

Regattas

- July 1-2 Saint Lawrence Valley Yacht Racing Association Annual Regatta
Lord Reading Yacht Club
- July 1-4 Leech Lake Regatta
Walker, Minnesota
- *July 8-9 Midwest Regionals
Gull Lake, Michigan
- July 15-16 Edgewater Yacht Club Regatta
Cleveland, Ohio
- July 15-16 Prairie District Championship
Fort Gibson Lake, Oklahoma
- July 15-16 Capital District Regatta
Havre DeGrace, Maryland
- July 16 FD/FS Regatta
Crystal Lake, Michigan
- July 22-23 Ohio District Championship
Cleveland, Ohio
- July 22-23 Midwest District Championship
Milwaukee, Wisconsin
- July 29-30 Gulf District Championship
Pensacola, Florida
- July 29-30 Cambridge Regatta
Choptank River, Cambridge, Maryland
- August 5-6 Lord Reading Yacht Club Annual Regatta
(Fleet Championship)
- August 6-12 Lake of the Woods Regatta
Lake of the Woods, Minnesota
- August 19 Baie d'Urfe — Beaurepaire Annual Regatta
(Ishkoodah Cup)
- August 21-25 North American Championship
LaPorte, Texas
- August 26-27 Great South Bay Championship
Amityville L. I., New York

- Sept. 2-3 Hudson Yacht Club Annual Regatta
- Sept. 2-3 West River Regatta
Galesville, Maryland
- Sept. 9-10 Hoosier Hot Scot Regatta
Muncie, Indiana
- Sept. 16-17 Flying Scot Sailing Association Canadian
Championship Regatta
Club Nautique Deux Montagnes
- Sept. 16-17 President's Cup Regatta
Potomac River, Washington, D. C.

Green Bay — Scot of the Year

- June 24-25 Marinette—Menominee
- ** July 15-16 Ephriam Yacht Club
- August 19-20 Sturgeon Bay Yacht Club
- August 26-27 Egg Harbor Yacht Club

**This is NOT the official Midwest District Championship. The championship will be held in Milwaukee on July 22-23.*

***Note this date has been changed from original notice.*

NAC Awaits Starting Gun

Robert Jefferies, Regatta Chairman reports that his committee and the Houston Yacht Club are all set to conduct the 1972 North American Championship to be sailed on upper Galveston Bay, August 22 through August 25.

Competition is expected to be especially keen this year in view of the number of expert sailors who are familiar with gulf sailing. Don Church, the recently crowned Texas Champion, and Robert Jefferies III should be among the leaders of the Texas delegation. Fred Tears of Dallas expects to prove his performance in 1971 was no mere happen stance. Sandy Douglass and Paul Schreck will be on hand looking to repeat and regain the championship. Others who are capable of winning include Vince DiMaio, Fred Meno, Dick Lundquist and Fritz Hanselman.

(continued on page 3)

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SAILING ASSOCIATION**

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NAYRU Upholds Detroit Decision—Tears Out, Douglass Declared 1971 NAC Champion

The Appeals Committee of the North American Yacht Racing Union in a May 16, 1972 decision has upheld an earlier decision of the Detroit River Yachting Association which disqualified Fred Tears of Dallas, Texas in the second and third races of the 1971 North American Championship. This results in Gordon Douglass being elevated to the Championship and Tears being relegated to thirty-third out of the forty-one participants. Other participants will move up in the standings accordingly.

The N.A.Y.R.U. decision was signed by Robert N. Bavier, Jr., chairman and the other members of his committee. The paragraphs which sum up the decision are as follows:

While rule 68.4 (a) requires that a Race Committee refer questions of measurement to a qualified authority, as a practical matter Class By-Laws and Rules, as exemplified by those of the F.S.S.A., often designate the Protest Committee, or Judges, to act in this capacity at a Championship. Even though the Chief Measurer may be available to the Protest Committee, when he is also a contestant, as in this instance, the possibility of his being an interested party tends to diminish his status as an expert witness thereby leaving the determination of technical questions up to the Protest Committee.

The D.R.Y.A. Appeals Committee pointed out that when the Judges' Committee reconvened they considered only evidence already introduced at the original hearings; appellant's assertion to the contrary, neither party, therefore, was prejudiced by not being present.

The decision of the Judges' Committee and the D.R.Y.A. Appeals Committee is affirmed, noting in particular their strict adherence to the Rules and Specifications of the F.S.S.A. and the insistence by the D.R.Y.A. that the Judges' Committee render a decision.

May 16, 1972

Robert N. Bavier, Jr., chairman
Henry H. Anderson, Jr.
F. Gregg Bemis
George R. Hinman
Henry S. Morgan
Richard B. Nye

President Bearns Smith has issued the following statement:

To the membership: The highest court in North American yacht racing has rendered a decision on the Lundquist—Tears protest. Those who have followed this historic protest in Scots n' Water have read of the progressive steps taken to arrive at the final conclusion.

What is particularly gratifying is that both D.R.Y.A. and N.A.Y.R.U. stressed the importance of our desire to compete with boats of equal specifications; and that the Association has been active in upholding this goal. Although there may not be a measurement for every length and weight factor, there is written throughout the rules the spirit and philosophy to keep the Scot a one design boat.

This decision should allay the fears of owners who felt that the specifications were obsolete and the Scot would waver from its one design concept.

Bearns Smith, President

Official Notice of Annual Meeting

The 1972 Annual Meeting of the Flying Scot Sailing Association will be held at the Houston Yacht Club, LaPorte, Texas on Tuesday, August 22, 1972 at 7:30 p.m. (local time) for the purpose of electing officers and the conduct of such other matters of business which may properly come before the meeting including:

1. A vote on the new Specifications as proposed by Fleet 87 and passed by the chief measurer and his committee as per article XIII Par. 1 of the constitution. (Complete text is printed in this issue.)

2. A vote on the revoking of fleet charters 28 of Sheepshead Bay, New York and 55 of Wichita, Kansas.

The Nominating Committee will propose and nominate the following to serve as officers during the period beginning November 1, 1972 and ending October 31, 1973:

<i>President</i> Theodore G. Glass Box 693 Mount Vernon, Illinois 62864	<i>First Vice-President</i> Lewis B. Pollak 2410 Connell Drive Pensacola, Florida 32503
<i>Second Vice-President</i> Robert K. Jefferies 18714 Prince Williams Lane Houston, Texas 77058	<i>Third Vice-President</i> Robert B. Hanna 198 Clear Lake Drive Ray, Indiana 46737
<i>Secretary</i> Edward G. Sharp 1909 Windsor Road Alexandria, Virginia 22307	<i>Treasurer</i> Hans Kuschnerus 1230 Berkshire Grosse Pointe Shores, Mich.
<i>Measurer</i> Donald C. Hott P. O. Drawer 520 Keyser, West Virginia 26726	<i>Nominating Com. Member</i> Rolf Krotseng 1241 Bonnie View Avenue Lakewood, Ohio 44107

As provided in the Constitution, the current President, Bearn Smith, will serve as Commodore.

VOTING PROCEDURE

Each fleet is entitled to cast one vote for each Flying Scot enrolled in the fleet and recorded with the Association by an Active member in good standing. One vote is allowed per active member. Fleets vote at the meeting either by personal delegate or by proxy. The delegate or proxy must be certified *in writing* by the fleet Secretary.

We hope that each fleet which will have participants in the regatta will certify one of its members as its delegate to vote on all matters. In order to be certain of a quorum, however, a form of proxy is being sent to each fleet secretary, who is asked to cast the fleet's votes as instructed by its membership on the matters described below.

Yearbook Mailed

Copies of the 1972 Yearbook have been mailed to all paid-up members of the association. The book includes a roster of members and boat owners.

NAC Awaits Starting Gun . . . (from page 1)

The series will consist of five races. The fleet will be divided into four sections, A, B, C, and D. For the first three races, the sections will form a division and sections will be rotated so that each section will have sailed against each of the other sections. The fleet will then be divided into a Championship and Challenger Division for the final two races.

Registration and measuring will be conducted on August 19, 20, and 21. John Wolfshohl is measurement chairman and chief measurer, Don Hott will also be on hand. Hulls will be weighed, sails measured, and a number of other checks will be made to insure that all boats meet the class specifications.

On Monday evening August 21, the Board of Governors will meet at 7:30 in the Regatta Inn, Seabrook, Texas. The Annual Meeting of the association will be held on Tuesday evening in the Houston Yacht Club.

Vince DiMaio Repeats in Egyptian Cup

By: Ted Glass

The Egyptian Cup Regatta was held on Crab Orchard Lake June 3 and 4. Sixty five boats participated; of these, twenty two were Flying Scots, the biggest class attending. Crab Orchard Lake Sailing Club was happy to welcome Flying Scots from places as distant as Pensacola, Fla. to Muncie, Ind. and Toledo, Ohio. Buddy Pollak, Gulf District Governor, acted as Race Director and conducted three good races in light to moderate air.

Defending Champion, Vince DiMaio, crewed by new Scot owner Don Meyer, won going away with two firsts and a second: 3½ points.

Local skipper, Don Shoemaker, his son Kent crewing, was second overall with 12 points (two 3rds and a 6th).

Ted Glass with sailmaker Paul Schreck as crew was in third place with 12¼ points (a first, a second and a 10th — my apologies to Paul!).

Paul McRoy was 4th overall.

George Haney of Pensacola, Fla. was fifth.

Manee Wins In Havre DeGrace

By: John F. Hall

Ralph Manee, member of Fleet 31, won the Havre DeGrace Spring Invitational. Winds howling at 25 knots with gusts up to 40 knots produced the most exciting planning of the year. Six other classes participated and all except the Flying Scots were victims of knockdowns. Manee scored 1, 1, 2 to defeat Johnny Aras of Silver Springs, Maryland, who finished second. Jack Fassnacht sailing with Sandy Douglass as crew sailed consistently to take 3rd place.

The first five finishes are listed below.

1st	R. Manee	1, 1, 2
2nd	J. Aras	2, 4, 1
3rd	J. Fassnacht	3, 3, 3
4th	B. Sharp	6, 2, 4
5th	D. Noisom	8, 5, 7

Revised Specifications Proposed by Fleet 87

Following is the complete text of the Specifications as proposed by Fleet 87 of Pensacola, Florida. These will be voted on at the annual meeting on August 22. The "underlined" phrases and sentences indicate changes or additions.

ARTICLE S-I-INTENT

THE INTENT of these Specifications is to clarify and add to what is shown in the Official Plan. Any questions regarding the interpretation of these Specifications and the Official Plan, and any questions not covered by these Specifications or Plan, shall be made with the best interests of the Class in mind, rather than any technical misconstruction of drawings or texts.

It is intended that there shall be no significant change in hull, rudder, centerboard, and spars from the original design as prepared by Gordon K. Douglass and no lightening of existing parts. The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications.

References to the Official Plan shall be to the latest revision of the boat and sail plans approved by the Association, a duly authenticated copy of which is on file in the Association Office.

ARTICLE S-II-HULL AND APPURTENANCES

1. THE HULL shall be constructed of molded fiberglass from a mold made from the official plug as originally designed by Gordon K. Douglass. The construction of the hull shall conform to the specifications established by Gordon K. Douglass for licensed builders, which specifications are approved by the association and are on file in the Association's Office. No attempt shall be made by the builders or by any owner to alter the distribution of hull weight by lightening certain areas and concentrating weight in other areas.
2. HULL WEIGHT must be not less than 675 pounds when stripped of all normally removeable gear such as spars, sails, rudder, tiller, centerboard, standing rigging, running rigging, etc. Should the boat be found to be underweight, the difference shall be made up with corrector weights fastened to the underside of the seats, amidships.
3. THE OFFICIAL NUMBER assigned to the boat by the Secretary of the Association shall be cut into the cap of the centerboard trunk in digits at least two inches high.
4. CENTERBOARD shall be molded fiberglass construction with a total weight of 105 plus or minus 5 pounds. Shape shall conform to the official mold as originally designed by Gordon K. Douglass. Method of hoist is optional. There shall be no change in the profile or the cross-section of the blade or the head of the centerboard, and no change in the size or placement of the centerboard rollers.
5. CENTERBOARD TRUNK, SLOT AND CAP shall be in accordance with the original design of Gordon K. Douglass. The centerboard slot at the bottom shall be of essentially uniform width throughout and shall be 1-5/8 inches wide plus or minus 1/8th inch.
6. RUDDER shall be in accordance with the Official Plan. Plate shall be of aluminum 3/16 inches minimum thickness. The head may be constructed of any suitable material, but

shall not be altered in profile from that shown on the Official Plan. The rudder shall be attached to the hull so that the top of the head clears the transom at centerline by not more than one inch.

7. TILLER DESIGN is optional. Hiking stick permitted.
8. BUOYANCY shall consist of balsa wood, at least 1/2" in thickness, molded into the floor of the hull and the underneath side of the deck, as provided in the specifications for builders, established by Gordon K. Douglass, and by at least 10 cubic feet of rigid non-communicating air cell foam plastics attached to the underside of each side deck and located in the space between the seats and the hull.

ARTICLE S-III-SPARS, RIGGING AND FITTINGS

1. MAST shall be aluminum as in official plan, centered 6'2" plus or minus 1/2" from bow measured along deck. Shall not weigh less than 39 pounds completely rigged with all halyards, stays, and winches. Pivot mast not permissible. The sail track edge of the mast is essentially straight. The center of balance of the mast shall be 12 feet above the heel of the mast, plus or minus 2 inches with jib and main halyards attached to the spinnaker pole ring slide positioned in its lowest position and with shrouds and forestays dressed along the mast to heel. The mast shall be of uniform cross-section throughout. No jumpers, diamonds or other stiffeners shall be used nor shall any devices be attached, the use or effect of which could be to increase or restrict the natural bending of mast.
2. BOOM as in Official Plan, shall not weigh less than 11 pounds. The top edge of the boom is essentially straight. The boom shall be of uniform cross-section throughout, constructed of aluminum of round, oval or elliptical shape, and shall not be lightened in any area as compared with other areas, so as to induce abnormal bending or stiffening of the boom.
3. SPINNAKER POLE shall have maximum length over-all including fittings of 7 feet. Only one spinnaker pole to be carried on board. Whisker pole allowable; maximum length 7 feet over-all including fittings. Materials used to construct and fittings are optional. If both a spinnaker pole and a whisker pole are carried aboard, they shall be of sufficient difference in designs to be easily identifiable from a distance under racing conditions and the whisker pole shall not be used for any purpose while the spinnaker is being set and/or flown.
4. STANDING RIGGING shall conform to the Official Plan without variation. No change in the location of the chain plates as called for in the Official Plan shall be made. Shrouds to be 5/32" and forestay to be 3/32" minimum nominal diameter. Point of fastening shroud and forestay tangs to mast to be 18'0" plus or minus 1" from deck. Each shroud shall be attached to the chain plates by means of plates having a row of adjusting holes. No other arrangement of shroud adjustment is permitted. The chain plates may have adjustment holes. The length of the shrouds and forestay may be varied to allow the owner to achieve the mast rake desired, but shall not be expanded or contracted during the race. Shrouds shall attach to a chain plate as shown on the Official Plan and may not be lead through the deck. Forestay shall attach to the bow toggle cable assembly as shown on the Official Plan. No change in location of the bow toggle cable assembly is

permitted. With the forestay under tension, the pin of the jib tack shackle shall be not closer than 3-3/4th inches from the top of the bow plate.

5. RUNNING RIGGING is optional except that:
 - a. Boom must be capable of being roller reefed.
 - b. No locking device aloft for the halyards is permitted. Weight of sails must be carried on the halyards while sails are set.
 - c. Main sheet tackle blocks must be affixed to end of boom and rudder-head, respectively. Lead of handling end of sheet optional providing (a) above can be complied with.
 - d. Jib sheets must be led from blocks or fairleads on approximately 20" long deck tracks located 16" plus or minus 1" abaft the forward edge of cockpit on the coaming. The blocks or fairleads shall be attached directly to the deck track slide and shall not be offset in any manner or by any means in order to alter the angle of the jib to the centerline of the boat. It is prohibited to install any system which alters the line of the jib sheet between clew and fairlead. Location and type of winches and cleats optional.
6. GOOSENECK FITTING must be suitable for roller reefing. Foot of mast to top of boom (projected to mast) not less than 24 inches. Sliding gooseneck not permitted.
7. MISCELLANEOUS FITTINGS AND HARDWARE as shown in Official Plan, are recommended, but not required.
8. OUTHAUL CLEAT ON BOOM may be of any design and located at any convenient location along the boom. The outhaul may be adjusted by any simple means other than the use of such mechanical devices as winches or worm gears. The sides of the after one-third of the boom should be without any protrusion that might catch the rigging of another boat.
9. BOOM VANG may be used, design and method of control is optional, except, that it may not be attached to a traveler on a track and the use of winches, metal cables, and/or rods is prohibited.

ARTICLE S-IV-SAILS

1. MAINSAIL, JIB, AND SPINNAKER: Dimensional restrictions, and length and location of battens in mainsail and jib to conform to specifications shown on Official Sail Plan. No restrictions on type or weight of materials.
 - a. Mainsail must bear the Flying Scot emblem and boat's official number on both sides per sail plan. Bolt ropes

must be used on luff and foot of main and the sail must be set with the bolt ropes in the sail slot on mast and boom.

- b. Spinnakers must bear the boat's official number on both sides, located approximately one-third of the distance down from the head, in 10" (minimum) numerals and color contrasting to the background area.
 - c. All emblems, marks and numbers shall be of durable material, permanently and securely attached.
 - d. The following special rules shall apply to Club Owned Boats, only:
 - i. The mainsail shall bear the emblem FCS instead of the regular emblem.
 - ii. The number on the mainsail and spinnaker may be different from the official boat number of the hull.
 - iii. A Club Owned Boat may measure in and register sails, both mainsail and spinnaker, having different numbers, provided only that the numbers shall be within the numbers assigned to or used by the Club owning the boat.
2. Each sail used in any Flying Scot Class sanctioned event must have sewn to it an official "Royalty Paid" sail lable which may be obtained from the Corresponding Secretary of the Association. Labels for new sails should be sewn to each sail by the sailmaker. The cost is \$3.00 for each label.
 3. No more than one mainsail, one jib, and one spinnaker may be added to a boat's inventory in any twelve month period except that an extra mainsail and jib may be added to inventory in the first 12 months. A second hand sail more than 36 mos. old, and not to be used for racing shall not be considered as coming within the meaning of this restriction. Sailmakers shall indelibly mark on each Flying Scot sail at the tack, the month and year in which it is delivered to the buyer. In the event of serious damage to a sail, a petition for replacement may be submitted to the Executive Committee, provided said petition is endorsed by at least one-third of the owners comprising the local fleet. A borrowed sail shall not be used in a sanctioned event, except with special permission of the measurer for the sanctioned event. A used sail less than 36 months old, resold to the original owner, shall be considered as being added to a boat's inventory during the year of resale. A skipper participating in a sanctioned event may be required to make a declaration in writing concerning purchases of sails during the preceeding 36 months.

Don't give up on the boat until you've given it a chance to win - with Murphy & Nye sails

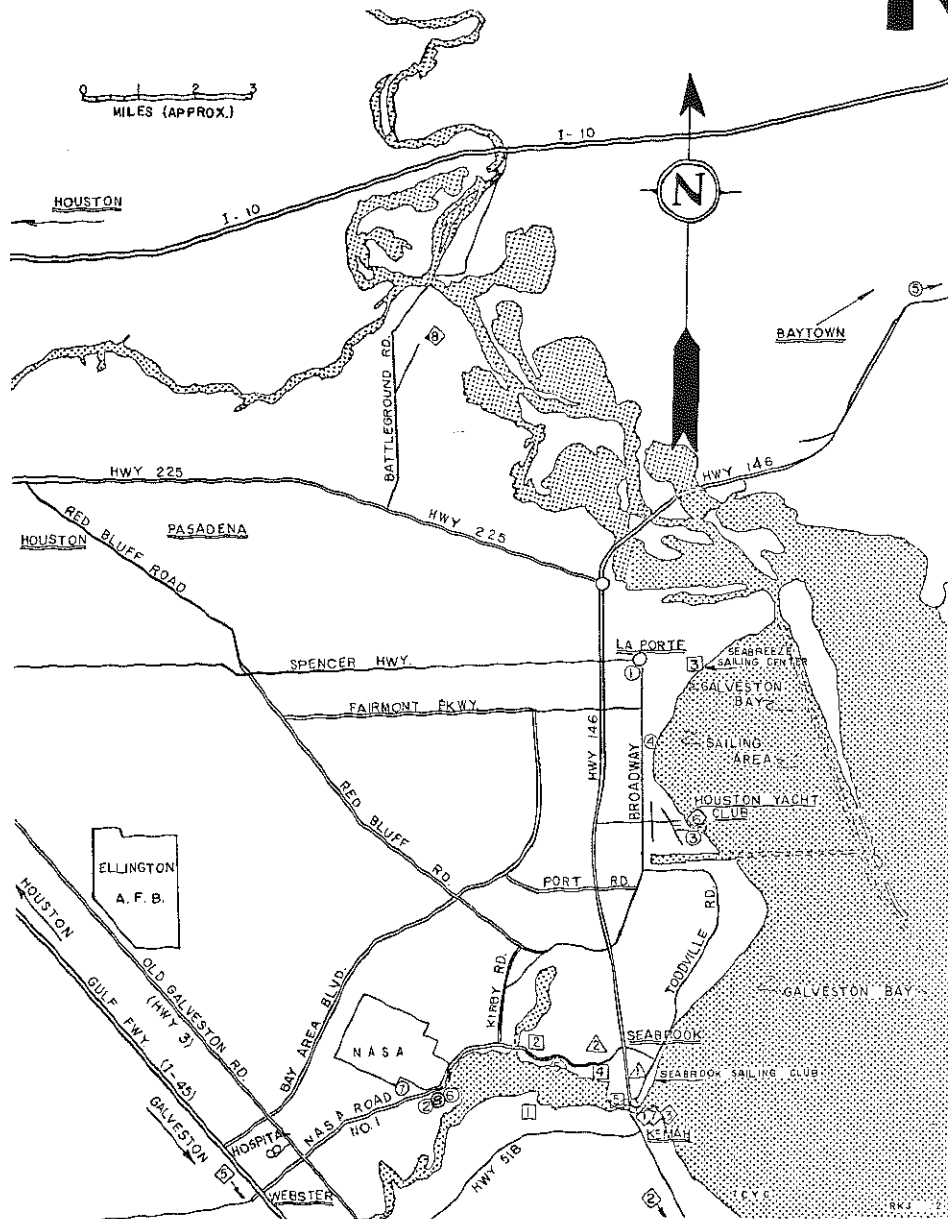
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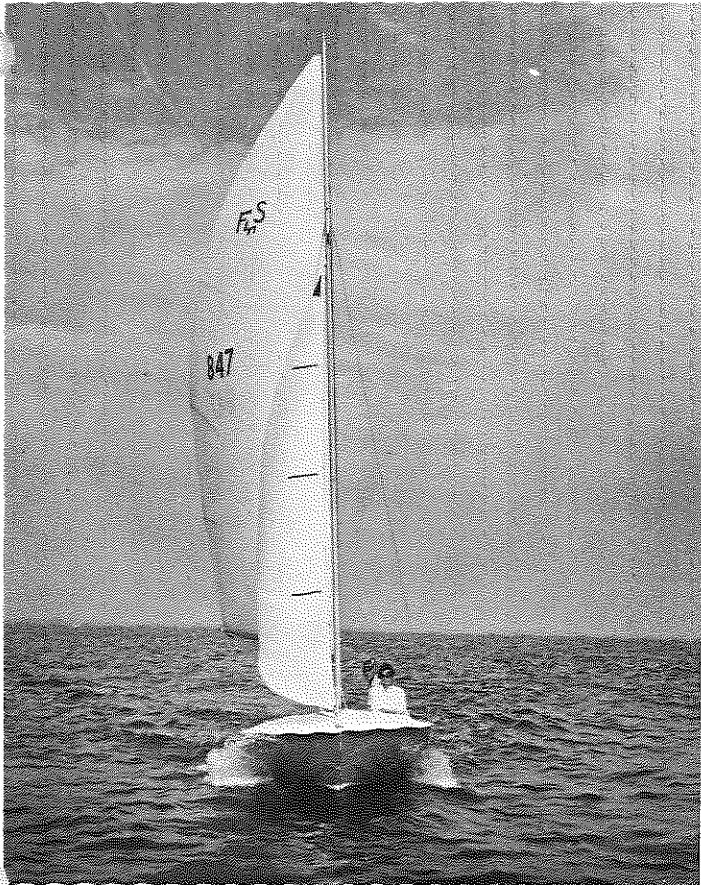
Entry Fee **\$35.00**
Shrimp Boil **5.50 extra**
Awards Banquet **6.50 extra**

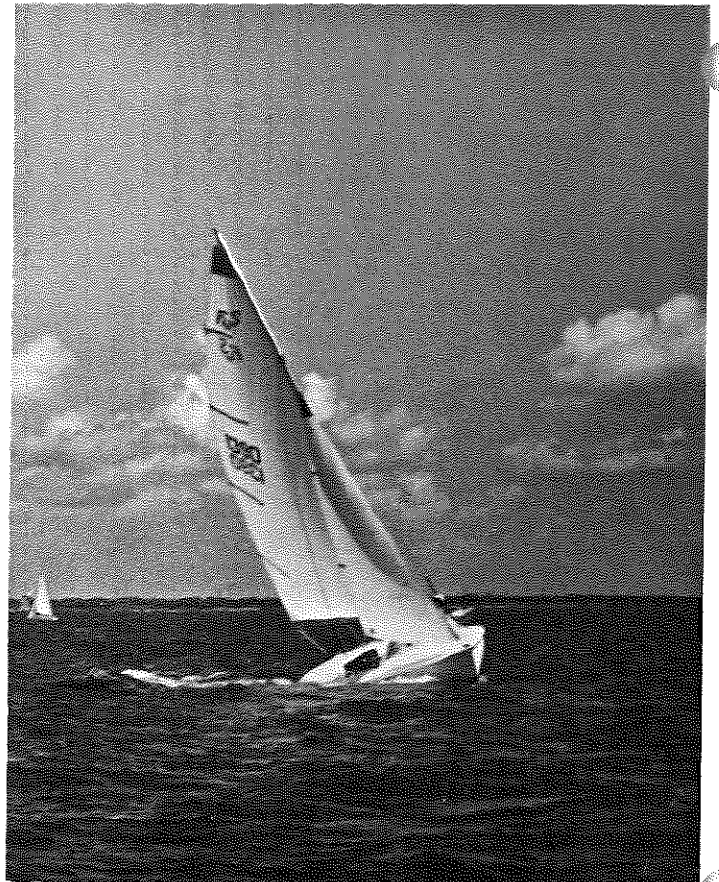
Send Reservations to:
Mrs. William R. Lee
1024 Shady Oak Drive
Dickinson, Texas 77529

MOTELS AND HOTELS

- | | | | |
|--|--|---|--|
| <p>① Bayport Motor Inn
1601 South Broadway
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LaPorte, Texas 77571
(713) 471-4714</p> | <p>③ Houston Yacht Club
3620 Miramar Drive
(P.O. Box 1276)
LaPorte, Texas 77571
(713) 471-1255</p> | <p>⑤ Holiday Inn - Baytown
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Baytown, Texas
(713) 427-7481</p> | <p>⑦ Sheraton Kings Inn
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(713) 488-0220</p> |
| <p>② Holiday Inn - NASA
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(713) 333-2500</p> | <p>④ Bayshore Motel
Highway 146
LaPorte, Texas 77571
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Houston, Texas 77058
(713) 488-2216</p> | <p>⑧ Nassau Bay Motor Inn
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(713) 488-3402 or
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Preview





"Scrambled Match Game For 1972"

Texas Districts
Mid Winter Championship
New York Districts
Carolina Districts
Buckeye Regatta
Egyptian Cup Regatta
Harve DeGrace Regatta

Fred Meno
Robert Rich
Donald Church
Paul Schreck
Ralph Manee
John Aras
Vince DiMaio

Match the winners of these Regattas scrambled opposite them and you will see how many different skippers won using our sails for 1972. They may have won many more but these are all that have reported to us so far this year. We could go on down the list naming 2nd, 3rd and 4th, etc.

To: Paul Schreck & Co. Sailmakers
S. Scenic Drive
Lillian, Alabama 36549 Telephone (205) 962-4345

Please ship _____ suit(s). Scot # _____
Velocities where I sail most are _____ to _____ knots.
I prefer the all weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and
will pay balance in ten days.

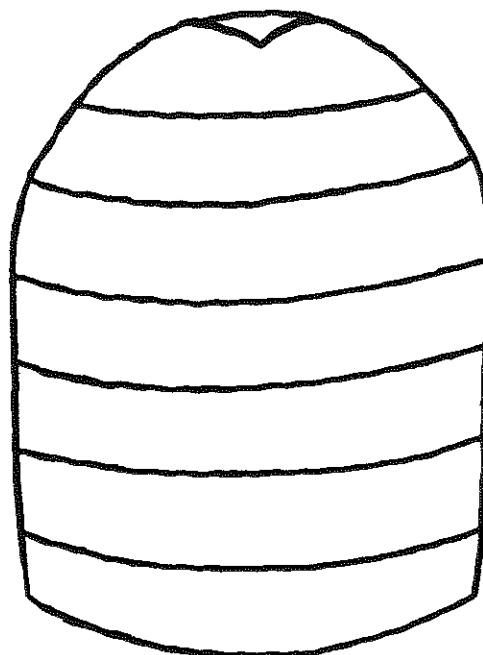
Suit - 5 oz. Dacron - \$285.00*
Jib - 5 oz. Dacron - 95.00*
Main - 5 oz. Dacron - 200.00*
Spinnaker - 3/4 oz. - 130.00*
*includes royalty tag

Brummels - set \$7.00

Name _____

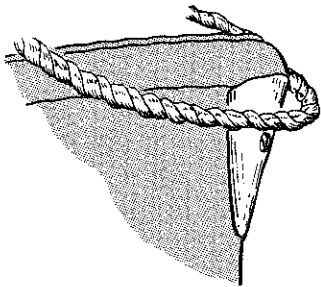
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SWAGING - SMALL BOAT HARDWARE - COVERS
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DO YOU HAVE MAINSHEET HANGUPS?



New Aluminum Flare Fillets will eliminate this troublesome problem. Easy to install, Light weight - Less than 6 oz. total. \$8.95 per pair. Price includes postage. Fits only Douglass built boats.

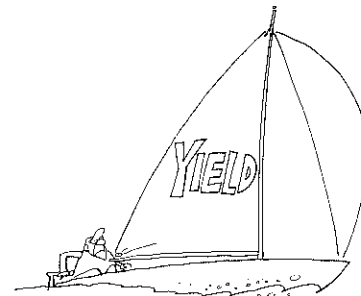
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Fleet 41 — Crystal Lake, Michigan

A Junior Fleet Sailing School will be conducted again this year. This popular and worthwhile program is sponsored by the Crystal Sailing Club. The course fee is \$5.00 for children of club members. Students begin as "Landlubbers" and work toward becoming "Midshipmen", "Helmsmen" and "Skippers". Course content includes water safety rules, knot tying, vocabulary, parts and functions of sail boat parts, racing rules, righting technique and practice sailing.



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in Boatspeed?**

We've tried our sails against others on Scots . . . ours went faster! The quality is there, too . . . to give you speed and dependability over years of racing.

You'll never know what you're missing, until you watch your competition take off with their new Norths. Why not be the first to get that edge in Speed?

Try some North sails. In many other classes the edge isn't there, because most of the top guys are using Norths already. In the Flying Scots, you'll be one of a small group of people going faster with Norths . . . for a while.

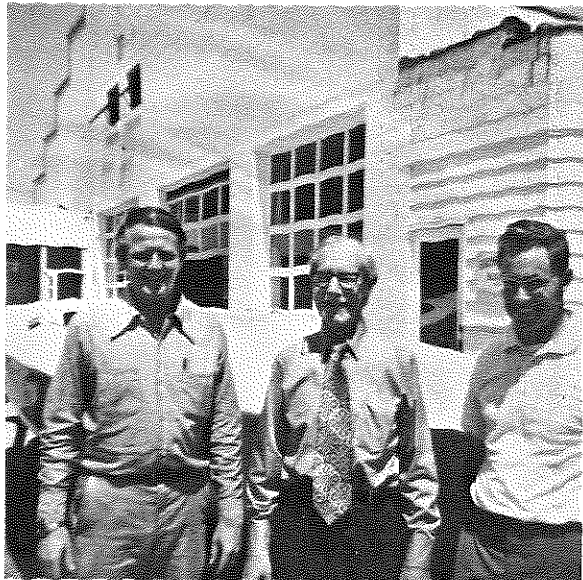
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North Sails

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New Management Of The Gordon Douglass Boat Co.



Gordon Douglass Boat Co. Officers: left to right; Morgan C. France, vice-president; Gordon Douglass, chairman; Eric M. Ammann, president.

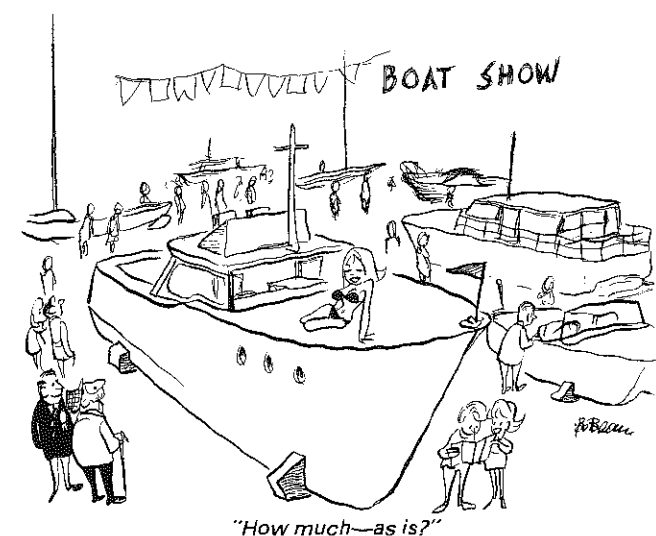
Caveat Emptor

FS 930—Excellent Condition—Completely equipped for racing—2 Suits of Sails—2 Spinnakers—Harken Blocks—2 Covers. Price—\$2,575.
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FS 1237—Customflex Built—Cove Green Hull—White Deck—Complete Suit of Sails including Brand New Spinnaker—Cover—Trailer—All in Excellent Condition. Price—\$2,600. Call or send your offer to:
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Wolfshohl Wins at Lake Charles, Louisiana

By: Dick Moriarty

The "Contraband Days Regatta", hosted by the Lake Charles Yacht Club was well attended. Nine boats reported to the starting line in the Scot class. After 2 races Saturday afternoon (winds 10-20 mph) and 1 race Sunday morning (winds 20-25 mph), John Wolfshohl emerged as the "Champion" with three 1st places.

All races were sailed under cloudless skies. Dick Moriarty, playing the wind shifts correctly in the first race, led all boats after two turns around the course. He was overtaken on the last windward leg by Wolfshohl and Frank Pruitt (Fleet 84 Captain). Moriarty was unable to douse his chute at the leeward mark because of a jammed halyard shackle. His crew managed to collapse the spinnaker and hold it, to enable a third place finish.

The second race was a closely contested race again between Wolfshohl and Pruitt, with Jim Davis (Fleet 84 and 91) taking third place.

Sunday morning's third race was sailed in winds gusting to 25 mph. Moriarty, with a main borrowed from John Cameron, again led all boats to the windward mark. A close duel down the second reach found Wolfshohl and Pruitt again taking command at the second leeward mark and going on to take 1st and 2nd respectively, with Moriarty finishing third.

The final scoring was as follows:

1. John Wolfshohl	2 1/2	6. John Frederick	19
2. Frank Pruitt	6	7. C. A. Harper	20
3. Dick Moriarty	11	8. Bernard Kraemer	23
4. Dan Murphy	13	9. Howard Nugent	26
5. Jim Davis	14		

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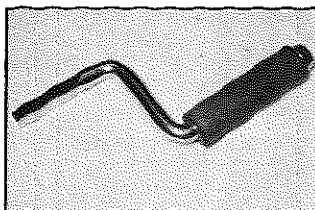
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