

REGATTAS

- May 8-9. Texas District Championship
Austin, Texas
- May 8-9. Carolinas District Championship
Kerr Lake Reservoir
Henderson, N. C.
- May 22-23. Buckeye Regatta
Westerville, Ohio
- June 26-27. VISA Yacht Club Invitational
Smith Mountain Lake, Virginia
- July 3-4. Michigan-Ontario Dist. Championship
Lake Fanshawe
- July 17-18. Detroit River Yachting Assn.
Round Robin Series
- July 17-18. Edgewater Yacht Club Regatta
Cleveland, Ohio
- July 24-25. Midwestern District Championship
Crab Orchard Lake, Carbondale, Ill.
- July 24-25. Northeast District Championship
Boston Harbor, Mass.
- July 24-25. Capitol District Championship
Cambridge Yacht Club
East Shore, Maryland
- July 30-31-Aug. 1. Greater New York Dist. Championship
Shore Acres, New Jersey
- Aug. 16-20. North American Championship
Lake St. Clair, Mich.
- Sept. 11-12. Hoosier Hot Scot Regatta
Muncie, Ind.
- Sept. 18-19. President's Cup Regatta
Washington, D. C.

Green Bay FS Boat of the Year

- June 26-27. Marinette-Menominee Yacht Club
Regatta
- July 31-Aug. 1. Ephraim Yacht Club Regatta
- Aug. 7-8. Sturgeon Bay Yacht Club Regatta
- Aug. 28-29. Egg Harbor Yacht Club Regatta

NORTH AMERICAN CHAMPIONSHIP

A tentative schedule of events, registration and housing forms are included in this issue. Bob Cowles and his committee have been at work and plans are complete for the 1971 Championship. Included in the July issue will be a map showing the location of the Detroit Yacht Club.

We can all help the Committee by sending in our entries early.

**1971 FLYING SCOT
13th NORTH AMERICAN CHAMPIONSHIPS
DETROIT YACHT CLUB**

Schedule of Events

(Tentative)

- Sunday, August 15*
10:00 a.m.- 5:00 p.m. Registration & Measuring
- Monday, August 16*
9:00 a.m.- 5:00 p.m. Registration & Measuring
6:30 p.m. Reception Party
- Tuesday, August 17*
8:00 a.m.-11:00 a.m. Registration & Measuring
12:00 noon Tows leave DYC
2:00 p.m. NAC Race Set No. 1
7:00 p.m. Annual Meeting and Dinner
- Wednesday, August 18*
8:00 a.m. Tows leave DYC
10:00 a.m. NAC Race Set No. 2
12:00 noon Lunch at Grosse Pointe Club
2:00 p.m. NAC Race Set No. 3
6:30 p.m. "Ox Roast" Picnic at DYC
- Thursday, August 19*
8:00 a.m. Tows leave DYC
10:00 a.m. NAC Race Set No. 4
- Friday, August 20*
8:00 a.m. Tows leave DYC
10:00 a.m. NAC Race Set No. 5
6:30 p.m. Awards Dinner at DYC
6:30 p.m. DYC Junior Venetian Night
- Saturday, August 21*
12:00 noon Edison Boat Club Regatta
Detroit River Yachting Assn.
(ALL NAC Contestants are invited)
2:00 p.m. DYC Venetian Night Fleet Review
7:00 p.m. DYC Venetian Night Party

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FLYING SCOT
THIRTEENTH NORTH AMERICAN CHAMPIONSHIPS
DETROIT YACHT CLUB

August 16-20, 1971

ENTRY FORM

NAME _____ SAIL NO. _____

STREET _____ BOAT NAME _____

CITY, STATE, ZIP _____ SPINNAKER COLOR _____

CREW NAMES _____

NUMBER IN PARTY: _____ ADULTS _____ CHILDREN

_____ Please register us as contestants. Our registration fee of \$30.00 is enclosed.

_____ I intend to charter a boat.

_____ I wish to make my own reservations.

_____ Housing Reservation Form and Deposit sent to Mr. Quinn.

_____ We intend to have our meals at the DYC.

_____ We intend to attend the AWARDS DINNER.

MAIL TO: Detroit Yacht Club
Belle Isle
Detroit, Michigan 48207

Attn: Mrs. Frank Perry
NAC Reception

1971 NORTH AMERICAN CHAMPIONSHIPS

HOUSING RESERVATION FORM

NAME _____

STREET _____

CITY, STATE _____ ZIP _____

State preference of motel, date of arrival, and number and type of rooms:

Enclose deposit for one night's lodging per room. Make check payable to the Detroit Yacht Club and mail to:

W. J. Quinn
1040 Whittier
Grosse Pointe Park, Michigan
48230

Phone: 886-0597 (Area Code 313)

Deposit due by July 15, 1971.

We will make reservations only at Balmar Motel or Holiday Inn.

MOTEL AND HOTEL ACCOMMODATIONS

"1971 N.A.C. PREVIEW"

Detroit River Yachting Association Round-Robin Series

July 17-18, 1971

* BALMAR MOTEL

1 large double - 2 singles	\$16.00 per day
Children over 8 years	2.00 per day
Roll away	2.00 per day
1 large bed 2 singles Kitchenette	16.00 - \$2.00 per each extra person
Pool - TV - Restaurant	

* HOLIDAY INN

2 double beds - 2 people	\$20.00
\$3.00 each extra person per day	
Children under 12, no charge	
Twin, 2 people	20.00
Pool - TV - Air Conditioning	

PONCHARTRAIN HOTEL (Downtown Detroit)

2 twin beds - \$26.00 - \$41.00 depending on size, location, view
2 double beds - \$29.00 - \$38.00 same as above
Children over 12 years \$6.00 additional
Pool - TV - Air Conditioning - Restaurants

SHERATON CADILLAC HOTEL (Downtown Detroit)

Single room	\$15.00 per day
Double room	20.00 per day
Cots	6.00 per day
No pool	
Registered guest - \$.50 to park car; \$.50 to get car	

HOWARD JOHNSON MOTEL (Downtown Detroit)

1 Double	\$26.00
2 Double in room \$28.00 for 2 - \$6.00 for each extra person over 12	
1 Twin	26.00
Pool - Color TV - Sauna - Air Conditioning	

HOWARD JOHNSON MOTEL (North of Downtown Detroit)

Same

TRAVELODGE MOTEL (Near Downtown)

2 double beds	\$22.50
2 people in double	16.50
1 double	15.00
Prices subject to increase	

* *DYC will handle reservation if requested*

Here is an excellent chance to meet the NAC-1971 "home team" and to preview the host facilities some four weeks before the big event. All Flying Scot sailors are invited to participate in the Round Robin race series. Entry fee is \$2.00 per race. Non-DRYA members (out-of-towners) are eligible to enter the "OPEN FREE-FOR-ALL" races. First, second and third place trophies will be given in each race.

Three sets of races (DRYA Teams, DRYA FFA, Open FFA) will be held in the waters in front of the host clubs:

July 17 - 10:00 a.m.	Detroit Yacht Club
July 17 - 2:00 p.m.	Detroit Boat Club
July 18 - 11:00 a.m.	Edison Boat Club

These races will be held on the Detroit River. The NAC races will be sailed on Lake St. Clair.

NOTE: Most of the Detroit area NAC contestants will be on hand and will sail in the OPEN FFA races in order to give the out-of-towners some stiff competition.

You may use the facilities of the Detroit Yacht Club for launching and mooring of your boat. Please notify us by July 10. Send information similar to NAC Entry Form to:

Jim Smith, Flying Scot Chairman
Detroit Yacht Club
Belle Isle
Detroit, Michigan 48207

GROWING UP

In another part of this Issue, you will see a "Certification" of the receipts and disbursements of your Association, for the fiscal year ended October 31, 1970. Comparing this report with the figures of the previous year, and our budget for the current year, I realize how fast we are growing up. Income over the three year period is anticipated to grow by 37%, and expenses by 40%. (see tabulation below.)

We are not unlike the child, turned teenager, who can't wait to grow up; and when he does in a few short years, he finds it rougher going than he anticipated. This past year was a rough one administrative wise, but the planning and hardwork of Ernie Godshalk, and Mary Doolittle, have gotten results which all of you are benefiting by.

FSSA needs your financial support through your dues. We have come of age and we must accept the responsibility.

Bearns Smith, *President*

RECEIPTS AND EXPENSES

	Actual 1968-69	Actual 1969-70	Actual 1970-71
Total Income	\$13,821	\$16,967	\$19,025
Expenses			
Scots N' Water	3,734	4,077	4,375
Office and Cor-responding Sec.	4,642	8,724	8,220
Other Services	3,026	4,680	5,410
TOTAL	\$11,402	\$17,481	\$18,005



Photo by Red Porter (Fleet 32 member)

*Jim and Barb Schornick in the 3rd race of 1970
Seabreeze Annual Regatta placing 3rd in this race.
Regatta was won by Jerry Derryberry.*

Flying Scot Sailing Association
531 Jenks Blvd.
Kalamazoo, Michigan

Gentlemen:

We have examined the accompanying statement of receipts and disbursements, prepared on a cash basis, of the Flying Scot Sailing Association for the year ended October 31, 1970. Our examination was made in accordance with generally accepted auditing standards and included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion the accompanying statement of receipts and disbursements of the Flying Scot Sailing Association presents fairly the results of its operations for the year ended October 31, 1970 in conformity with generally accepted accounting principles.

Respectfully submitted,
J. MANNING WINIKUS & CO.
Certified Public Accountants

Flying Scot Sailing Association
Statement of Receipts and Disbursements
for the Year ended October 31, 1970
(Condensed from Auditor's Report)

Cash Balance - November 1, 1969		\$ 6731
Add: Receipts		
Membership Dues	10673	
"Royalty Paid" Sail Labels	2728	
Boat Registration Numbers	1575	
"Highlights" Book Sales	489	
Advertising - Scots N' Water	407	
Other	<u>1095</u>	<u>16967</u>
Total Cash and Receipts		<u>23698</u>
Less: Disbursements		
Scots N' Water		
Editor Fee	675	
Printing, Mailing, Etc.	<u>3402</u>	<u>4077</u>
Office and Corresponding Secretary		
Clerical Services	4175	
Office Equipment	1323	
Stationery supplies,		
Printing, Etc.	1022	
Telephone, Postage	1282	
Other	<u>922</u>	<u>8724</u>
Other Services		
Computer Service	450	
Officers' Expenses	278	
Governors' Meetings	580	
Handbook Printing	1327	
"Highlights" Printing	467	
"Royalty Paid" Sail Labels	1000	
Other	<u>578</u>	<u>4680</u>
Total Costs and Expenses		17481

Statement of Receipts and Disbursements continued.....

Cash Balance - October 31, 1970	<u>\$ 6217</u>
Cash Balance consists of:	
First National Bank & Trust Co. of Kalamazoo - Checking A/C	\$ 1183
First National Bank & Trust Co. of Kalamazoo - Savings A/C	<u>5034</u>
	<u>\$ 6217</u>

FLEET NEWS

Capitol District Governor, Ed Sharp, has issued a Capitol District Bulletin. This excellent newsletter informs all Capitol District members of the District and Special Regattas. Also it serves as a means of passing ideas from Fleet to Fleet and helps stimulate activity.

FLEET 63, HAVRE DE GRACE, MARYLAND

The Spring Invitational Regatta has been rescheduled. New date is Saturday, June 5.

FLEET 41, CRYSTAL, MICHIGAN

Duane Smith reports on the availability of one or two openings for Fleet 41 Juniors to attend a Junior Sailing symposium. This program is sponsored by the Huron Portage Yacht Club and runs for a period of two weeks. Peter Barrett and Marlin Abramson will conduct the program. Fee is \$75.

FLEET 48, CHARLOTTE, NORTH CAROLINA

Scots have been recognized as a separate fleet by the Lake Norman Yacht Club. Competition will now be boat for boat without the confusion of time keeping and handicaps.

Regattas of special interest to Fleet 48 members are:

May 1-2	So. Atlantic Yacht Racing Assn. Regatta
May 8-9	Carolinas District Championship
June 19-20	Governor's Cup Regatta

FLEET 37, WESTERVILLE, OHIO

John Gray, 541 Yaronia Dr., Columbus, Ohio 43214 is the person to contact about the Buckeye Regatta to be held on Hoover Reservoir, May 22, 23. John has reserved 25 rooms at Hospitality Inn, Columbus on a first come - first served basis. Other nearby Motels are Howard Johnson, Ramada Inn, Holiday Inn and Sheraton Motel.

FLEET 31, SHORE ACRES, NEW JERSEY

Herb Eskelson, 1414 Meeting House Road, Sea Girt, New Jersey 08750 is the person to contact for more information on the Greater New York Championship.

FLEET 71, ROANOKE, VIRGINIA

Howard Wulfken, 641 Lou Ann St., Salem, Virginia 24153, will be happy to send a brochure on the Invitational Regatta to be held on June 26-27. Camping is allowed on the Yacht Club grounds just a short distance from the Blue Ridge Parkway.

WHAT I LOOK FOR IN MY SAILS

by Paul Schreck

Editor's note: Last month we published an article on Sails by Vince DiMaio. There is much that can be done with Sails and still remain within the specifications. So we thought it would be interesting to see what a sailmaker had to say about Vince's article. Accordingly we asked our current North American Champion and Sailmaker, Paul Schreck, to write an article. We offer it here.

It is very hard to disagree with anything that Vince has said. To those who haven't read his article, I suggest you do; it is the kind of article easy to understand and covers most of what you have to know about sails on a Scot.

Because of the designed dimensions of a Scot jib it is impossible to add area by making it into a deck sweeper. For jibs of other classes this is not so. Deck sweepers do pay off in other classes, because more wind comes off the leach when you close up the foot area to the deck.

The location of the jib track on a Scot with any rake at all in the mast makes it impossible to lead the jib any place except the forward hole. If the clew were lower your jib would be valueless.

A window in a Scot jib is a good idea. Although the skipper can always see in heavy air by hiking, the crew is blind. The Scot jib is so seldom lowered we went to cloth snaps because the spinnaker never fouls. It really isn't very difficult to lower the jib if you have to.

I think the draft of both sails should be as even as possible for all velocities, and the secret of all weather sails is this very point. You must be able to get even draft for all velocities. Even though Vince may like his draft forward on the jib maybe we agree here also. As soon as the jib has pressure the draft backs up and of course it must be slightly forward in order to be even when it is full.

As concerns mains, I like fairly tight roping as does Vince, but in the case of a Scot this is one of your cake and eat it deals. A 1/16" halyard is easily broken if the rope is too tight. Also synthetics continue to shrink with age. So here a sailmaker must make a compromise because of his knowledge of materials and people. The biggest nemesis the sailmaker has is, completely adjustable sails in the hands of the unknowledgeable. For this reason a more or less fool proof suit will average out by far better than a suit built for a velocity or with too many adjustments.

We abandoned putting zippers in mains twelve years ago except for those who insist on having them. More often than not the disturbance in the boat will cause the skipper to lose more than he can gain especially if he has to unzip half way up the beat, also the loss of one tooth in the zipper can be pretty expensive. Another disadvantage of the zipper is that the shrinkage factor is never the same as the sail cloth. The main may be beautiful when new and at the end of the season is an ungodly mess.

This is another secret to cutting good sails, they must hold the overall desired shape at least an entire season. Many sails that have a change in the angle of cloth will go to pot in one or two heavy races. A sail is too much of an investment to lose its

shape in a couple of races. I witnessed this very thing in a suit of sails by another sailmaker in two recent series. They were flying the first couple races, and changed shape considerably in the second series.

I agree also with Vince about elastic batten pocket ends. We abandoned these as batten warpers some fifteen years ago. I also have to agree with him about small puckers, and crows feet. Its the shape desired that really counts, and even though a sail could be made with wrinkles and puckers almost entirely eliminated it would not have the proper resistance to strain to maintain the desired shape.

I don't agree with Vince in that you should tell your sailmaker how to make your sails. You must order your sails from a sailmaker who *knows* how to make the sails for your class. Most sailmakers have lived, ate and slept sails since they were children; they have an extreme advantage over the average sailor in that they not only sell the sails they understand the mechanics of a sail completely. I find the biggest draw back in a good suit of sails is not to listen to your sailmaker when he tells you how to sail them. Usually instructions on what to do with sails are very simple. It is the sailor who complicates these instructions by either lack of knowledge or the unnecessary insertion of a few of his own peculiarities.

To sum the most important things in one paragraph: first, set your sails for an even draft in the velocity you are racing. Upwind trim them both as hard as you can and still maintain reasonable speed. Reaching and running trim them on the verge of a luff and sail down in every puff and up in every lull.

SPINNAKERS ON PARADE

The Milwaukee Journal took an unique and very excellent photograph of about a dozen Scots flying spinnakers during the last North American Championship.

This was published in the October - November issue of Scots N' Water. Prints, suitable for framing, have been made on Kromekote and offered for sale by Scots N' Water. These are great for Yacht Clubs, offices, family rooms and gifts. Some members have enjoyed coloring the spinnakers.

The 11-3/8" x 19" prints are available for \$1.50 including first class postage. Send your orders with check to Editor, Scots N' Water

Robert B. Hanna
198 Clear Lake Drive
Ray, Indiana 46737

Late Report. . . .

Fleet 19, Canfield, Ohio announces the Ohio Inter-Club Yachting Association Regatta to be sailed on Berlin Lake on June 12 and 13.

All Scot sailors are invited to sail in this annual event and will be welcomed at the Berlin Yacht Club.

For more information contact:

Bill Kobel
118 Skyline Drive
Canfield, Ohio 44406

From the Corresponding Secretary's Mail Bag.....

Comments received concerning the Roster.

From Wyoming,

"I recently wrote to ----- and his letter was returned for improper address. Would appreciate your rechecking your records to see if an error was made".

From Maryland,

"In the Roster listing, I'm glad I am an 'Act.' rather than an 'Ass.' That's a crazy choice of abbreviations".

From Several,

"We're disappointed that you have not included a listing of unpaid boats in the Roster".

ANSWERS:

Please do not rely too heavily on the addresses as listed in the Roster. We are still finding many original key punch errors; also, we average about 150 address changes per month. (These Scotters do move about a bit.) I am working daily to straighten out our records and we plan to run another Roster in July which should be fairly accurate by that time. I hope! (No one will move in the summer time. Too busy sailing!)

The roster program allows only three spaces to show class of membership. We thought "Ass." for Associate was the logical abbreviation, but realized that some people might get a laugh from it. Perhaps it will encourage each Associate to buy his own boat and become an "Act."

Whether or not to include unpaid boats (i.e., non-members) in the Roster is still an open question. The benefits to FSSA in doing so are slight. We already make direct mailings to the non-member Scot owners encouraging them to join FSSA, so they are not being overlooked. Disadvantages of including non-members in the Roster are several, the principal ones being that (1) in many cases the information we have as to owner's name and address is obsolete and in error, and (2) inclusion of non-members would increase Roster bulk (and therefore printing and mailing costs) by one-third. At this time it seems that the disadvantages outweigh the advantages.

From Michigan,

I am seriously considering getting into the Flying Scot class this season, but wish to have confirmed that there are plenty of open regattas to attend. I have no objection to traveling several hundred miles. I am convinced that the Scot will be "top drawer" as a family boat, but I do want to be sure that we get into a class that is really active.

Since you are willing to travel, you will have no problem attending a regatta in practically every month of the year. We echo your convictions that the Scot will be, in fact is, "top drawer", as a family boat. We have sailed a variety of Day Sailors and there simply is not another Day Sailor on the market that is as well built as the Scot is and fulfills as many needs as the Scot does.

Is the Scot Class active? Phew! ! !

From the Corresponding Secretary

Please be reminded that you should forward your Announcements, writings, Advertisements and Fleet News directly to the Editor. When I receive them, that is what I do. Directing them through me delays and has caused some to miss the deadline which is the 15th of the month.

When your questions relate to Measurer's Rulings, Sails, Rigging, Boat Parts, Maintenance, Specifications, Rules, Sailing Tactics, etc., you should send your correspondence to the: Chief Measurer, A Sail Manufacturer, A Dealer, One of the Builders or your District Governor.

In other words, if your correspondence is not directly concerned with the: Records; Address Changes; Dues; Fleet Formation; Purchasing of *HIGHLIGHTS*, Sail Labels or Pocket Patches, it only delays your answer when you send it to me.

Also, when you sell your Scot, be sure to fill in the transfer part of your Official Certificate and forward to this office for registering. I will send it along to the new owner. Thank you.

Mary Doolittle,
Corresponding Secretary

From the Editor's Mail Bag. . . .

According to Rick Tears inboard sheeting of the jib is a big help when going to weather. Is this legal?

From Ohio

The Measurer has ruled that an arrangement similar to the one described by Rick is not legal. See Scots N' Water for March.

I have read in the March Scots N' Water what Sandy says about "capsizes". Why not solve the whole matter by making the Scot "self-rescueable"?

From Indiana

Any Comments?

I plan to move. What should I do to keep the Association records up-to-date and to be sure I continue to receive Scots N' Water?

From Illinois

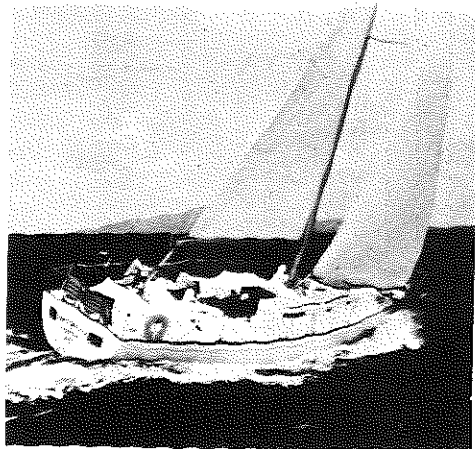
Obtain and complete Post Office Department forms 3578 and 3575. Mail 3578 to Mary Doolittle. Mark 3575 for forwarding newspapers and magazines.

Where do I get more specific information about Regattas than is included in the Scots N' Water schedule?

From Wisconsin

For most District Championships invitations are mailed to all eligible members. For the North American Championship, registration forms are published in this issue of Scots N' Water. For all others write the District Governor or the particular Fleet Secretary or Captain.

Come Sail The Virgins With Us In '72



The Exciting New Carib 41

It's up-up-up and aweigh March 9, 1972 for members of the Flying Scot Sailing Assn. We're off to the British Virgins and a full week of bareboat sailing in luxurious Carib 41's (3 couples per boat). Because of the initial interest in this trip, we've already reserved 10 boats for 30 couples. Should more wish to sign on, we can obtain additional boats.

Customize your Trip

You don't have to fly down or back with the group. Your airline ticket can be used when you want. Make your own plans around this week of cruising. Go down a week early and rest in a resort! Combine sailing a Scot in the mid-winter Regatta with cruising a big boat in the Virgins.

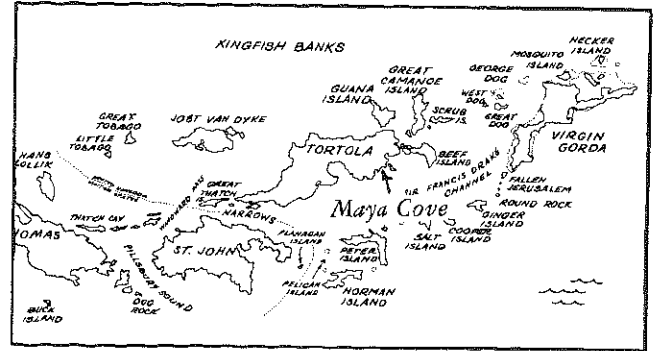
If you want to organize your own crew, let us know the other two couples and you're all set. Otherwise, the committee will set up boats with compatible couples - (you can't miss with Scot Sailors!). Also, we obviously need at least one skipper with cruising boat experience on each Carib 41.

Reserve Now - First Come First Served

The important thing is to return the enclosed card and your deposit of \$75 per couple. This must be in by June 1st by which time we have to complete our initial deposits for the boats. Everyone who returns the card will get a brochure with complete information about the Carib 41 and sailing in the Virgin Islands.

Later on, when we know who is going, and on what dates, the CSY people will send out their own questionnaire, contracts, Yachtsman's Guide to the Virgin Islands and charter boat manual.

I am sure you want to join us. Let me hear from you today.
Bob Vance, FSSA Treas.



Virgin Island Itinerary - March '72

<u>A</u>	<u>B</u>	
9	10	Flight New York to Tortola, and overnight.
Thurs.	Fri.	
10	11	Board your Carib 41 (5 boats start each day)
Fri.	Sat.	
	thru	Sailing the British Virgins (Rendezvous each nite with entire Fleet)
17	18	Return Boat - Overnight Ashore
Fri.	Sat.	
18	19	Shop & Free time St. Thomas.
Sat.	Sun	Overnight
19	20	Return flight St. Thomas to New York
Sun	Mon.	

Air Fare New York/Tortola and return	\$184.00
Sail-away plan (Boat fully provisioned except liquor)	159.00
Hotel - 3 nights (MAP Double occupancy)	55.00
TOTAL PER PERSON	\$398.00
PER COUPLE	\$796.00

**Bob Vance, 1 Lincoln Ave.,
Old Greenwich CT 06870**

We are very much interested in this trip. Send me brochure about the boat and Virgin Island sailing.

We definitely plan to go and enclose our refundable deposit for \$75.

We (have) (have not) had cruising boat sailing experience.

Name _____

Address _____

Phone _____

Change Of Address

NEW ADDRESS

Name _____ Boat No. _____

Street _____

City _____

State _____ Zip _____ Fleet No. _____
(if changed)

OLD ADDRESS

Street _____

City _____

State _____ Zip _____ Fleet No. _____

MAIL TO:

Mrs. Mary Doolittle
F.S.S.A. Corresponding Secretary
531 Jenks Boulevard
Kalamazoo, Michigan 49007

PAUL SCHRECK & CO. *Sailmakers*

PAUL SCHRECK SAILS TAKE OVER MID-WINTERS

1st - 2nd - 3rd - Overall

Eight out of the top ten used our sails

Our sails had all of the first place finishes,
all the second places finishes,
and four of the third place finishes.

Suit Price \$285.00

Spinnaker \$130.00
(any color or colors)

PAUL SCHRECK & CO., Sailmakers
S. Scenic Drive
Lillian, Alabama 36549
(205) 962-4345

CAVEAT EMPTOR

FS 1622

Customflex
Trailer—Full Cover—Complete
Racing Gear—Raced 1½ Seasons
Price—\$2,900

Robert Cope
2515 Beach Avenue
Beach Haven, New Jersey 08008

USED SPINNAKER WANTED

Wanted to buy a used spinnaker.

Tyrone Reed
5614 Roanoke
Portage, Michigan 49081

USED SAILS FOR SALE

We have several suits of used sails.
Price per Suit \$75. Mains \$50. Jibs \$25.

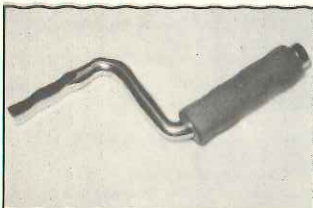
Bob Cowles
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FINEST QUALITY TAPERED BATTENS
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Jones' new Junior Flying Scot sails ideal for 10-11 year-olds; can be used as "storm" sails (131 sq. ft.). The Scot is balanced well with them; the same as with full size sails. Same jib sheet blocks used. Kids love their "very own" sails; quickly gain confidence and sailing ability because the Scot is even more stable with them. Dacron main and jib 4 oz. \$185; 5 oz. \$193; plus postage and numbers. John C. Jones, III, 55 Hawes St., Brookline, Mass. 02146

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Made of same alloy, with same shape and same breaking strength, by same manufacturer as Douglass' crank. BUT each end is square and a bit longer - enabling one to file a new full-length square if (perchance) the original square is broken off. Thus, its life expectancy is four times that of a usual crank. Price includes postage. 1—\$1.40; 2—\$2.74; 3—\$4.08. Please send check for prompt mailing. John C. Jones, III, 55 Hawes St., Brookline, Mass. 02146

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provided one partner-owner is an Active Member; or designated club member).
SUSTAINING MEMBER..... 5.00
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(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)

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PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER:

F/S Pocket Patches, each..... \$ 2.00
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Customflex, Inc.
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Toledo, Ohio 43607

Challenger Yachts Limited
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Pointe Claire, P.Q., Canada

Ranger Boat Company
25802 Pacific Hwy. So.
Kent, Washington 90831

FLYING SCOT SAILING ASSOCIATION

DISTRICTS



FLEETS

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Carbondale, Illinois 62901
618-457-8006

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- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Burnham Harbor-Lake Mich.
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-ROCHERT, MINNESOTA-Cotton Lake
- 83-CARLYLE, ILLINOIS-Lake Carlyle
- 88-IOWA CITY, IOWA-Lake Macbride

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Tulsa, Oklahoma 74103
918-587-0145

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- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 55-WICHITA, KANSAS-Cheney Reservoir (s)
- 59-TULSA, OKLA.-Keystone Lake
- 89-TOPEKA, KANSAS-Lake Perry

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6140 Grape Road
Houston, Texas 77036
713-771-5655

- 23-DALLAS, TEXAS-White Rock Lake
- 32-HOUSTON, TEXAS-Galveston Bay
- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 51-SEABROOK, TEXAS-Galveston Bay
- 62-DALLAS, TEXAS-Lake Ray Hubbard
- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis
- 84-LAKE CHARLES, LOUISIANA-Lake Charles

PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON
1255 Hamilton Avenue
Palo Alto, California 94301
415-321-4497

- 40-INVERNESS, CALIFORNIA-Tomales Bay
(-s) Charter Suspended

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Governor: JAMES R. SMITH
229 Lothrop Road
Grosse Point Farms, Mich. 48236
313-885-2352

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- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICH.-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G. PT. YC-Lake St. Clair
- 18-DETROIT, MICH.-DETROIT BC-Lake St. Clair
- 20-PINCKNEY, MICHIGAN-Portage Lake
- 33-LONDON, ONTARIO, CANADA-Fanshawe Lake
- 41-CRYSTAL, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

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Governor: CARL J. RIPPEL
9700 Sunbury Road
Westerville, Ohio 43081
614-882-6180

- 1-WILMINGTON, OHIO-Cowan Lake
- 4-MANSFIELD, OHIO-Clear Fork Lake
- 12-CLEVELAND, OHIO-EDGEWATER YC-Lake Erie
- 14-SPRINGFIELD, OHIO-Kiser Lake
- 19-CANFIELD, OHIO-Berlin Lake
- 26-TOLEDO, OHIO-Maumee River
- 35-CHAUTAQUA, NEW YORK-Chautauqua Lake
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 53-CAYUGA, NEW YORK-Cayuga Lake
- 65-DELLROY, OHIO-Atwood Lake

GULF DISTRICT

Governor: ALLEN M. DOUGLAS
P.O. Box 752
Panama City, Florida 32401
904-785-7500

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Caloosahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andrews Bay
- 79-GULFPORT, MISS.-GYC-Mississippi Sound
- 85-MONTGOMERY, ALABAMA-Lake Martin
- 87-PENSACOLA, FLORIDA-Pensacola Bay
- 90-MIAMI, FLORIDA-Biscayne Bay

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Governor: RICHARD HOSMER
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Sharon, Massachusetts 02067
617-784-2176

- 5-BURLINGTON, VERMONT-Mallet's Bay
- 11-ROCKPORT, MASS.-Sandy Bay
- 38-MONTREAL, QUEBEC, CANADA-Lake St. Louis
- 57-HARWICH PORT, MASS.-Nantucket Sound
- 58-WOLLASTON, MASS.-Boston Harbor
- 61-NORTH FALMOUTH, MASS.-Buzzards Bay (s)
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAUHANT, MASS.-Vineyard Sound

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Governor: CHARLES S. ROWE
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Old Greenwich, Connecticut 06870
203-637-1380

- 7-RIVERSIDE, CONN.-Long Island Sound
- 10-MORICHES, L.I., NEW YORK-Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY-Barnegat Bay
- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 28-SHEEPSHEAD BAY, N.Y.-Rockaway Inlet, L.I.
- 31 SHORE ACRES, NEW JERSEY-Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.-Hempstead Bay
- 72-AMITYVILLE, N.Y.-Great South Bay
- 73-PERTH AMBOY, N.J.-RARITAN YC-Raritan Bay
- 74-NYACK, NEW YORK-Hudson River

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Governor: EDWARD G. SHARP
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Alexandria, Virginia 22307
703-768-7776

- 6-OAKLAND, MARYLAND-Deep Creek Lake
- 42-WASHINGTON, D.C.-Potomac River
- 63-HAVRE DE GRACE, MD.-Susquehanna River
- 80-PITTSBURGH, PENNA.-Lake Arthur
- 81-WRIGHTSVILLE, PENNA.-Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.-Lake Glendale
- 86-BALTIMORE, MARYLAND-Magothy River

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Governor: WILLIAM A. MYATT
1514 St. Mary's Street
Raleigh, N.C. 27608
919-834-7046

- 27-HENDERSON, N.C.-Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.-Lake Norman
- 71-ROANOKE, VIRGINIA-Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.-Bogue Sound