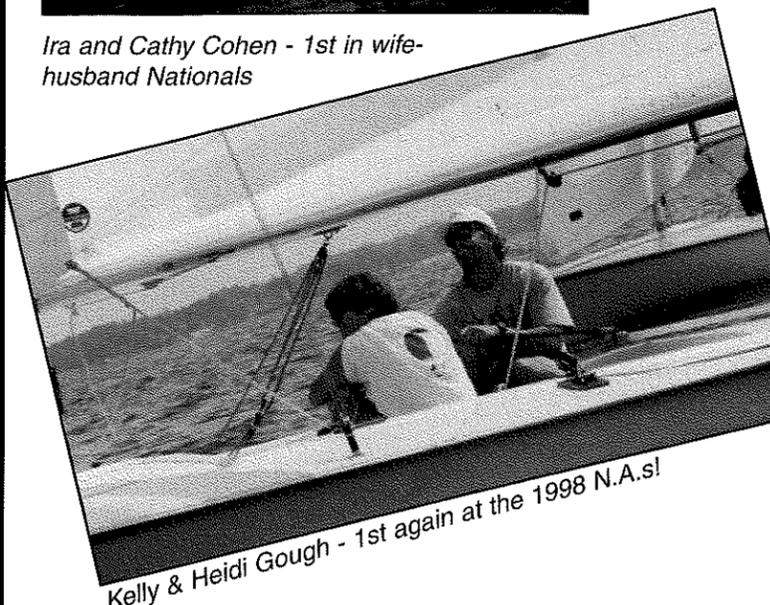


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NOVEMBER/DECEMBER, 1999

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The FSSA Flying Scot Website is online.

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

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

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

Scots 'n Water

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On the Cover: Greater NY District Championship



From the President

by Dan Goldberg, FS 4991

with us and hopefully learned a few things. Marsha was a wonderful woman and a joy to sail with. She was enthusiastic, eager to learn, and very helpful both on and off the boat. Perhaps some day she may even buy a Scot!

I recently attended the North East Regional District (NERD) regatta at Saratoga Lake, and had a weird experience. We finished last in every race, yet we had a great time! Let me explain. The weekend before, Joni and I sailed the Ohio District Championships at Deep Creek Lake and were totally overpowered in the 15-20 knot winds. When we arrived at Saratoga on Friday evening, it was blowing 15-20 with no signs of letting up due to a big low to our west. So we figured we should recruit a 2nd crew to avoid being overpowered again. We were fortunate to find a delightful woman named Marsha Cutting to sail with us. She had just completed a "Learn to Sail" course and was eager to learn more about racing.

Unfortunately, Murphy's Law took effect and on both Saturday and Sunday the winds were light and we were very slow. After we realized that we would not be competitive, we went from a "serious racing" mode to a "lets have fun and teach Marsha some stuff" mode. As a result, we turned what could have been a frustrating experience into a fun experience, and I think Marsha enjoyed sailing

Many other things contributed to our fun. First, Saratoga Lake is a beautiful place to sail. Second, the Saratoga Sailing Club is in a huge old house with lots of grounds. Third, the race committee did a great job, set good courses, and set good lines. So there were no general recalls or problems like that. Fourth, Peter and Ann Seidman, who hosted the regatta, did a great job arranging all the logistics, the food (which seemed unlimited), the housing, regatta shirts, etc. The regatta attracted over 50 boats (an all-time high for their lake) so you know they are doing something right! Fifth, I got to see a lot of old friends from New England that I rarely see, and met some new people too. As a side bonus, my wife Pam attended and we had a good time visiting the Saratoga area a few days prior to the racing (race track, Performing Arts Center, etc.). Pam particularly liked the delicious blueberry pancakes that the Sailing Club offered for breakfast!

The main thing I learned from this whole experience is a confirmation of something I think I mentioned in a previous *Scots'n Water*. For me, having fun is more important than winning trophies. Also, teaching others the joys of sailing is

a very satisfying experience. I encourage all Scot sailors (whether you race or not) to take someone out and teach! It can be as simple as explaining how to trim a jib, and it's fun to watch when they get it right!

By the way, Saratoga Lake will be hosting the Wife-Husband Regatta in June, 2000. I predict that anyone who goes will have a great time!

On a separate subject, Jamie Cannon has taken over as the Flying Scot staff associate at FSSA headquarters. She previously worked part-time at J.E.E. Eubanks, and by the time this is published I am sure she will be up to speed on all Flying Scot matters. Jamie will be handling any questions, phone calls or e-mails to the FSSA. Welcome aboard, Jamie!

LATE FLASH - TWO MAJOR ADDITIONS TO THE FSSA WEB PAGE! Our WebPage now has the revised FSSA Handbook, which has been in the works for a while. So you can find what you need anytime, on-line. Also, we are about to announce a Flying Scot "Open Forum" e-mail exchange on the Web Site. It will be operational by the time this is printed. This will provide an open forum where you can exchange ideas or ask questions to a whole group of FS sailors at the same time. Please see the separate article in this issue for more details about these two additions.

Letters to the Editor

DEAR EDITOR:

I've written the following as a follow up to Jack Rudy's article in the July/August *Scots'n Water*.

As I was reading Jack Rudy's article entitled, "Bottom Covers: A Review of Better Techniques for Pulling On," I was reminded of the many struggles my wife, Denise and I have had putting on or taking off the bottom cover when we arrive at a site that does not have a lift. These struggles have changed Denise's attitude from one of "Let's put on the bottom cover and protect our investment," to one of "Just forget it, it's too much work." Anyway, with the help of many Flying Scot sailors at various regattas, I now am able to put the cover on the boat with no help and very little difficulty. The following is the best way I have found to accomplish the task.

First of all, you will need the necessary supplies. You will need two short stepladders (the type you see propping up a lot of Scots so they can drain properly), a four to five foot long 2" x 6" board, and a trailer equipped in the front with a back saver wheel and crank. These supplies may easily be carried in the boat while traveling.

The first step in putting on the bottom cover is to park the trailer in a level spot and block the wheels so that it cannot roll forward or backwards. Put the cover on the back of the boat and tie a rope across the top of the boat at the first set of loops. This will hold the cover in position. Put one of the small ladders under the back end of the boat and the part of the cover that is already secured. The rest of the cover should be left on the ground between the ladder and the trailer wheels. Now, go to the front of the boat and crank up the trailer as high as it will go, this will cause the back end of the boat to rest on the ladder and raise the rest of the boat off of the side boards on the trailer. You may now take the front of the cover and move it forward over the rollers and side boards until you come to the front roller on the trailer. Bring the cover as far forward as possible and lift the sides of the cover over the sides of the boat. You may now crank the front of the trailer down and remove the ladder from the back of the boat. Now take the two ladders and place them on opposite sides of the bow. Crank the trailer up again and place the 2" x 6" board so that it is under the bow and supported by the ladders. Crank down the front end of the trailer until the bow is resting on the board. Lift the crank wheel and while someone pushes down on the trailer tongue, pull the cover forward over the front roller. If you do not have someone helping you, you can put a weight on the trailer tongue. Once this is done, lower the crank wheel back into place and crank up the trailer again until the bow no longer is resting on the board. Remove the board and place the cover over the bow. Now you can resecure the bow to the trailer. The task is now complete with very little strain on

your back and without having gathered up half the regatta participants in order to carry out the job.

In order to take off the bottom cover, one only needs to reverse the above procedure.

Well, now that you have the above procedure, I hope your sailing will become more enjoyable wherever you may be sailing.

Chris Swensen
FS 4639
cswensen@aol.com

AHOY SUNSHINE!

We've never met but I spoke to you over the phone back in 1988 or 1989 I believe, just before or just after I purchased my FS 4235. Anyway, the reason that I'm writing to you this time is to enter a constructive suggestion about possible future articles in *Scots'n Water*. Over the past ten years I have been Fleet Captain of Fleet 27 out of Nashville, TN and I now live in a suburb of Salt Lake City, UT, and as of May 1, 1999, I expect that we will qualify and submit papers for a brand new fleet here.

One of the things that I have come across in both areas with new owners and new interested parties is a fascination and quest for information about past issues and past articles from *Scots'n Water*. I know that there are articles with pictures about rigging, sailing, etc. that have not been part of previous "Highlights". I don't know about current issue as I have the old issue and haven't yet decided to purchase the new one or not. However, there are numerous "Sandy Sez" that many Scot owners and owners of previous "Highlights", I'm sure have never seen and would love to have available. You've done a WONDERFUL job over the years and I really appreciate all the time, effort and energy that it takes to put even one issue together. This is being offered only as an observation and a suggestion about that never ending question about what to put in "the next issue"

To fair winds, etc.
Nathan "Nate" Dozier
FS 4235

Editor's Note:

The new "Highlights" is very informative and worth purchasing. The articles that I used to place in *Scots'n Water* as "fillers" were well received and that was noted by the Board. Steve Branner did an excellent job of gathering, reading and printing the new "Highlights". (Now it's tough for me to find an interesting "filler" since most are included in this new Highlights!)

Good luck with your new fleet - let us know where you sail and about your members!

Thanks for writing!

DISTRICT DEADLINES

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06/15/00	JUL/AUG 2000	TEXAS	Joni Seifrick	(214) 553-0005	jseifri@psd.edu

Flying Scot Webpage Additions

by Dan Goldberg, FS 4991

We are pleased to announce two new features on the FSSA Web Site. First, the new revision of Part 1 of the FSSA Handbook has been posted on the Web Site. This has been in the works for a while, and thanks to Larry Taggart the Handbook is now available on-line. So you can look things up, download, or make a copy for a friend. Also, having the Handbook in electronic format will facilitate future revisions.

The Handbook has been divided into two parts. Part 1 contains items that are not revised on an annual basis, including the Constitution, By-Laws, Specifications, Chief Measurer's Rulings, Official Plan, and Sail Measurement. Part 1 is on the Web Site. Part 2 contains items that are revised annually, such as lists of officers and national regatta trophy winners.

Part 2 will be converted to electronic format at a later date.

You have probably received a letter from the FSSA office, requesting that you help reduce the expense associated with printing and mailing hard copies of the Handbook. This is very expensive! I encourage everyone to help in this effort, by using the electronic version rather than requesting a hard copy.

Second, the Web Site now has a method for an "Open Forum" for e-mail exchanges to fellow Scot sailors, thanks to the efforts of Gary Schubert, FS 4724. This will allow us to exchange ideas, ask questions, share tips, etc. For example, I often get asked questions about things I do not know anything about (such as motors, docks, sails, how to make a boat go fast, etc.). The e-mail exchange or

eMailing list will allow such questions to be sent to everyone who signs up to be on the exchange, called a Listserv List. Instructions for joining the FSCOT-L List are on the Web Site. Once you join, your e-mail questions, etc. will be sent to everyone on the list, so that you can get the benefit of lots of answers. This would also be a good opportunity to talk about current issues such as the new tight rig concept. (So far, I have heard pros and cons.) The FSCOT-L List would be a good place to discuss such topics. I encourage everyone to sign up for the Flying Scot ListServ List (it's free!) and join in on the fun.

Click on the Flying Scot eMailing List link in the FSSA Web and follow the directions.

1999 Flying Scot Greater NY Districts

by Tony & Regina DiResta, FS 4938

On July 17 & 18, 1999, Moriches Yacht Club hosted the 1999 Flying Scot Greater New York District Championships, one of two special sailing events scheduled as part of the club's 100th Anniversary celebration. Along with hosting the New York Sunfish Regional Championships in August, Moriches Yacht Club, Fleet 10, was especially proud to host the Flying Scot districts in this centennial year of our club.

From its earliest beginning in 1899, in the golden era of wooden boats and the "horse n' buggy", to today's times of fast cars and fancy boats, Moriches Yacht Club remains fundamentally a club of members committed to yachting, sportsmanship, sociability, and recreation for its members and children. Moriches Yacht Club began as a sailboat-racing club, meeting in summer months only. The club originally sailed wooden sloops and catboats. "Larks, scows and similar type boats were barred." Only an amateur yachtsman, "one who follows the sport for the love of it, and not for pecuniary gain," was permitted to steer. An officer of the U.S. Navy was not considered an amateur.

The history of Flying Scot sailing at Moriches Yacht Club began in 1967, when the Mockridge and Runyan families became the proud owners of Flying Scot 1101. Racing Flying Scots soon followed, and in 1977, Moriches Yacht Club proudly hosted the 1977 Flying Scot District Championship, the biggest sailing event the club had ever had. Club members, Kenneth Mockridge, with Linda Mockridge and Michael Price, incidentally won the 1977 Districts, with five first place finishes.

Flying Scot sailing continued to grow on Moriches Bay, and competition between Moriches Yacht Club and neighboring Westhampton Yacht Squadron soon became a tradition. FSSA Fleet #10 Moriches Bay, originally included both Moriches Yacht Club and Westhampton yacht Squadron Flying Scot sailors. Over the years however, each club acquired enough Scots so that in 1990 Westhampton Yacht Squadron started a fleet of their own. Today Fleet 10 consists solely of Moriches Yacht Club boats, with twenty Flying Scots and fifteen active members in the FSSA. Competition between the Moriches Bay clubs remains, with an

annual home and home series sailed for the Flying Scot Moriches Bay Trophy. Competition on Long Island's south shore also continued to grow, with active Flying Scot fleets at Sayville, Wet Pants, and Hempstead Bay Yacht Clubs.

Moriches Yacht Club annually hosts the John Sprague Memorial Flying Scot Championship, a Long Island Flying Scot Summer Regatta, and a five-week Sunday Fall series open to all Flying Scot sailors. This year however, with the club's 100th anniversary, in the last summer of this century, Moriches Yacht Club was again privileged to host a Greater New York Flying Scot District Championship, as part of our centennial celebration. This time around the 1977 Champion was on Race Committee, however, club members were especially pleased when another club member, Frank Castellano, took three first place finishes to win the Jack Orr Memorial Trophy. Frank ended up finishing second in the regatta to Dan Neff, but that may be a fitting conclusion to a Scot history at Moriches Yacht Club, that included Jack Orr finishing second in this same regatta in 1977.

Our Experience at the NY Districts

by Christine Hinkley & Dan Neff

Saturday morning began with a SE wind that built to a steady 12 to 18 knots with moderate 5 to 10 degree shifts. The tide was very noticeable as it swept across the racecourse, affecting each tack differently. The tide brought clumps of seaweed, some quite large, that could stop your boat dead in the water if you were not careful to avoid

them. The race committee did an excellent job of setting the starting line to accommodate the 25 eager Scots. The length of each course was perfectly gauged to allow three races scheduled for the day.

The first race set the pace for the next two to follow. Frank Castellano, Joe Vandenberg, Dan Neff, Chris Swensen,

Tony DiResta and crews began battling it out for the top five positions, and finished the first race in that order. The second race produced a few new faces in the top five positions with Kenny Mockridge and Dave Jacobsen sneaking into 2nd and 4th

Continued on page 8

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Continued from page 7

respectively. In the third race Rich Foster and Jon Woodward navigated the race-course to finish 2nd and 5th respectively. The day ended with Frank Castalleno in a comfortable first place position with three first-place finishes. Dan Neff, Tony DiResta, Dave Jacobsen and Rich Foster finished the day with 10, 13, 17, and 20 points respectively.

The members of Center Moriches Yacht Club prepared a lovely cocktail party with plenty of food for everyone. Following the



party, dinner was served, and everyone enjoyed the warm hospitality that is the trademark of all Flying Scot events.

Sunday was almost a copy of Saturday with the winds out of the SE at 12 to 18. One couldn't ask for better conditions. Dan Neff, Dave Jacobsen, Frank Castalleno, Joe Vandenberg, and Kenny Mockridge lead the pack during the first race and finished in that order. At the start of the last race Frank Castalleno and crew John Zambriski were over early. Unfortunately, with a 25 boat fleet Frank did not realize the mistake until further down the leg. Even after having to return to the starting line to restart the race, Frank managed to bring himself back from nearly last place to a respectable 13th place. Dan Neff finished 2nd to Kenny Mockridge to pull off the overall victory with 13 points. Frank Castalleno, Dave Jacobsen, Tony DiResta, and Kenny Mockridge rounded out the top five positions.

The race committee and Center Moriches Yacht Club conducted a wonderful awards presentation. During the races, the committee took pictures of each competitor. These pictures were



then blown up to 8x10 and placed in walnut frames with engraved plaques. The top five Skippers and Crews received a nice assortment of soft-sided coolers and pictures. Dan Neff and Christine Hinkley took home the Greater New York Districts Championship Trophy. Frank Castalleno and John Zambriski received 2nd place overall, as well as the Jack Orr Perpetual Trophy for the most first place finishes, and a trophy for the top local sailor.

Results

POS.	SKIPPER	CREW	SAIL	RACE1	RACE2	RACE3	RACE4	RACE5	TOTAL
1	Dan Neff	Christine Hinkley	2929	3	3	4	1	2	13
2	Frank Castalleno	John Zambriski	3572	1	1	1	3	13	19
3	Dave Jacobsen	Mark Rienfenhauser	4937	6	4	7	2	3	22
4	Tony DiResta	Regina D. & Todd Kutkiewicz	4938	5	5	3	8	4	25
5	Kenny Mockridge	Andrea Kissel, Matt Woodward	5101	7	2	12	5	1	27
6	Rich Foster	Gary Leeman, Francine Hoffman	4830	11	7	2	9	8	37
7	Joe Van Denberg	Stephen, Chris	3114	2	12	8	4	11	37
8	Ken Frankman	Peter Craz	4325	12	6	9	7	10	44
9	Jon Woodward	Mike Di Sario	5032	9	8	5	12	12	46
10	Josh Goldman	Ira Cohen, Cara	5171	17	13	6	6	5	47

Special Olympics World Games 1999

by Margaret Pridmore Jacobsen, FS 4937

In 1995 the Special Olympics World Games were held in New Haven, Connecticut and for the first time, sailing was included. Thanks to the vision, dedication and persistence of many Scot sailors and officers, the Flying Scot was chosen as one of the two participating boat classes, the other being the Hoby Cat. The program was extremely successful, with twenty Scots being loaned for the use of the special athletes, who sailed well and performed with distinction, not to mention much enthusiasm. Thus began a special affinity between many Scot sailors and the Games. Everyone who participated was touched by the eagerness and appreciation of the athletes, who gave us much more than we gave them.

In 1999, four years later in traditional Olympic fashion, the World Games were held again, this time in North Carolina. However, there were problems for the sailing program as suitable water could not be located near the Games central venue. It was thought that a long bus ride each day to and from the sailing site would not be in the best interest of the athletes and their supporters, and so an alternative site was found at St. Mary's College located on Chesapeake Bay in Virginia. A small, quiet inlet, closed to all boating traffic was ideal for the event, not to mention the excellent facilities and support offered by the college and its sailing program.

This time Flying Scots were not used; Hobies and FJ14s were selected as being the more suitable boats for the event, the FJ 14s being college boats and readily available on site. Teams from many parts of the US together with several entries from other



Special Olympics Medal Ceremony - David Jacobsen, FSSA Immediate Past Commodore presents the medals

countries, including many from small Latin American nations, took part in the week-long activities. Despite variable weather and numerous thunderstorms, the race committee managed to provide over 30 hours of racing for the athletes during the course of the week.

At the end of the racing, every participant received a medal, bronze, silver or gold, to take home. In true Olympic style, the winners mounted the podium to which the medals, resting on velvet cushions, were delivered by the smallest of boy and girl scouts looking splendid in full uniform. Following the presentation, there was a fireworks display over the water to rival any other Fourth of July extravaganza. Like many of the other supporters, the firework company donated their services to minimize the costs and maximize the output.

In addition to the medals, there were a number of special awards presented, one of which was of special significance to Flying Scot sailors. At the 1995 Games, John Pridmore of Fleets 7 and 177, who was at that time, FSSA Treasurer, and who along with many others loaned his boat and volunteered his time to assist in the smooth running of the sailing event. Afterwards, he described the experience as being one of his most rewarding and moving experiences. Sadly, John died only a few months after the Games, and it seemed fitting that his memorial fund should be dedicated to the benefit of those special sailing athletes who had so recently inspired him. An astounding sum of over

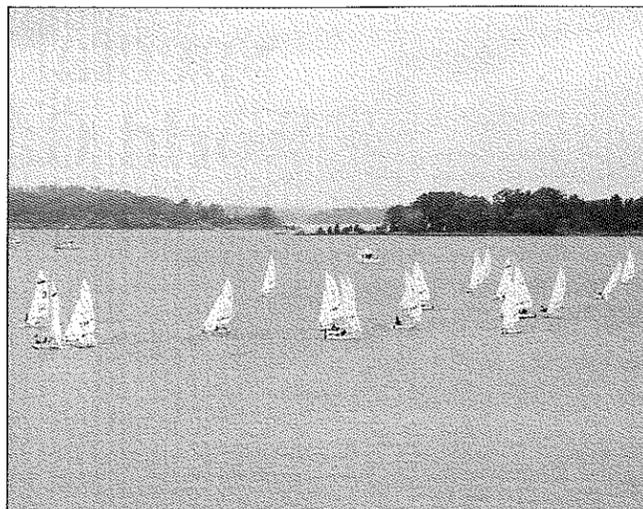


Preparing to sail - Special Olympics - FJ14s

Continued from page 9

\$17,000 was raised, much of it donated by Scot sailors. It became the basis of the Special Olympics Sailing Program Support Fund. As a tribute to John and to the many other Scot volunteers, and also to thank the many people who so generously contributed to his fund, the Special Olympics Sailing Committee, headed by Tom Barkley, inaugurated a perpetual trophy in his name. I had the honor of presenting the John Pridmore Memorial Trophy for Sportsmanship to an athlete from Massachusetts who, after falling out of her boat and being well bitten by jellyfish, climbed back in and insisted on completing the race despite her obvious discomfort. Those of you who knew John will appreciate the appropriateness of the award.

Four years from now, in 2003, the World Games will be held in Ireland, the first time outside of the United States. Flying Scots are not a common boat in Europe, so it is most unlikely that they will be used, but doubtless the support and good wishes of all Scot sailors will be with the next crop of special athletes.



St. Mary's Bay at the Mark

The Connecticut Cup

by David P. Jacobsen, FS 4937

How do you persuade Scot sailors who have never left the comfortable and familiar surroundings of their own fleet and clubhouse to travel and sail at other clubs? As those of us who have made the break, either recently or in the dim and distant past know, there are many pleasures to be enjoyed on the regatta circuit; meeting new people, inspecting strange boat rigging, trading war stories, sampling different local brews and generally having a great time. Most of us would also agree that competing against different sailors under a variety of different conditions greatly improves one's skills, even if at first it may appear only to highlight our inadequacies.

In Connecticut, each of the four fleets in the state hosts an invitational regatta annually in the hopes that other sailors will visit and compete. We have a lakeside

fleet, one at a river mouth, one on an island and one on the Sound, and so between them they provide a variety of experiences for the novice and experienced sailor alike. How do you attract visiting boats and thus promote traveling further afield?

To encourage the timid to venture out, in 1995, the Connecticut fleets made a determined effort to attract the stay-at-homes by contributing to the establishment of the Connecticut Cup. A handsome trophy, worthy of any mantlepiece, was purchased to be awarded to the skipper with the best record overall after competing in at least three of the four Invitational regattas hosted in the state. To qualify, a skipper must sail two designated trophy races (normally the first two) at each of the regattas; a 25% throw out factor permits any individual to miss one event - after all, most of us have

inconsiderate family or friends who will arrange to get married or have a major birthday party on a weekend that coincides with a regatta day!

It is estimated that there are at least 100 active Scot sailors in the Connecticut area but sadly, the number that have qualified for the Cup since its inauguration has been less than 10%. However, we hope that as the trophy becomes better known, we shall attract more participants and new people will have their name and fleet engraved on the plaque.

On a national level, may I suggest that each state or region in your area consider something similar to encourage traveling and regatta participation. Remember, if no one ever leaves their home base, there could never be a Nationals, a Mid-Winters or a Wife-Husband Regatta and we should all be the poorer for that.

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Fleet 177 Invitational

by David P. Jacobsen, FS 4937

Fleet 177, located at the Housatonic Boat Club, Stratford, CT, hosted its Second Invitational Regatta with sixteen boats participating on August 7 & 8, 1999.

On Friday evening the welcoming committee provided drinks and snacks for the early arrivals and also helped them set up their boats. After a continental breakfast on Saturday morning, the skippers' meeting was held and although three races had been planned for the day, it was suggested by the race committee to possibly hold a fourth because of forecasts of probable inclement weather on Sunday.

The winds were 5 to 10 knots, light to variable, and we managed to get off four races this day as proposed. After putting the boats to bed for the evening, there was a cocktail party and a buffet dinner at the clubhouse.

Sunday morning brought dark clouds and rain. Thunderstorms were in the offing and a tornado actually touched down about 40 miles east of us on Long Island so further racing was out of the question.

Results

Pos.	Skipper	Crew	Sail	#1	#2	#3	#4	Total
1	Dan Neff	Christine Hinkley	2929	2	3	1	2	8
2	Josh Goldman	Bill Nye	5171	1	1	2	5	9
3	Ira Cohen	Cathy Cohen	5252	4	4	3	1	12
4	Jim Cavanaugh	Stacey Rieu	6	3	2	5	4	14
5	Forest Rogers	Bill Dunham	2601	7	5	4	8	24
6	Neil Hayes	Linda Lutian	3810	8	11	6	3	28
7	David Jacobsen	Dave Jacobsen	4937	5	6	8	10	29
8	Tony DiResta	Regina DiResta	4938	11	10	9	7	37
9	Joe Van Denberg	S. Van Denberg	3114	13	7	7	12	39
10	Andy Fox	Jonathan Orr	3063	10	9	12	9	40

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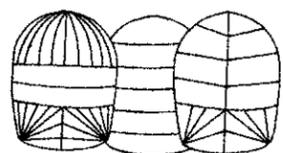
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The Gull Lake Yacht Club and Fleet 15

Gull Lake, Michigan

Fleet 15 Update

by Tom Lechota

Forest Rogers, the current governor of the Mich-Ont District suggested writing an article on the history of Fleet 15. I feel honored to be a member of a Yacht Club that has been around for 74 years and of the Flying Scot Fleet 15 that Max Doolittle founded 40 years ago next year. (The Detroit Yacht Club Scot fleet just celebrated their 40th year! Congratulations!). So, the following is, what I hope, of interest to all the Flying Scot Association members.

In late breaking news... Jim Kline Flying Scot skipper and crew Kent Bieberich won the Gull Lake Yacht Club Championship on Saturday, September 11. The Boudeman Cup is awarded to the winner of a race series pitting the winner of each fleet regular season races against each other on a one design boat. This year the 210 fleet was the host fleet. The series began in light air and was very close. Jim and Kent won the last race and the Cup, however third place went through three tie breaker rules before a winner was declared. Jim and Kent beat crews from the Snipe, Star and 210 fleets.

Congratulations to Jim and Kent!

- "Postum Cereal Cup" - 450 ft. class - sail
- "Outboard Motor Cup"
- "Kellogg Cup" - 151 class - motor
- "Gazette Cup" - 725 class - motor
- To be Obtained - 225 class - motor
- To be Obtained - 560 class - motor

There was obviously a great deal of enthusiasm for power boat racing in those early years, even by some who became sailors of both smoking engines and billowing sails. By the 1930 season though, motor boat racing was all over, likely terminated by an unfortunate accident in which a powerboat hit and seriously injured a swimmer.

On the other hand, sailboat racing developed as envisioned by the founders with 56 members in 1930, sailing in three classes plus a general Handicap Class. The three classes sailing that year were the R-boats, the 250's and the Geneva Class. This early concentration in fleets of boats designed to a common formula, and later the fleets of "one design" boats have become the model for the Club's racing activity ever since.

By reading of those early times we can learn of some difficulties that are familiar to sailors today, although their solution was of a "no nonsense" attitude. Races were to be run on schedule, "rain or shine, unless written cancellation be received from all contestants."

The founding Commodore was William H. Britigan and the early meetings were held at the Gull Lake Hotel, (later known at Gull Harbor Inn). The initial dues were \$5.00. The sailboat racing program started out on a conservative approach with the rule, "For the season of 1926, all boats to be sailed with the jib and main-sail rig only." No spinnakers that first year!

Commodore Britigan steered a great course during the first years of the fledgling organization. The records of the time record that the most coveted sailing trophy, the 'Commodore Britigan Cup' "...was won by Holmes and Bowman in 1926 and Jim Carpenter in 1927." On August 20, 1927, a Venetian Night was celebrated with a dance given by Commodore and Mrs. Britigan.

In 1931, the Club's sailing program was highlighted with a Venetian Week and a Fall regatta in which, "...visiting skippers will be entertained with dinner on September 12th and 13th." Note that the boats were not being transported: the visiting skippers arrived by train and sailed Gull Lake boats. The invitation was extended to skippers of Geneva Cats, and other boats.

The year 1931 showed a number of Handicap races taking place with R-boats dominating over the 250's and the Geneva Cats. On July 26th a Universal Handicap race began at 3:10 pm,

The Gull Lake Yacht Club

by John W. Lawrence

Reprinted from "Gulls & Buoys" 1987

JANUARY 29, 1926 MEETING

"At this meeting it was decided to organize a Gull Lake Yacht Club. Two committees were appointed to report at a meeting to be held two weeks later - A.J. Carpenter and Frank J. Clark were appointed to report on class sail boats and Harry Parker and Arthur Young were appointed to prepare the racing rules for motor boats..."

A five mile motorboat racing course was later approved for racing in that season. A spring meeting in 1927 indicated that the following awards be arranged for presentation to the winners:

- "Post Tavern Cup" - 120 ft. class - sail
- To be obtained - 190 ft. class - sail
- "Commodore's Cup" - 250 ft. class - sail

Continued from page 13

with the R-boat winner, "Quiver" finishing 4 hours, 21 minutes and 45 seconds later!

(In an R Class race three weeks later the contestants finished between 3 hours, 5 minutes and 3 hours, 38 minutes. They seemed to regularly have long races then; today we complain if a race exceeds 2 hours.)

The Sea Scouts began their appearance in Yacht Club races that year, with Wilfred Haughey as skipper of the Sea Scout sloop.

The success of R boat racing soon brought other fleets to Gull Lake waters as well. In the spring of 1932 the first 22 square meter was launched, and quickly the 22's expanded into a fleet that is fondly remembered to this day.

While the R's and the 22's were in the spotlight, another development in sailboat design was going on - at first without much notice. A few Star boats had been sailing on Gull for a number of years, but then a revised design was adopted, the new Marconi higher aspect rig. This one-design feature attracted many new sailors to the Star Fleet at Gull Lake, and later to other one-design fleets that have come along since.

By 1937, some new fleets and other boats were included in the GLYC program, as can be seen by looking at the Labor Day Race handicaps:

- Snipe Fleet - 23 minutes
- Delano - 18 minutes
- "Little Slam", 14 square Meters and Teals - 15 minutes
- 250's, "Laurili", and 17 Square Meters - 13 minutes
- "John Paul Jones" - 10 minutes
- Star Fleet:
 - Blow - 10 minutes
 - Moderate - 7 minutes
 - Very light air - 5 minutes
- 22 Square Meter Fleet - 5 minutes
- "Shadow" - 2 minutes
- Rest of R Fleet - Scratch

It should be of interest to compare today's handicaps to get an idea of the speeds of the R's and 22's of old!

By 1938, the R fleet seems to have run its course on the lake as most of these great boats returned to the Great Lakes. In a 1986 edition of a national yachting magazine two R's are advertised for sale, one built in 1913, the other in 1923.

The era from 1936 to 1941 was the peak of the 22's, the fleet racing 14 boats at one point. All of these slick keelboats, except for one, were built in Sweden, generally of mahogany.

At the Labor Day Banquet, there is a record of the "other side", the fact that Gull Lake can turn into a dangerous body of water! Carol Gilmore Boudeman was specially recognized that evening with a Red Cross Certificate of Merit, "...for her work in directing the rescue of people who had been thrown into the water at the time of the sinking of the SAGA in a storm, on August 17, 1937."

In 1939 the Debutante fleet raced for the first time, with Cliff Haughey taking "B Ball" to the Fleet Championship.

In 1940, the Club hosted its first major Regatta, the Star Great Lakes Championship.

A review of the last season before World War II would find the Club with four fleets; the 22 square meter, and four one design fleets: Stars, Snipes, the Debutante and the 110. It is of interest to comment on construction techniques used at that time, for the planking still being used on the Star and the Snipe had been replaced with plywood on the "Deb" and the 110. This along with production line assembly brought the sailboat to a more affordable range and set the stage for the post war explosion in sailing.

The Snipe was introduced in the late thirties as an entry boat for young sailors. This sixteen-foot, well designed centerboard craft was well received on the lake for this purpose, (although it has been used over the years by more senior sailors as well, both at Gull Lake and elsewhere, because of its excellent racing characteristics.) Many Gull Lake Yacht Club championship sailors over the years learned their skills in the Snipe Fleet.

The War brought sailing to a low ebb of activity as many of our most active sailors were in the service or otherwise involved in the nationwide effort. The big 22's mostly sat on their cradles throughout the war, and they began to be sold off one at a time. Although three 22's sailed as a fleet in 1946 and 1947, it can be said that the War brought an end to this era on Gull Lake.

Things did boom though in Gull Lake Yacht Club activities during the second half of the forties and throughout the fifties. The veterans returned with the dream of a boat of their own and found their younger brothers and sisters ready to go. The new classes then being formed were bringing sailboats to high levels of competition within affordable price. The trends that began in the late forties exploded in the postwar era.

Fiberglass, aluminum and stainless steel replaced the cabinetry fashioned wood, bronze and chrome. Light displacement designs replaced the deep hull glass heavy construction. The individual planks were out and molded hulls were in.

Cotton canvas sails that would shrink, absorb water when wet, and be subject to mildew were suddenly out of date, and Nylon was the winning sail for a few years. A stretching problem was soon discovered through with Nylon, and soon the swing was on to Dacron.

At Gull Lake we saw these kinds of trends occurring as the one design fleets went through the transition from the old to the new, and we encountered competition from newly designed boats. Soon the Stars, the Snipes and the 110's found new fleets competing as the Lightenings, the Rebels and the 210's came to the lake. Later the 110 fleet phased out, and the Rebels spawned a replacement, the Flying Scots. For a brief time, the club had still another fleet sailing - the 505's.

The rigs began to become more complex as the fifties rolled around, and then the sixties and seventies. The old spruce varnished spars and booms had long since been replaced by aluminum which were carefully tuned for higher standards of sail trim. To accomplish this we found new hardware and rigs, these devices even appearing on classes that long fought against such trends. The sailing buffs had to learn to tune their craft by careful manipulating of shrouds, backstays, cunninghams, travelers, barber hauls, twang lines, and a host of other "gadgets."

In the early days the boats featured large expanses of mahogany that required long fitting out periods each spring, which was followed by a soaking-up process to close the seams opened by the long winter. At least partly for this reason the Club's fleets didn't begin to race until late June - and everything stopped completely on Labor Day.

When the hulls were made of wood all the sailboats on Gull Lake were moored to buoys all summer; now the majority are "drysailed." Most of the contestants, (including the Star Class), would catch a dinghy out to their boat at home and then sail to the Club.

At Gull Lake Country Club before World War II, races were judged from a "stand". Since the "stand" was quite immobile, the races were both started and finished at that location. Four buoys were used to complete the race course, all of which were placed in fixed locations for the entire season - never being moved, night or day!

World War II left us with an unexpected change - a committee boat! It all happened due to a number of forces, but the main ingredient was a surplus landing craft, a wooden craft complete with a ramp. The Howell's bought this ugly hull for dock installations and other work projects on the Lake. The Yacht Club chartered it on weekends as a committee boat and began to set up races according to wind conditions. We no longer were confined to the fixed course of before, and from then on the triangular course was oriented about an initial course directly into the winds.

The spectators at the Club lost their "front row" seats for the starts and finishes, and our officers received a lot of negative reaction about this change.

An instructional program, added for the training of young sailors, was begun in the 1960's. This was coordinated with the Western Michigan University Sailing Club at an early point so that the same hulls could be used, by WMU in the spring or fall, and by the Yacht Club in the summer. This program has had volunteer support and endless dedication by a number of Club members.

FLYING SCOT CHAMPIONS

Skipper	Years
Max Doolittle	1962
Harland Beers	1963 - 1968
John Pelong	1969 - 1975
Richard Pelong	1976 - 1979
John Kittredge	1980
Jim Reese	1981
Forest Rogers	1982 & 1983
Jim Keller	1984 & 1985
John Kittredge	1986
Doug Buddemier	1987
Mary Robinson	1988 & 1989
John Keyser	1990 & 1991
John Kittredge	1992
Mary Robinson	1993 - 1996
John Kittredge	1997 & 1998
Jim Kline	1999

As the program has developed, a successful evening adult sailing class was added. While a number of Yacht club volunteers have contributed to the success of this program, Max Doolittle has been the outstanding leader of this project for many years now.

As the years have sped by we have seen trends come and go. In the beginning we sailed boats on a handicap basis, and this continued right into the 22 Square Meters and the Miscellaneous Class, (in the thirties, forties and fifties). Except for our General Handicaps on the holidays, there was a long absence of this type of racing until the Miscellaneous Cruising Fleet was formed in the mid-seventies.

New off-shore designs, mini-cruisers with minimal cabin facilities, began to attract Gull Lake racers when the improving racing characteristics of these boats were noted.

REBEL'S, THEN FLYING SCOTS

In March of 1955, while attending the Grand Rapids Boat Show with his girlfriend, Mary, Max Doolittle purchased a Rebel sailboat and launched it on Gull Lake a couple of months later.

The following year Max joined the Yacht Club and sailed in the Miscellaneous Fleet which wasn't too active at that time. Max and Mary got married the following April, and brought forth a fleet of Rebels! Max recalls those days with the comments, "We had many near disasters as new sailors...and we remember watching others who had disasters and near disasters also. My desire to help and teach others began in those early days, and I vowed I would help all new sailors who came to the fleet."

The group became active in attending regattas, and it was while at the National Rebels Championship at Vermillion, Ohio that Max and Mary saw the newly designed Flying Scot. Chuck Kirsch, (who later became a world class sailor of maxis), helped the cause by loaning them his Scot for a sail on Klinger Lake. In April of 1960, they bought their first Scot, and they were quickly joined by John Deal and Jack Blanke. The Gull Lake Scot fleet became the 15th fleet in the National Scot Association. (There are now 162 fleets).

Max, Dr. Harland Beers and John Pelong were the Scot champions during those early years.

Scot fleet #15 hosted a biggie; in 1972 on the same weekend they ran a combined District and Regional Regatta. A few years later, in 1976, GLYC sailor Richard Pelong won the second District Championship.

In June of 1987, the Michigan-Ontario District Championship was sailed on Gull Lake with 29 boats participating, Ronald Rogala of Farmington Hills won. The visiting sailors, mostly coming to Gull Lake for the first time, reported that they had never sailed on a lovelier lake nor encountered finer hospitality.

During 1987, the fleet also traveled to Cincinnati, Ohio to celebrate the 30th Anniversary of Fleet 1.

Max and Mary have both served the Flying Scot Sailing Association; Max as Vice President in 1968, Mary as Executive Secretary from 1970 to 1973. The fleet has enjoyed as many as 20 boats, 15 presently and they've had over 100 Scots go through during its 27 year history. The Scot sailors have also included our most enthusiastic members.

Flying Scot Sailing - The Canadian Connection

by Robin Collins, FS 4999

The Flying Scot Canadian Championship is scheduled for Stony Lake, Ontario on August 19 and 20, 2000. We hope to see all of our old Scot friends as well as to welcome many first time visitors to Stony Lake.

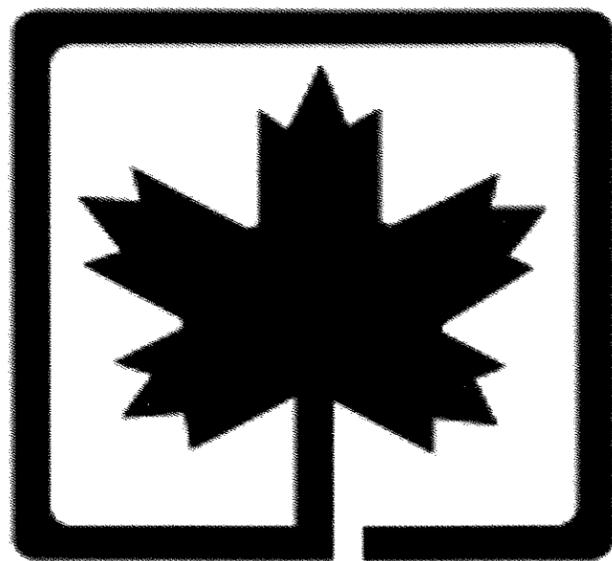
In 1984, a number of Stony Lake Scots sailed the North Americans held that year at the Royal Hamilton Yacht Club and two years later in August, 1986, the first Flying Scot Canadian Championship was held at Stony Lake. Six subsequent FSCCs have been sailed, and each one of the past Canadian Regattas has attracted many of the top sailors in the class.

With a high (1986) of 37 entries, past regattas have been won by Bubby Eagan and the Hadden brothers from New Orleans in 1986, 1990 and 1994. Stony Lake sailor and former Canadian 470 Olympian, Tam Matthews in 1988, Gary Sullins and Steve Bellows in 1992; Harry Carpenter of Flying Scot Inc. in 1996; and Bill Ewing in 1998.

The Flying Scot Canadian Championship 2000 will be a four race series with three scheduled Saturday and one Sunday. Competitors can expect to enjoy the usual Stony Lake hospitality, our beautiful setting, and hopefully fair winds. In 1998, with very light air conditions, some RC difficulties were experienced, but steps have been taken to ensure that none of these will occur again.

Stony Lake is very much a summer community, with cottagers returning to it year after year (and generation after generation) from their permanent homes

all over North America. The Native People who originally populated this area attributed powerful healing powers to the lake and its many islands and surrounding shoreline. Those of us who are indeed fortunate to be able to enjoy it summer



after summer, continue to think of it as a very special place, and we enjoy sharing it with our Flying Scot friends.

Sailing Flying Scots in Canada dates from the mid 1960s when a few boats were scattered around Ontario and Quebec. Over the years, there have, in fact, been Canadian builders of the Scot - Tanzer in Montreal and The Shark Shop in Niagara-On-The-Lake, but unfortunately, the boat was not effectively promoted and the building of them never became worthwhile from a business perspective. Unfortunately, in more recent years, with a weakening Canadian dollar against the US dollar, importing new Scots from the

US became (despite free trade) very expensive.

The 1967 North Americans (won, of course, by Sandy Douglass) were, in fact, sailed in Canada, on Lake St. Louis (Montreal) at the time of the World's Fair (Expo67), but there was not a Canadian entry among the approximately fifty competitors.

One of the few Canadians with a Scot in those years was Mackenzie Dickson (FS693), sailing a lonely Tanzer built Scot at Stony Lake in weekend handicap races/ There were other equally isolated Scots in the Montreal area as well as in the Thousand Islands on the St. Lawrence River where the Border Regatta was occasionally held. Fanshawe Lake, London, Ontario has been another area where Scots, again in small numbers, have been sailed over the years, but it was not until the early eighties that a meaningful Scot presence (that continues today as Fleet 148) was developed at Stony Lake, Ontario. Another

fleet (167) was subsequently established on Lake Muskoka, north of Toronto, and although there is a concentration of boats (but not a formalized fleet) at Pointe au Baril on Georgian Bay and odd boats in other parts of this large country, the only other Canadian Fleet (when it has the required three members) has been the one in London.

However, even with these small numbers, occasionally we manage to muster a Canadian boat or two for the North Americans and/or the Midwinters, but for really good competition most Canadian Scot sailors wait for the FSCC every two years.

Sailing with Fleet 41 Crystal Lake, Michigan

by Steve Last, FS 4979

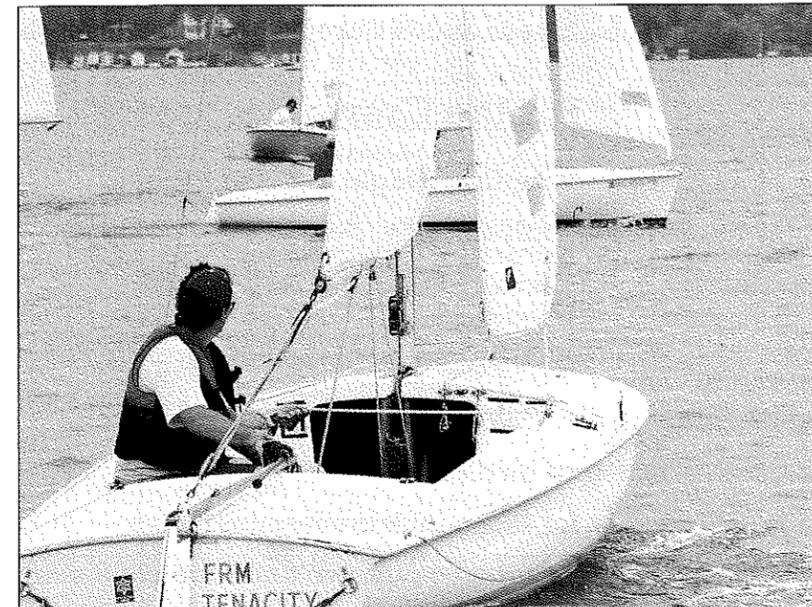
Flying Scots have been part of the Crystal Lake landscape since the late Sam Teilschow first introduced FS 175 to Crystal Sailing Club back in 1964. I'm happy to report that FS 175 is still sailing and looking good. Over the years, as many as 40 Flying Scots have come and gone and come again. Currently, there are about 20 Scots on Crystal Lake with 3 new Scots added this year. You can find out more about Fleet 41 and Crystal Sailing Club by visiting our website at www.sailscs.org.

Normally, we have about seven to ten boats that actively participate in weekend racing series. Our members are of varying ages and experience with the emphasis on camaraderie and having fun that is typical of Flying Scot sailors. We feel we are very competitive with the other fleets in our district with skippers winning and placing in the top three in recent Hot-to-Trot regattas and district championships. We believe that if people are going to come to our regattas, we must go to theirs.

In the past few years, our fleet has made an attempt to grow our numbers. We have a very energetic group of people that would like to see the fleet prosper. A few years ago, we took a relatively new Scot to a boat show in Lansing, Michigan in January. We conducted live demonstrations of how to set and douse a spinnaker with a giant fan inside the exhibition hall. Many members from the club took turns "manning" the display and answering

questions about the Scot and sailing during the three day event. We even gave away a free membership to our club for

demand, we are hosting the event again this year. The unintended benefit was a "spruced-up" clubhouse and grounds as club members came out the weekend before and really worked hard to make the place presentable. Probably the most effective way of introducing new sailors to our club and to the Scot, has been asking relatively new sailors of mixed class boats to crew on our boats. Invariably, they see the benefits and realize the fun they can have by participating in the best one-design class in the United States. As mentioned earlier, we have three new skippers this year,



the season. Our display was impressive and caught the eye of everyone, including the TV and newspaper cameras.

Last summer, our club tried something new with the goal of reaching out to the community. We have a beautiful setting on Crystal Lake and thought it would be fun to host a "swing" band on a Saturday night. One of our Scot sailors is a music teacher with a sideline hobby of playing in a 20-piece band. We booked the band and sold tickets in advance, and to our amazement, entertained approximately 184 guests at our clubhouse. By popular

all coming from various classes, and with very little experience in racing. As a fleet, we share ideas on rigging, and how to sail a Scot fast with new skippers. At our annual Mid-Winter meeting this year, District Governor, Forest Rogers of Fleet 20 came and spoke with us about the Flying Scot.

If you are ever in Michigan, Fleet 41 invites you to stop in for a visit and a sail. You can find us in the heart of the Lower Peninsula of Michigan, about an hour Northwest of Lansing.

Happy sailing to everyone.

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Fleets In

49TH HARVEST MOON REGATTA

BY ED FORREST, FLEET 65

The 49th Harvest Moon Regatta was held on Atwood Lake, Dellroy, Ohio, on September 11 & 12. Both days were sunny and relatively windy, 15-20 knots on Saturday and 5-10 on Sunday with the usual gusts both days. We had 14 Scots and 70 boats overall, including keel boats.

We were fortunate to have both Harry Carpenter and Dan Goldberg in attendance. Results follow:

Next year, obviously, will be our 50th regatta and we plan to make it a very special event and hope that we will have many more Scots in attendance to help us celebrate that time.

Results			
Place	Skipper	Sail #	Total
1	Harry Caprenter	5251	5
2	Susie Stombaugh	2162	12
3	Jim Diffley	4805	15
4	Jack Stewart	1342	15
5	Jack Rudy	4321	16

THE SAIL FOR THE GRAIL REGATTA

BY BOB GELMAN



Top: Mike Cullen, Joni Reis, Marilyn Poulter, Mike Ennis, Jane Boies, Jim Diffley, Aziz Lookman, Bob Gelman, Jack Rudy, Tom Rudy.
Bottom: Charlie Cullen, Dan Goldberg, Dave Bishop, Ian Robinson, Nancy Rudy.

The Moraine Sailing Club hosted the Sail for the Grail Regatta on September 25 & 26, which was a beautiful fall weekend. Eighteen Scots participated in the regatta.

Back to back races were held on Saturday in light winds. Appropriately, Dan Goldberg, Flying Scot President, and Jack Rudy, Ohio District Governor, finished first and second in the first race. The winds picked up during the second race which Mike Cullen won, followed by Dave Bishop. We then broke for lunch with "Uncle Charley" Armitage treating all to his famously delicious sausages.

After lunch, the race committee looking in vain for a little wind, decided to cancel the third scheduled race. Some felt the extra sausages that were still cooking on the grill helped in the decision to cancel.

Saturday evening, the Regatta participants socialized at Browns's Restaurant and were then treated by Uncle Charlie to grilled barbecued spare ribs. Those sailors who were in the back of the fleet finishing the day's races seemed to be in the front of the spareribs line. After dinner, FSSA President, Dan Goldberg, presented Fleet 80 Captain, Bob Gelman, with the Flying Scot fleet of the year award. This prestigious award is given yearly to the fleet that demonstrates various qualities among which are fleet growth, an active racing schedule, and a good number of sailors participating in the races. Other factors are participation in other fleets' regattas, articles written for *Scots'n Water*, and the number of fleet members that are FSSA dues paying members. It probably did not hurt that our own Dan Goldberg is the FSSA President.

During our meeting, Walt Goethert was elected as our new fleet captain.

Sunday the winds were much improved and we sailed one short race and a bridge to bridge race. The winds at Lake Arthur on the western 2/3 of the lake were about 10 mph. However, on the narrow eastern part of the lake near the marina, the winds were almost calm. It was a struggle to round the windward mark and sail back to the winds on the western side of the lake. Mike Ennis who traveled to the regatta from Michigan, showing his light wind skills, won the bridge to bridge race.

Awards were presented to the top seven finishers with Mike Cullen first, Bob Gelman second and Jim Diffley third.

Results		
Place	Skipper	Total
1	Mike Cullen	11
2	Bob Gelman	15
3	Jim Diffley	15
4	Dan Goldberg	22
5	Mike Ennis	25

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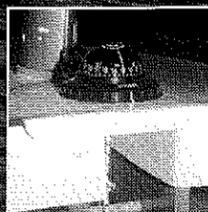
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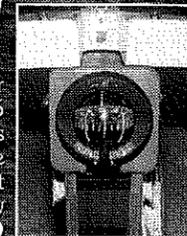


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Grab Rail **\$21.00**

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Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube with black Hyperlon grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. **\$34.00**
Clip to hold extension to tiller. **\$1.85**

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Clip to hold extension to tiller. **\$2.40**

Bow Flotation Bag Kit... Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. **\$54.10**
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Starting Line

Note: Please send all Regatta Notices to the Association Office

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March 17-19, 2000
Sarasota, FL

Anticipated classes: Daysailer, San Juan 21, E Scow, MC Scow, Albacore, SR Max, Inland 20, Santana 23, Flying Scot, Buccaneer and Vanguard 15.

For more information contact Jim Barr at (941) 366-1972, jbarr3620@aol.com.

Midwinter WarmUp Regatta

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

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

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

30th Annual Midwinter Championship

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

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

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

Douglas Design Regatta

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

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and one race Sunday morning. After Saturday's racing is a dinner followed by our party.

For more information, contact Doug Spohn at (423) 622-8389 or e-mail: dbspohn@worldnet.att.net

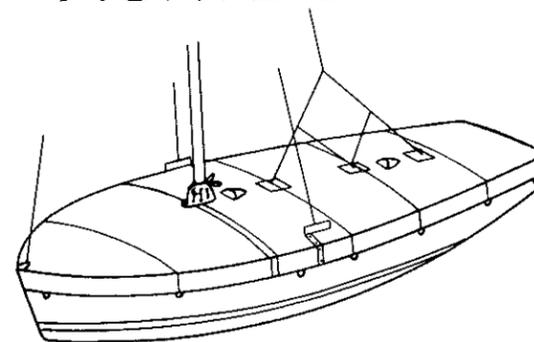
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Stony Lake Yacht Club
Ontario, Canada

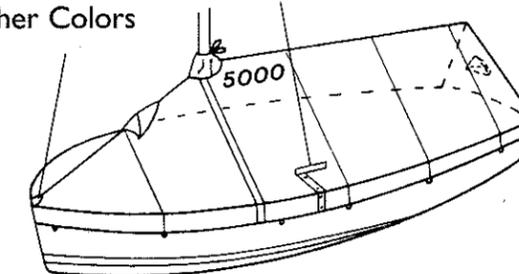
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6	4062	John G Hopkins	1101 Lakeside Village	Morgantown, WV 26508
Carolinas District				
	A689	Alicia K Grady	729 Royal Ann Ln	Raleigh, NC 27615
Florida District				
	C2052	Charles Price	2430 Okee Chobee Lane	Ft. Lauderdale, FL 33312
Greater NY District				
	5247	Andrew Hart	77 Porter Place	Montclair, NJ 07042
	5315	Ron Kiss	Lavalette YC, 298 Crescent Beach Road	Glen Cove, NY 11542
Gulf District				
85	2179	Daniel Shields	35 Jackson St	Newman, GA 30263
168	2068	Al Hersey	PO Box 15144	Sarasota, FL 34277
Michigan-Ontario District				
	3343	Ken Heerdt	985 Treasure Isl	Mattawan, MI 49071
Midwestern District				
1	4530	Allan and Nancy Kogmeier	6826 Hammerstone Way	Cincinnati, OH 45227
24	5084	Clarence Liddicoat	4555 Winnequah Rd	Monona, WI 53716
New England District				
	5283	Bill Chester	10 Chester Drive	Tunbridge, VT 05077
76	A677	Stacey Rieu	1949 Bay Road	Sharon, MA 02067
Ohio District				
32	A673	Sean Marshall	18 Creighton Ave	Crafton, PA 15205
Texas District				
	A675	Robert D. Hunkins	13711 Ludgate Pass	Houston, TX 77034

New Members this report 15

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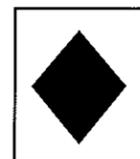
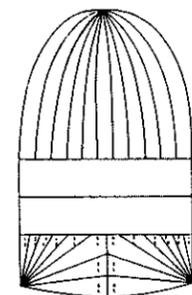
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