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**n' water .....**

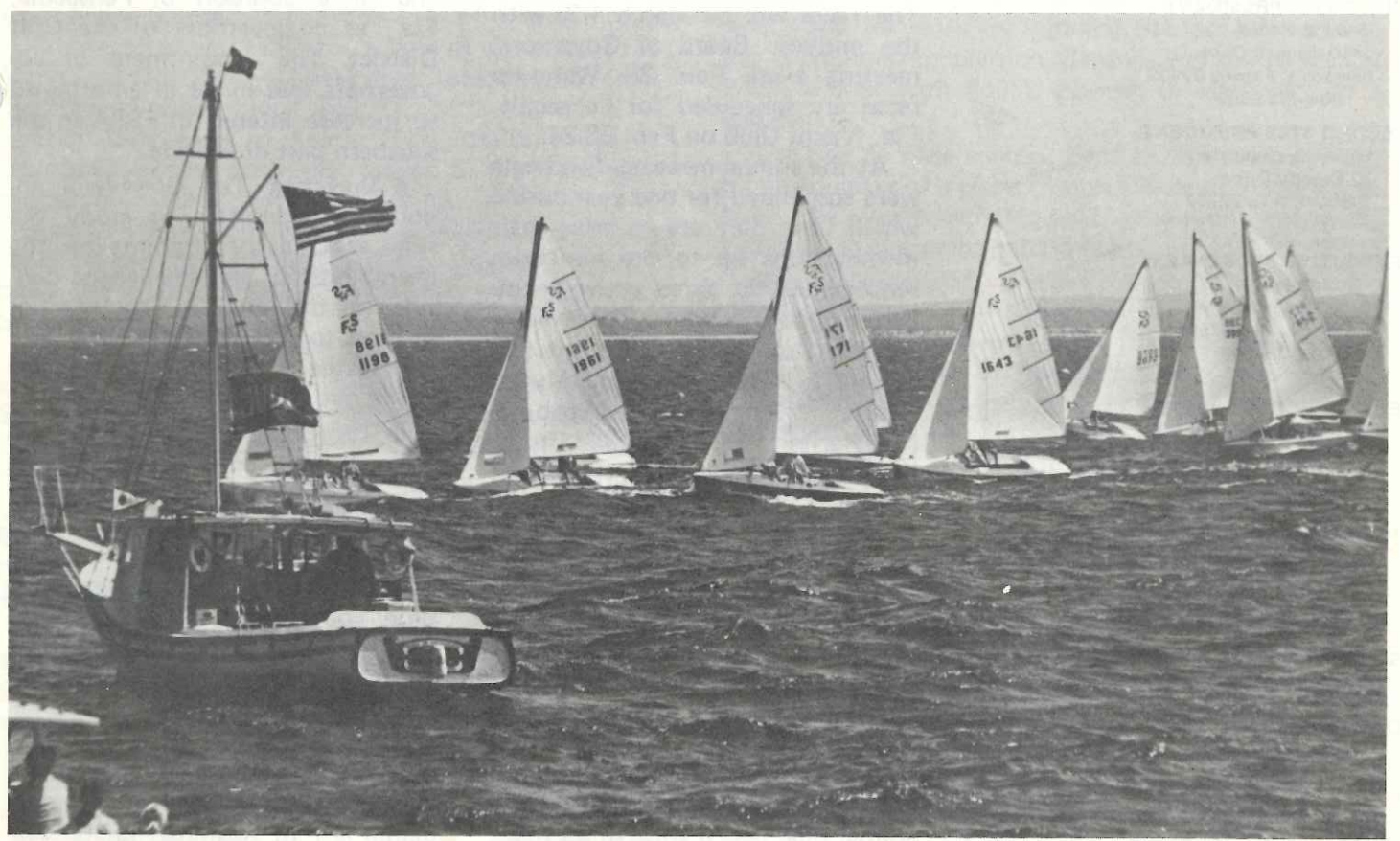


VOLUME XV, NUMBER 9

SEPTEMBER, 1973

# Michigan teen wins Nationals

**NAC  
report,  
pages 1-9**



**NAC ACTION** — Scots get away from the starting line in good shape in one of the early races at the North American Championships on Long Island Sound off Riverside, Conn. Flying Scots include Dick Elam (1198), Bill Ewing (1961), Hal Walker (171), Paul

Blonski (1643), Richard Bowles (2072), Jim Willis (399) and James Worth (952). The judge's boat in picture is "Press on Regardless," the famed boat of Riverside Yacht Club Commodore Clifton Haskin. (Photo by Alice Barker)

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# Cleveland to stage Scot NAC in 1974

Edgewater Yacht Club in Cleveland will hold the 1974 FSSA North American Championships. The Board of Governors' decision was announced at the FSSA annual meeting at the Riverside, Conn., Yacht Club, Aug. 21.

The '74 nationals will be held during August at a time not to conflict with the opening of school. The board minutes state that the second week of August is preferred.

The board also returned the 1974 Midwinters to St. Andrews Bay Yacht Club, Panama City, Fla. The races will be March 1-3, with the midyear Board of Governors' meeting there Feb. 28. Warm-up races are scheduled for Pensacola, Fla., Yacht Club on Feb. 23-24.

At the annual meeting, five fleets were suspended for one year during which time they are to bring their memberships up to the minimum requirement of three active members in good standing. These fleets are 18 (Detroit, Mich.-Detroit BC, Lake St. Clair), 56 (Ft. Myers, Fla.), 73 (Perth Amboy, N.J.-Raritan YC), 79 (Gulfport, Miss.-GYC) and 102 (Fairhope, Ala.).

The charter of Fleet 64 (Menominee, Mich.-Marinette, Wis., Green Bay) was revoked at the annual meeting. The fleet had been on suspension because it did not have the minimum number of members.

Constitution changes as proposed by Fleet 87 and published in the July 1973 issue of SCOTS n' WATER also were approved at the annual meeting. A total of 44 fleets out of 107 in good standing were represented in person or by proxy at the meeting.

During the NAC, the Board of Governors was busy holding three board meetings (including one aboard the judges' boat in the middle of Long Island Sound prior to the last race) plus the FSSA annual meeting.

In other business:

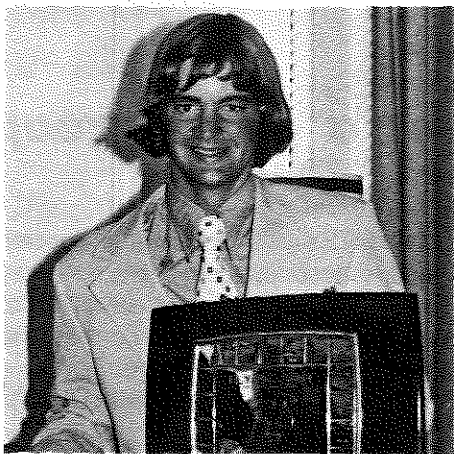
- An executive Committee was named and includes Ted Glass, Lewis Pollak, Sandy Douglass, Bob Vance and Bill Singletary. The Executive Committee then named Art Deckelman of Coconut Grove, Fla., and Mike Johnson of Pensacola, Fla., as co-governors of the Gulf District. The appointment of co-governors was made in an attempt to increase interest in FSSA in the southern part of Florida.

- President Ted Glass will appoint a committee to study the rules about carrying points into the championship and challenger divisions of the NAC and the number of races to determine the NAC. The committee is to report its findings at the midyear board meeting.

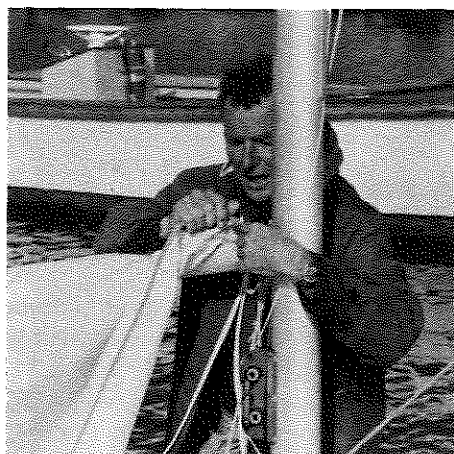
- The board approved a motion that all past and present officers and governors be recognized by the following 11-inch stars on their sails: Governors, one red; national officers, one blue; president, two blue; commodore, three blue. Past officers and governors are to affix a white spot prominently in the center of each star.

- Measurer Don Hott reported on the possibility of adding an optional transom port to help get water out of swamped boats. The board directed the measurer to permit certain fleets to test this drain at their discretion.

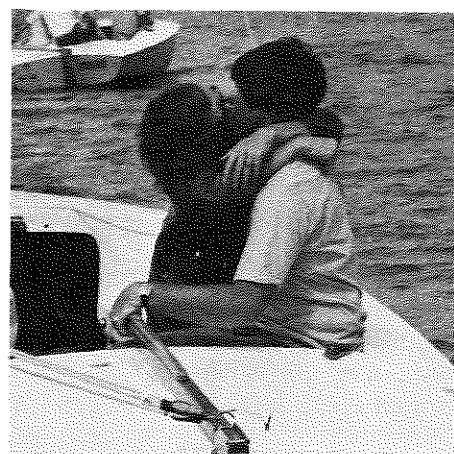
1—Ehman



2—Schreck



3—Sansom



# Ehman edges Schreck for NAC

By JOE HARPER

RIVERSIDE, Conn. — With 62 top skippers competing for the Flying Scot North American Championship, it was inevitable that there were going to be a lot of heartbreaks in the four days of racing on Long Island Sound.

Prospects were bright for a pair of Ohioans, Fred Meno and Bill Zimmie, after they took firsts in their divisions on opening day, Aug. 21.

Then Dick Elam of Austin, Tex., the only skipper from west of the Mississippi, moved to the front with two firsts on the second day of racing.

Finally young Tommy Ehman grabbed the lead with his third straight second-place finish, only to seemingly blow the championship to defending champion Paul Schreck in the final race.

Ehman, needing to finish within only four boats of Schreck, got trapped in the middle of the fleet as Schreck battled for the lead in the final race. After the third of the six legs, Schreck was third and Ehman 21st in the 34-boat championship division.

On the next leg, Schreck moved up to second and Ehman started gaining ground, pulling up to 15th. At the fifth mark, Schreck held second and Ehman moved to tenth.

But on the dramatic final leg, Schreck — needing to keep four boats between him and Ehman — dropped to third and Ehman passed three more boats to finish seventh and win the North American Championship by one-half point over Schreck.

Ehman, a 19-year-old communication major at the University of Michigan, won the Michigan-Ontario District championship earlier this year, and the week before the Scot NAC, Ehman finished second by three-quarters of a point in the Sunfish nationals.

To add insult to injury, Ehman was using Murphy

and Nye sails (one of the few boats not using Schreck sails) on his Customflex Scot. Ehman's father is a boat dealer and sells Scots. Ehman's crew was Dan Lyons and son Rick.

In third place was Doug Sansom of Pensacola, Fla., who made his mark by winning the last two races in the championship division. Sansom was sailing Buddy Pollak's boat with Pollak crewing (in deference to a bad back).

The pair of wins enabled Sansom to nose out Meno by one-quarter of a point. Ralph Manee of Toms River, N.J., the Northeast Regional champion was fifth, one-quarter of a point behind Meno.

Bob Cowles of Warren, Mich., soothed his disappointment in winding up in the challenger's division by taking two straight firsts for the winner's trophy. Bob Vance of Riverside, Conn., was second, and Floyd Davis of Panama City, Fla., made a strong comeback for third. Davis didn't finish the first two races because of equipment trouble, then placed third, second and second.

The five races over four days tested the skippers in all kinds of conditions ("everything but snow" said one competitor). The first race on Tuesday, Aug. 21, was sailed in a 25-30 knot wind that raised a four-foot chop on the sound. Meno and Zimmie each won his division, with Manee and Jim Beaton of Stoughton, Mass., picking up seconds.

Wednesday was a day of double races and double winners. Elam and Schreck, in different divisions for both races, posted two wins apiece, with Elam moving into first place in the regatta with 4½ points to Schreck's 6½ by virtue of Elam's third on opening day. The winds were 15-18 knots out of the east with a

*(Continued on Page 8)*

# Secretary Sez

## NAC a great event for a great group

By HAL MARCUS

Having just returned from the North American Championships (NAC) in Riverside, Conn., I have to tell you that you Scot Sailors are the greatest group of people and sportsmen and women (and kids) I have ever met. With all the excitement and competition and heavy wind and seas and no wind at all, I never saw a lost temper or a bad word spoken about or to anyone.

In his remarks at our awards banquet, Race Committee Chairman Hamilton G. Ford, a member of NAYRU's Executive Committee and chairman of their North American Sailing Championship Committee, stated that he had never seen such a marvelous and courteous group of sailors in his vast experience.

NAC Regatta Chairman Dave Griffin and his entire committee are to be particularly commended for the great job they did with the planning and execution of the entire week. Of particular interest to the office was the very complete and professional job done by Publicity Chairman Wayne Jostrand, who could be seen on the phone with '73 National Champion Tom Ehman for close to an hour talking to the *New York Times*.

Even more important to us, from the comments I received, was Wayne's efforts to get coverage and listings on our NAC in the major yachting and sailing magazines, which was culminated on the last day of our series by the appearance of Lulu Hallenbeck, of YACHTING magazine, who spent the entire day taking pictures and interviewing members. I hope this is a huge first step towards getting the national publicity our class needs and deserves.

We have been receiving favorable comments about publishing our new FSSA active members in SCOTS n' WATER to keep your rosters up to date. We plan to keep this up, and I repeat the need for all of you active fleet members to contact the new members in your area who do not show a fleet affiliation and invite them to join your fleet. This is the name of the game.

At our annual meeting in Riverside, we approved changing our fiscal year to end Aug. 31 instead of Oct. 31, to better coincide with our annual meeting and to give our Board of Governors an opportunity to meet upon taking office and get the affairs of the association started right away instead of waiting until the Midwinters.

Therefore, this issue is now the first in our new fiscal year and annual dues for this year are now due. We will be sending your membership application

envelopes out over the next several months and when you receive yours, please send us your dues, address and boat number changes and new fleet information as soon as possible. Enough on dues, let's get back to the good stuff.

We received a letter from Don Satava (FS 155) of Chagrin Falls, Ohio, who states that he is listed in the Midwestern District in the '73 Roster and feels he should be in the Ohio District. I agree with him, and we will change him in the '74 Roster, but I'll add that when a new member is not a fleet member, it is sometimes difficult to pick a district that is satisfactory.

Don states that he sails on Pymatuning Lake on the Ohio-Pennsylvania border and that he notices more Scots sailing there all the time. My suggestion is to introduce yourself to your fellow Scot sailors and talk up the idea of starting a fleet.

Remember, it only takes three active FSSA members to start a fleet, although we find it safer to have 4-5 to guard against attrition. Once you have the 3-5 members ready to start a fleet, let me know and I will carry the ball from there.

As a result of my comments on Page 13 of our June issue, orders of Official Registration Certificates have greatly increased, with many letters stating that the membership is glad to see that we are finally taking them seriously. Several people have said that it is the closest thing to a title they can get, and this is very true. In accordance with FSSA's bylaws, your 1974 Membership Card will show if we do not have your Official Registration on file. If your card indicates this to be the case and you wish to have it corrected, either send us a photocopy of your Certificate or a check for \$2.00 to have it reissued. I'll remind you of this from time to time.

Good news! Your Board of Governors approved a new design for our Official Pocket Emblem to match the rest of our logos, namely a 3-inch circle which will be much brighter and more attractive than the old. They have recently been ordered and will be available to you at the same price, namely \$2.00. They will be perfect for blazers as well as shirt pockets and we hope that you will order enough of these for your crew and yourself. We will maintain a stock of the older, original patch, so if you wish that style, please write "old" on your order.

See you in Jackson, Miss., at the Hospitality Regatta and if not there, in the next issue!

# Ted Glass re-elected president

Ted Glass of Mt. Vernon, Ill., was reelected president of FSSA at the annual meeting in Riverside, Conn., during the North American Championships. The entire slate was elected by acclamation following the nominating committee report.

At the meeting, Glass announced that Commodore Bearns Smith would not be able to continue in office for the coming year and that the Board of Governors had appointed Bob Vance to replace him. Vance has been treasurer of FSSA. Commodore Smith was presented a plaque noting his past service to the association.

Serving with Glass will be 1st vice president, Lewis Pollak, Pensacola, Fla.; 2nd vice president, William Singletary, Durham, N.C.; secretary, Fred Meno, Columbus, Ohio; treasurer, John Morrow, Panama City, Fla.; measurer, Don Hott, Keyser, W.Va.; editor, Dick Elam, Austin, Tex.; and nominating committee chairman, James Smith, Detroit, Mich.



**NOTE OF APPRECIATION** — Ted Glass, re-elected FSSA president, gets together with Bearns Smith, retiring commodore, following the final banquet at the NAC in Riverside, Conn. The plaque had been

presented to Smith earlier in the week in recognition of his contributions to the Flying Scot Sailing Association over many years. Bob Vance will be the new commodore.

## Budget reported for fiscal year

Following is the Flying Scot Sailing Association budget for the fiscal year starting Sept. 1, 1973:

### INCOME

Active Dues .....	\$16,000
Associate Dues .....	700
Sustaining Dues .....	100
Subscriptions .....	4
Sub-total Dues .....	\$16,804
Sail Labels .....	2,400
Boat Numbers .....	1,125
Pocket Emblems .....	800
Lapel Pins .....	250
Reregistrations .....	400
Advertising—S n' W .....	1,200
Interest .....	300
<b>TOTAL INCOME .....</b>	<b>\$23,879</b>

### EXPENSES

Management Fee .....	\$ 8,400
Editor's Fee .....	900

Printing—S n' W .....	3,175
Printing—Office .....	500
Printing—Roster .....	1,500
Printing—Constitution, etc. ....	400
Printing—Highlights; 59-73 .....	2,000
Postage .....	1,400
Phone .....	350
Handling & Sorting—S n' W .....	198
Photo Supplies .....	274
Travel .....	630
Office Supplies .....	350
Legal & Accounting .....	250
Meetings .....	200
Dues .....	63
Pocket Emblems—New Design .....	700
Advance NAC .....	200
Provision Income Tax .....	900

<b>TOTAL EXPENSES .....</b>	<b>\$22,390</b>
Net Operating Profit .....	\$ 1,489

# Complete results of 1973 NAC

## Championship Division

Pos.	Boat #	Name	Address	Finishes by race					Total Points
				1	2	3	4	5	
1	2244	Thomas Ehman	Pinckney, MI	4	2	2	2	7	17
2	1901	Paul Schreck	Lillian, AL	5	1	1	8	3	17½
3	1939	Douglas Sansom	Pensacola, FL	10	8	7	1	1	26½
4	2048	Fred Meno	Columbus, OH	1	5	5	6	10	26½
5	2225	Ralph Manee	Toms River, NJ	2	5	11	7	2	27
6	1643	Paul Blonski	Independence, OH	7	7	2	15	4	35
7	171	Hallam Walker	Davidson, NC	8	6	6	9	6	35
8	906	Charles Rettie	Riverside, CT	14	6	6	4	8	38
9	1629	John Seifrick	Westerville, OH	3	3	4	10	20	40
10	681	William Zimmie	Westlake, Ohio	1	3	4	27	14	48½
11	388	David Griffin	Riverside, CT	5	4	13	16	13	51
12	1198	Richard Elam	Austin, TX	3	1	1	33	15	52½
13	3	Bill Sharp	Alexandria, VA	11	23	10	5	5	54
14	1427	George Stevens	McLean, VA	10	13	5	11	16	55
15	2338	Charles Rowe	Old Greenwich, CT	6	4	3	31	12	56
16	1329	Donald Hott	Keyser, WV	4	10	10	14	21	59
17	1705	Horace Sawyer	Riverside, CT	12	12	14	12	9	59
18	961	Roger Shipman	Huntingdon Valley, PA	12	9	8	21	24	74
19	1897	Don Winter	Miller Place, NY	22	11	14	3	25	75
20	705	Van Newberry	Cleveland Heights, OH	8	9	18	13	28	76
21	1961	William Ewing	Metropolis, IL	17	13	12	18	18	78
22	2370	Vincent DiMaio	Toledo, OH	9	8	16	19	31	83
23	1890	Theodore Glass	Mount Vernon, IL	16	18	16	22	11	83
24	GYA20	P.J.T. Rawlins	Riverside, CT	6	10	8	29	32	85
25	2222	Fred Weintz	Riverside, CT	21	16	11	20	17	85
26	1499	Robert Hellendale	Riverside, CT	13	18	12	17	26	86
27	1126	John McCarthy	Cohasset, MA	17	7	17	23	23	87
28	2129	Carl Freyer	Old Greenwich, CT	19	19	9	25	19	91
29	1636	James Beaton	Stoughton, MA	2	11	17	32	34	96
30	2309	Dick Russell	Miami, FL	15	21	7	28	27	98
31	1347	George Cripps	West Chester, PA	7	12	13	34	33	99
32	707	Philip Didreksen	Riverside, CT	9	19	19	30	22	99
33	1621	Edward Stein	Long Beach, NY	DNF	2	9	26	30	100
34	2110	Macon Singletary	Durham, NC	14	14	20	24	29	101

## Challenger Division

Pos.	Boat #	Name	Address	Finishes by race					Total Points
				1	2	3	4	5	
1	11	Robert Cowles	Warren, MI	15	17	19	1	1	52½
2	1122	Robert Vance	Riverside, CT	20	24	15	8	3	70
3	GYA62	Floyd Davis	Panama City, FL	DNF	DNF	3	2	2	71
4	1333	John Anderten	Union, NJ	16	17	23	10	5	71
5	1346	Robert Wehnau	Montvale, NJ	13	15	24	13	14	79
6	952	James Worth	South Norwalk, CT	20	22	21	5	18	86
7	7	Morgan France	Oakland, MD	24	20	27	4	15	90
8	1656	W. J. Trepp	Port Chester, NY	29	28	23	6	4	90
9	1878	Arthur Deckelman	Coconut Grove, FL	26	20	15	11	19	91
10	399	James Willis	Morehead City, NC	25	24	26	7	10	92
11	28	Llewellyn Howe	Greenwich, CT	18	26	20	9	20	93
12	1993	Robert Rich	Rockville Center, NY	24	16	21	21	11	93
13	1581	Baxter Gordon	Lynchburg, VA	27	27	DNF	3	7	95
14	1709	Kent Parker	Greenwich, CT	11	WD	31	15	9	97
15	1763	Stan Gotterer	West Hempstead, NY	19	15	26	18	22	100
16	1917	William Donohue	Shore Acres, NJ	26	DNF	22	14	8	101
17	2334	Mario Pasquini	Rochelle Park, NJ	25	25	25	17	12	104
18	1497	Jack Orr	Danbury, CT	WD	14	22	24	13	104
19	1660	Barry Hoyt	Greenwich, CT	23	29	27	12	16	107
20	1039	John Barnes	Chevy Chase, MD	28	25	29	22	6	110
21	1405	James Hintlian	Winchester, MA	DNF	21	18	20	21	113
22	586	David Williams	Old Greenwich, CT	23	22	28	25	17	115
23	2072	Richard Bowles	Shelby, NC	21	26	24	23	DNS	123
24	1353	Charles Bukowski	Cos Cob, CT	27	27	28	19	24	125
25	945	Gary Swenson	Riverside, CT	WD	30	25	16	23	127
26	73	Nolan Lushington	Riverside, CT	22	28	DSQ	26	25	127
27	2211	Jerry Sachnoff	Massapequa, NY	18	DSQ	30	DNS	DNS	138
28	1293	John Foley	Manorville, NY	DNS	31	DNS	DNS	DNS	154

# The Real Reason!

**We had 6 of the 8 possible first places**

**leading to and in the Championship Division at the Flying Scot NAC.**

**Our sails were on the 2nd, 3rd, 4th, 5th, and 6th boats in the Championship Division.**

\*\*\*\*\*

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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  
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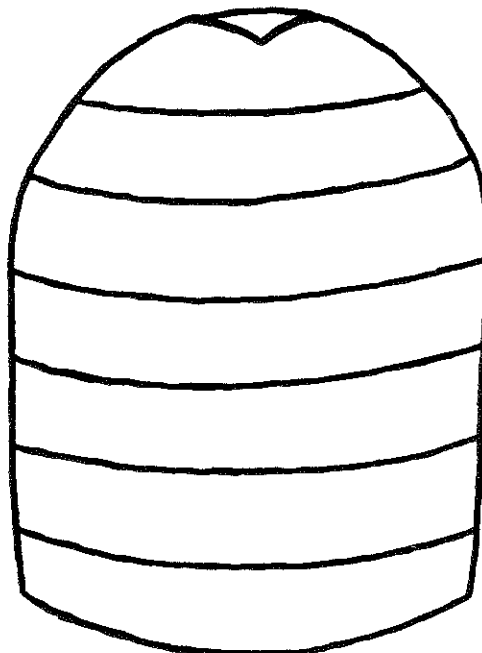
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SWAGING - SMALL BOAT HARDWARE - COVERS  
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# Ehman outsails NAC fleet

*(Continued from Page 3)*

continuing heavy chop. There was a light rain in the morning, but the skies cleared for the afternoon race.

In the morning race, Elam was second at the windward mark, but took the lead on the second leg and held it. In the afternoon he led all the way.

Schreck, in his morning race, also took the lead on the second leg and held it. Then in the afternoon, Schreck trailed Ehman as they rounded the leeward mark, but outsailed the teenager on the final leg for his second victory of the day.

Zimmie picked up a third and fourth to give him 7½ points after three races, while Ehman had two seconds for the day and 8 points. Jack Seifrick was fifth with 10 points, while Meno had 10½.

Following the third race the fleet was divided into championship and challenger divisions, with the points being carried over for the last two races.

The weather on Thursday for the fourth race was an abrupt change from that of the previous two days. Lack of wind forced postponement from 10:30 a.m. to 12:10 p.m. before the race got underway in a light breeze.

The change in weather also brought a change in fortunes for a number of the skippers, especially those with only one crew member. At the start, most of the skippers started near the committee boat and took a port tack. However, a number of the leaders, including Elam and Charles Rowe of Riverside took a starboard tack. By the first mark the boats that had taken the starboard tack were hopelessly out of the race as the wind shifted slightly.

Horace Sawyer of Riverside held a slim lead at the first mark over Sansom, with Don Winter of Miller Place, N.Y., in third. Meno was in fourth place at the mark, Bill Sharp of Alexandria, Va., was fifth, Ehman was sixth and Seifrick was seventh.

Schreck was near the middle of the fleet at this point, and Zimmie and Elam were near the back of the fleet.

On the second leg, Sansom unfurled his spinnaker and took off on one of the most remarkable legs sailed in the regatta. He sailed into the lead shortly after rounding the first mark and by the time he rounded the second mark, he had a lead of five minutes over the fleet.

The young Florida skipper said that he just "got a puff and took off." Because of the light wind, the race was shortened to five legs, but Sansom was still ahead by five minutes when he crossed the finish line.

Ehman moved from sixth to second on the second leg and held second place to take over the lead in the regatta with 10 points after four races. Schreck gained

consistently after his poor start and was fifth after four legs, but he dropped to back to eighth at the finish. This gave him 14½ points.

Winter sailed his best race for a third, Charles Rettie of Riverside was fourth and Sharp was fifth. Meno's sixth gave him 16½ points and third place going into the final race.

The final race on Friday offered a repeat of the light winds of the previous day, and the race was postponed over an hour. Most of the boats had to be towed out to the middle of the sound. Ehman, with 4½ points over Schreck, got off to his only poor start in the final race and found himself 20th at the first mark. Schreck was second behind Manee, who held a one-minute, 15-second lead. Sansom was ninth at the first mark, and Meno, who did a 720, was 17th.

Manee and Schreck still held the one-two positions going into the final leg. Sansom was sixth, and Ehman was tenth.

After rounding the leeward mark, Sansom, as did Ehman, took a starboard tack. This proved to be a major factor as they were able to cross with the tide while most of the other leaders had to fight the tide.

Sansom overtook the first five boats for his second straight win. The move by Sansom dropped Schreck to third. Ehman, meanwhile, picked up three boats and finished seventh to give him the championship.

## NAC notes: Ne

It's the year of the teenager in Flying Scot sailing circles. First Woody Stieffel won the Midwinters in February. And now 19-year-old Tommy Ehman has captured the North American Championship.

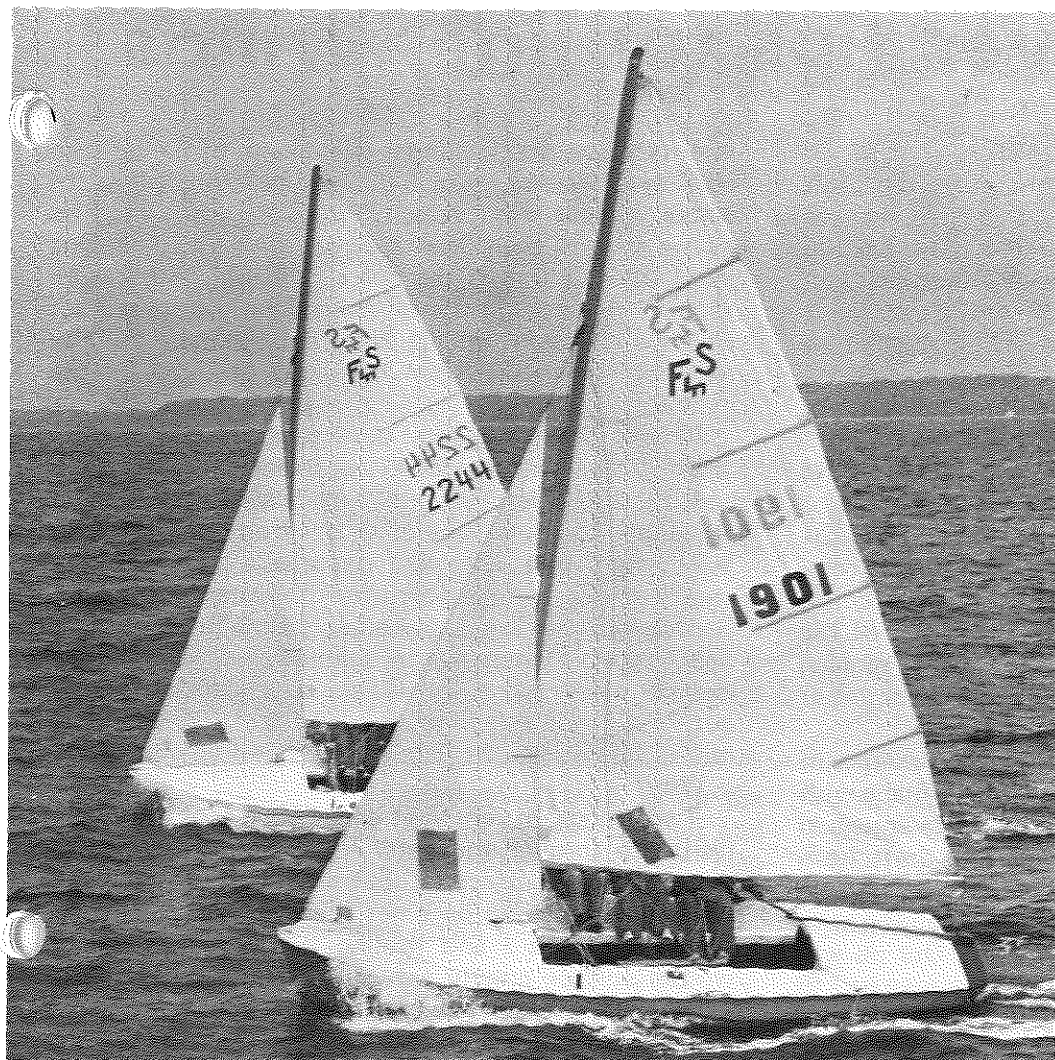
Ehman started sailing Scots when he was nine. "I started in Scots because it was the only boat I could put up the sail by myself," said the new champ following his NAC victory.

He's a strong defender of the one-design class, although he doesn't restrict himself to Scots. Ehman was second in the Sunfish nationals the week prior to the NAC, and he left right after the victory banquet for Canada and the Fireball championships.

"Sailing in different classes helps to develop a 'seat-of-the-pants' feel," said Ehman, noting that you have to face a variety of sailing conditions in the different classes.

Ehman pointed to the experience on starts that he has got with Sunfish. "In the Sunfish nationals there were 60 boats on the starting line. It was easy starting





**LEADERS BATTLE** — NAC winner Tom Ehman (2244) attempts to cover Paul Schreck (1901) on the final leg of the third race. However, the veteran Schreck overtook Ehman for his second victory of the day. Schreck, the defending champion, finished second this year.

## W champ started early in Scots

in the Scot with about 30 boats on the line," said Ehman. During the five races, he got only one bad start — in the final race.

However, Ehman said that changing from one class to another throws him off in determining the amount of time it takes to get to a mark. "I sailed the first race like I was sailing a Sunfish," said Ehman. (It didn't hurt too much as he was fourth.)

One note that perhaps makes Ehman's win more amazing is that the NAC was the first time that his crew (Dan and Rick Lyons) had ever sailed with Ehman on a Flying Scot during a race.

Buddy Pollak was singing the praises of young Doug Sansom who skippered Pollak's boat to wins in the last two races. Sansom broke his tiller in the third race, but siled the last three legs with the boom crutch in place of the tiller. He wound up seventh after being fourth at accident.

The 720 rule was in effect during the NAC, and the general reaction seemed to be favorable. There was a

marked difference in protests at the Midwinters, where the protest committee met for hours every day and at the NAC, where the results were posted shortly after each race.

The most avid spectators to show up at the NAC had to be Dick and Mary Helmbrecht (FS 1976) of Okemos, Mich. They sail with Fleet 41 at the Crystal Lake Sailing Club. The Helmbrechts drove from Michigan to Connecticut to watch the final day of racing — and to do some vacationing. Also on hand were past president Ernie Godshalk and wife Gertrude from Wilmette, Ill. Godshalk had been in New York City on business.

Accolades were numerous for regatta chairman Dave Griffin and for the race committee. One of the most appreciated touches had to be the final banquet — no speeches. Instead, entertainment was provided by an outstanding singing group of 23 women, "The Decibelles," directed by Karolyn Griffin, wife of Dave.

—JOE HARPER

# Sandy gives tips for light winds

By SANDY DOUGLASS

It often has been said as a truism that the most difficult sailing is in the extremes of weather, in very light winds and very heavy. A boat almost sails itself in a fair breeze. And in crewing for others these past two seasons, most often for the tail-enders in our large Fleet 6 (now over 100 boats), many of whom are new to sailing, I find this is true. So many find they "can't make the boat go to weather" when the winds are very light or very heavy, and their problem is compounded by the baffling and shifty winds typical of inland lakes such as our Deep Creek Lake with its hills and bays.

First in importance is an understanding of the proper hoisting of the sails in preparation for the race, and perhaps this can best be described by an account of my experience recently in crewing on one of the pickle boats of the fleet, sailing in spotty winds ranging mostly from one to four miles per hour and coming at different times from all points of the compass.

Most jibs can be hoisted in the usual fashion with the toggle bar level. Some jibs, however, are made with so much tension in the cloth along the luff wire when the wire is taut — purposely to keep the draft from moving too far aft in a breeze — that in drifting conditions the cloth remains in a fold along the wire when the wind is too light to fill it out. Our jib was one of these, and it was obvious that something had to be done. I solved the problem by slacking the jib halyard JUST ENOUGH to relieve the strain on the luff wire to the point where, in the very light wind, the cloth took its proper shape. Please note, however, that had the wind picked up later on I would have tightened the jib halyard.

I also moved the jib leads from all the way forward to the middle of the track. Here there are two schools of thought, and my performance is to sail with a slack leach, with the head of the jib even luffing a trifle sooner than the foot. In any case, the leach of the jib should not crowd the mainsail. To help in trimming the jib I heartily recommend a tape around the sheet just forward of the lead block when it is sheeted in the hardest in a strong wind, to serve as a reference point to tell how the jib is sheeted, to tell if by chance the crew has let it slip a little.

My skipper had hoisted the mainsail in his usual fashion with plenty of tension on both luff and foot. I slacked off the foot several inches to add draft to the sail for the light wind. The luff of the mainsail also had a fold along the mast from too much tension, a fold which would not fill out. As soon as we could sail close-hauled I slacked the halyard, watching the fold disappear into the sail, lowered it until there were horizontal wrinkles appearing and the sail started to

lose its shape. By hoisting it a few teeth of the ratchet, hoisting, lowering, trial and error, I found the place where, in that wind velocity, the sail looked the best with a smooth even flow. Now we were set to go. One more thing: I untied the end of the main sheet from the becket block on the rudder, put in a stopper knot which I let run up to the fiddle block, thereby reducing the tackle from four parts to three for the light air.

Racing in drifting conditions is very different from ordinary sailing. The most important single factor is boat speed, even at the sacrifice of pointing. I remember the first race of the Nationals at Wilmette 'way back when. The wind was steady but very light, hardly strong enough to ruffle the water. Two of us, George Moloney and I, sagged off below the rest of the fleet, all of whom were pointing up toward the weather mark, sagged off with eased sheets, hopelessly out of it, but sailed so much faster that when we tacked we crossed the fleet by two hundred yards.

Why?

Two things. In very light winds your boat's only real resistance through the water comes from the parasitic drag of wetted surface, as contrasted with strong winds where wave-making becomes the major resistance. By sitting to leeward and heeling the boat you reduce wetted surface greatly as well as helping the sails to hang into shape.

Secondly, inasmuch as you sail always on the apparent wind, and the apparent wind is a result of your boat speed plus the true wind, boat speed becomes most important to build up the apparent wind. In a 15-mile wind, when the boat is up to hull speed already, a minor change in hull speed will have an imperceptible effect on the apparent wind velocity. But in a 3-mile wind an increase in boat speed may increase the apparent wind by 50 per cent or more! And with a 50 per cent increase in wind velocity, you will go enough faster to more than compensate for the slightly longer distance covered in sailing to windward with sheets eased.

Our start was far from good, the result of having been caught in a flat spot below the starting line, and we had the combined boats of our B Division, as well as the boats of A Division which had started 5 minutes earlier, ahead of us — some forty boats in all.

With sheets eased, the end of the boom over the corner of the transom and the tape on the jib sheet six-to-eight inches out from "close-hauled" position — and when the wind was lightest I held up the clew of the jib in my hand — we picked up speed and started to move up through the fleet.

We sat on the leeward deck to heel the boat as much



**CAPITOL DISTRICT WINNERS** – Lined up for the camera, trophies and all, are the top five skippers and crews from the Capitol District Championship in Deep Creek Lake, Md., July 28-29. Skippers are in the back row with their respective crews up front. From Left,

John Aras and Jim Hoffmeister, fifth; Bill Sharp and father Ed Sharp, fourth; Peter Nicholson and wife Chris Nicholson, second; Sandy Douglass and Jay Bell, first; Tom Johnson and Ed Gibbs, third; and Capitol District Governor Bob David.

## Douglass wins Capitol Districts

By ED BISHOP

Sandy Douglass at the tiller usually means trouble for the competition. The veteran skipper, who now crews most of the time, took charge for the Capitol District Championships July 27-28 and, with crew Jay Bell, captured first place in a field of 45 Scots.

Douglass took a first, second and fifth in the Deep Creek, Md., event which was part of the Annual Invitational Regatta. Twenty-three Rebels and eight

### —Sandy

as possible. We tacked on the headers, picking some good shifts and also some bad ones. Most of the boats were trying to point up. Instead of this, with sheets eased we passed boat after boat, sailing through the lee of some, sailing a point or more lower than they but moving faster.

With some good luck, and some bad, we worked up through the fleet, through most of B Division and most of A Division to reach the weather mark in sixth place. Boat speed is most important when the wind is very light!

Jet 14's also raced for their respective Maryland State championships.

Peter Nicholson was second, one point behind Douglass, and Tom Johnson was third.

Two races were sailed on a warm, sunny Saturday with winds of 10-15 knots. Sunday was cloudy with good winds. Though racing activities centered around Turkey Neck Yacht Club, a cocktail party and dinner with more than 200 in attendance were put on by the Deer Haven Yacht Club.

Joe and Gerrie Becker, aided by Jim Wallace, veteran race committee members, set excellent starting lines so that, despite the large field, there were no end-of-the-line crunches or general recalls. Each race featured a different course. The 720 rule was in effect and there were few after-race protest hearings.

The following are the top five boats and their finishes:

Skipper	Fleet No.	Boat No.	First Race	Second Race	Third Race	Total Points
1. Douglass	6	1350	1	2	5	7½
2. Nicholson	6	749	5	1	3	8½
3. Johnson	6	1328	4	6	2	12
4. Sharp	42	3	8	4	1	12½
5. Aras	42	1010	7	3	4	14

# Lake of Woods fun for family

By CHRIS DALE BREDLOW

Light winds and short cruising courses characterized the eighth annual Lake of the Woods Regatta. Because of low water for keel sailboats, the entire regatta was held in the northern part of the Lake in Canadian waters. A baggage boat carried the camping gear from camp site to camp site during the week-long regatta (Aug. 5-11). An all-day rain dampened the camping gear, but not the spirits of the crews of the 72 sailboat entries.

In the conventional centerboard division of 15 entries, three Flying Scots were entered. The

## Bud Barrett takes first at Gulf District races

Despite a 10th place finish in the third race, Bud Barrett of Gulf Breeze, Fla., took the recent Gulf District Championships with a total of 12 $\frac{3}{4}$  points.

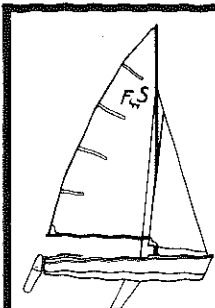
Barrett also had a first and a second in the three-race series. He was followed by John Murray of Pensacola in second and George Haynie of Pensacola in third. Both had 14 points, but Murray finished ahead of Haynie by virtue of defeating him in two of three races.

Pensacola's Doug Sanson, who held a first and second, could only muster a fourth as the result of a 14th place showing in the second race.

Jack Laird of Panama City was fifth with 17 points. Bill Davis sailed to first in the second race, but seventh and 15th place finishes kept him seventh overall.

The top five finishers and their results were:

Skipper	Sail No.	1	2	3	Total
Bud Barrett .....	1432	1	2	10	12 $\frac{3}{4}$
John Murray ....	GYA 70	4	3	7	14
George Haynie ...	GYA 10	5	7	2	14
Doug Sanson ....	1939	2	14	1	16 $\frac{3}{4}$
Jack Laird .....	GYA 62	3	10	4	17



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Henderson family of Minnetonka Yacht Club had the best organized camping arrangement with members alternating between sleeping in tents and on their Scot. Bob made cots which slept two comfortably under the boom tent. Weinke of Minnetonka Yacht Club brought a crew of seasoned fishermen who caught enough fish to bring back to Minneapolis.

When Chris and Donna Bredlow of Detroit Lakes, Minn., found themselves a mile ahead of the fleet on the first day, they had to rely on their chart reading from wilderness canoeing in order not to lead the fleet astray. The Lake of the Woods Regatta is a fun camping, sailing, and navigating family event for Scoters.

On the last day Bob Henderson had the pleasure of finishing first on elapsed time (which is quite a feat in keeping three children still while mother crews) but was placed lower on corrected time. Bredlow also finished first on two days only to lose his position on corrected times. Even though Flying Scots finished first on three of the five race days and Bredlow had the fastest elapsed time for the entire series, three Lightnings won the trophies in the centerboard division.

Overall Scots finished fourth, ninth and eleventh on corrected times. Of course, we question the validity of Dixie Handicapping and Olympic scoring for a cruising race, but we did enjoy sailing the Flying Scot which sails to the front of the fleet in this family sailing regatta.

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# The Fleet's In

## 6—Hijinks the winner

The Week of Weekends — a time for hijinks, assorted pranks and other unpredictable episodes — had Fleet 6 sailors surprised and chuckling during the annual event held the first week in August.

The week was the lighthearted part of an active summer racing program which saw 35-40 boats sailing every weekend. Informal races were scheduled every day, presided over by Mariclare Beggy, fleet secretary, and her husband, Dan.

This year excellent weather prevailed until Friday's race which had to be cancelled because of electrical storms. In the last event the race committee saw to it that all the top racers were "done in." The starting gun was 30 seconds late, so that the good starters had to restart. Marks were moved in the middle of the race to the advantage of whoever struck the committee's fancy.

Weather cancelled the traditional balloon race, the object of which is to cut off a balloon trailing in the water from each boat's transom. The race generally is characterized by "gang warfare," water battles and

balloons filled with helium. Proceedings are climaxed by awards, none of which are for sailing proficiency.

—Ed Bishop

## 68—Eric Ebarp takes Monona regatta

Eric Ebarp of Fleet 25 won the Flying Scot class of the third annual Lake Monona Sailing Club regatta, which was sailed in beautiful weather but light air. Fleet 68 hosted the event which included Class C scows, Hobie Cat 14's and Tornados.

Other Scot winners were Bill McCormick, second, and Mike McCormick, third, both of Fleet 68.

—Edward Schmook

## 41—Redman first in July series

The final results of the Crystal Sailing Club, Fleet 41 best seven of 10 July series showed the top five places taken by Redman, Smith, Martineau, Reidle and Koch.

Three Scots were tied for first after two races in the August series — Remsberg, Redman and Katlein.

—Elmer and Marie Manson



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# Sachnoff wins GNY

By JOHN FOLEY

Long Island Scot Champion Gerry Sachnoff won three of five races and led a field of 19 from New York, New Jersey, Connecticut and Long Island in the Greater New York District Championship July 27-28.

Sachnoff of Narrasketuck Yacht Club accumulated 13¼ points in the series sailed on Moriches Bay. Hosts were Fleet 10 and the Westhampton Yacht Squadron.

Intense fog limited Saturday's activities to one race, but Sunday brought better weather, and the series was completed.

Jack Orr of Candlewood Lake, Conn., followed Sachnoff into second place with a consistent string of 2, 3, 4 and 5. Ed Stein of the Hempstead Boat Club was third and the winner of the fourth race. New Scot skipper George Schott of Moriches Yacht Club won the final race and took fourth place overall. Sis Rice, captain of the local fleet, was fifth.

Rounding out the top ten finishers in order were Bob Rich, Don Winter, Fred Weintz, Stanley Cole and Mario Pasquini.



**FIRST PLACE** – Gerry Sachnoff is first across the finish line in the second race of the Greater New York District Championship. Sachnoff was winner of the five-race series sailed on Moriches Bay.

## New FSSA members

Boat #	Dist.	Fleet	Name	Address	City	State	Zip
25	PAC		John P. Brady	734 W. Jackson	Spokane	WA	99205
99	NE		Kenneth Scott	30 Brentwood Dr.	Holden	MA	01520
262	GF	75	Dr. John Mason	1920 Dewitt St.	Panama City	FL	32401
352	GF	91	James Downs	Box 269	Alexandria	LA	71301
533	PAC	40	Shirley Morgan	P.O. Box 187	Inverness	CA	94937
866	MID	83	Robert Braun	1697 Claymont Est. Ct.	Ballwin	MO	63011
879	CAP		Charles Jackson	105 Colonial Dr.	Sewickley	PA	15143
897	NE	36	Geoffrey Dyer	136 Lakeshore Rd.	Pointe Claire	Quebec	Canada
1056	NE	58	Manya Seferi	22 Centre St.	Watertown	MA	02172
1205	PAC		Dr. Gayle Thuot	3829 142nd Pl. S.E.	Belivue	WA	98006
1216	MID		Maj. Neil Delisanti	133 Joseph Dr.	Fairview Hgts	IL	62208
1252	M-O		Dr. Gerald Banish	23405 Bonair	Dearborn Hgts	MI	48127
1259	MID	47	Patrick Martin	2520 Betty Ct.	Green Bay	WI	54301
1507	M-O		Laura Caplan	1904 Austin	Ann Arbor	MI	48104
1561	M-O	20	Perry Saunders	10154 Talbot	Huntington Woods	MI	48070
1592	TX		Dr. J. Raul Zapata	3617 Danville Dr.	Kilgore	TX	75662
1594	PR	50	Richard Allton	P.O. Box 32323	Oklahoma City	OK	73132
1663	GF		Saunders Kramer	3923 NE 166th St.	N. Miami Beach	FL	33160
1708	NE		Dr. Gildo Renzi	875 Boissy St.	St. Lambert	Quebec	Canada
1784	GF		H. French Forbes	1914 4th Ave. N.	Birmingham	AL	35203
1791	OH		William Benner	8134 Yorkshire	Mentor	OH	44060
1862	CAP		C. Gordon Harris	132 Woodland Cir.	Downington	PA	19335
1983	CAR		Mrs. John Armistead Jr.	246 Fenton PL.	Charlotte	NC	28207
2133	CAP		Branch Clements	600 Main St.	Danville	VA	24541
2142	CAP	63	Daniel Magaziner	Box 13	Perry Point	MD	21904
2182	GNY		James Finlay	One Halsey Lane	Remsenburg, LI	NY	11960
2237	PR		John Flocks	Box 733	Vail	CO	81657
2239	GF	90	Fred Ingoe	P.O. Box 1725	Coral Gables	FL	33134
2335	GNY		Dr. Ralph Lusskin	Lower Shad Road	Pound Ridge	NY	10576
2342	CAR		Purcell Jones	Camp Morehead	Morehead City	NC	28557
2343	CAP		Albert Webster	518 Kerwin Road	Silver Springs	MD	20901
2357	CAP		David Huston	3001 Swan Sea Cres.	W. Allison Park	PA	15101
2366	CAP		William Hough	534 Devonshire	Severna Park	MD	21146
2373	OH		Alfred Smith	2639 Tully Ave.	Toledo	OH	43614
2377	MID		Michael Hartman	RR 3	Urbana	IL	61801
2380	M-O	20	Charles Heidt	44790 Charnwood Dr.	Plymouth	MI	48170
2381	OH		Jim Van De Motter	1703 Edgefield	Lyndhurst	OH	44124
2390	CAR	27	Frederick Barber, Jr.	4708 Rembert Dr.	Raleigh	NC	27612
2392	MID		Dr. Charles Nigh	907 N. Taylor	Kirkwood	MO	63122

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- Oct. 6-7 Invitational Regatta  
Smith Mountain Lake, Va.
- Oct. 20-21 Hospitality Regatta  
Jackson, Miss.
- Oct. 27-28 Cav OILcade Open Regatta  
Port Arthur, Tx.
- Nov. 3-4 Wursthfest Regatta  
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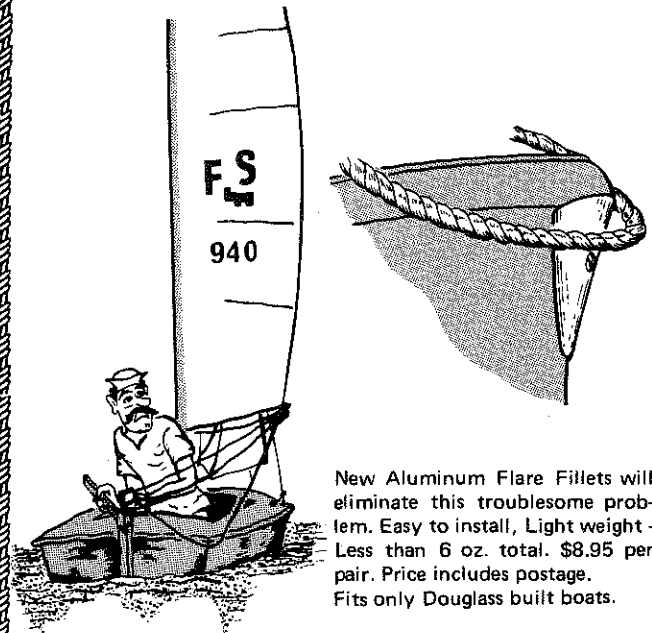
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- 40-INVERNESS, CALIFORNIA-Tomales Bay
  - 100-SEATTLE, WASHINGTON, Lake Washington
- (s)-Charter Suspended

**FLYING SCOT SAILING ASSOCIATION**

DISTRICTS



FLEETS

**MICHIGAN-ONTARIO DISTRICT**

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

- 8-DETROIT, MICH.-EDISON, BC-Lake St. Clair
- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICHIGAN-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G.P.T. 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

**OHIO DISTRICT**

Governor: JACK SEIFRICK  
643 Timberlake Drive  
Westerville, Ohio 43081  
614-882-6739

- 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
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 65-DELLROY, OHIO-Atwood Lake
- 101-AKRON, OHIO-Turkey Foot Lake

**GULF DISTRICT**

Governor: JOHN B. MORROW  
319 Bunkers Cove Road  
Panama City, Florida 32401  
904-763-1157

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Caloesahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andrew Bay
- 79-GULFPORT, MISS.-GYC-Mississippi Sound
- 85-MONTGOMERY, ALABAMA-Lake Martin
- 87-PENSACOLA, FLORIDA-Pensacola Bay
- 90-MIAMI, FLORIDA-Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA-Lake Cotile and St. John
- 92-PASCAGOULA, MISSISSIPPI-Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA 5YC-Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI-Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC-Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.-Mobile Bay

**WESTERN NEW YORK DISTRICT**

- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 43-SYRACUSE, NEW YORK-Skeneateles Lake

- 53-CAYUGA, NEW YORK-Cayuga Lake
- 104-OLD FORGE, NEW YORK-Fourth Lake
- 109-COOPERSTOWN, NEW YORK-Otsego Lake

**NORTHEAST DISTRICT**

Governor: CLARENCE A. ROSE  
8 Cedar Ridge Drive  
Bedford, Massachusetts 01730  
617-275-7463

- 5-BURLINGTON, VERMONT-Mallet's Bay
- 11-ROCKPORT, MASS.-Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA-Lake St. Louis
- 57-HARWICH PORT, MASS.-Nantucket Sound
- 58-WOLLASTON, MASS.-Boston Harbor
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAHANT, MASS.-Vineyard Sound
- 105-COHASSET, MASSACHUSETTS-Cohasset Harbor

**GREATER NEW YORK DISTRICT**

Governor: ROBERT E. RICH  
144 Raymond Street  
Rockville Center, New York 11570  
516-536-6905

- 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
- 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
- 94-LAKE HIAWATHA, NEW JERSEY-Western L.I. Sound

**CAPITOL DISTRICT**

Governor: ROBERT E. DAVIS  
6 Majestic Court  
Wilmington, Delaware 19810  
302-475-4242

- 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
- 97-BETHESDA, MARYLAND-Chesapeake Bay
- 103-YORKTOWN, VIRGINIA-York River at Chesapeake Bay

**CAROLINAS DISTRICT**

Governor: WILLIAM V. SINGLETARY  
32 Beverly Drive  
Durham, North Carolina 27707  
919-489-1528

- 27-HENDERSON, N.C.-Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.-Lake Norman
- 71-ROANOKE, VIRGINIA-Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.-Boque Sound
- 108-SOUTHMONT, N.C.-High Rock Lake
- 111-MARIETTA, GA.-Lake Lanier