

# SCOTS

# n' water .....



VOLUME XVI, NUMBER 8

AUGUST, 1974

THIRD CLASS



**SMOOTH SAILING** — This Carolinas District race gets underway in light air on Smith Mountain Lake in Virginia. The weather was a bit unpredictable both days with a thunderstorm forcing cancellation of a

Saturday race and 20-knots winds coming up after the final race Sunday. Baxter Gordon claimed his second district championship in three years (photo, page 11). (Photo by John Harris)

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**CHAMP DEFENDS** — Dave Price (center) of Houston receives the winner's trophy for the second straight year at the Port Arthur, Tex., Yacht Club Open Regatta (July 13-14). Making the award is City Councilman Maurice Connally. PAYC Commodore Dan Murphy holds his second-place award. (Photo by Terry Mattingly of the Port Arthur News)

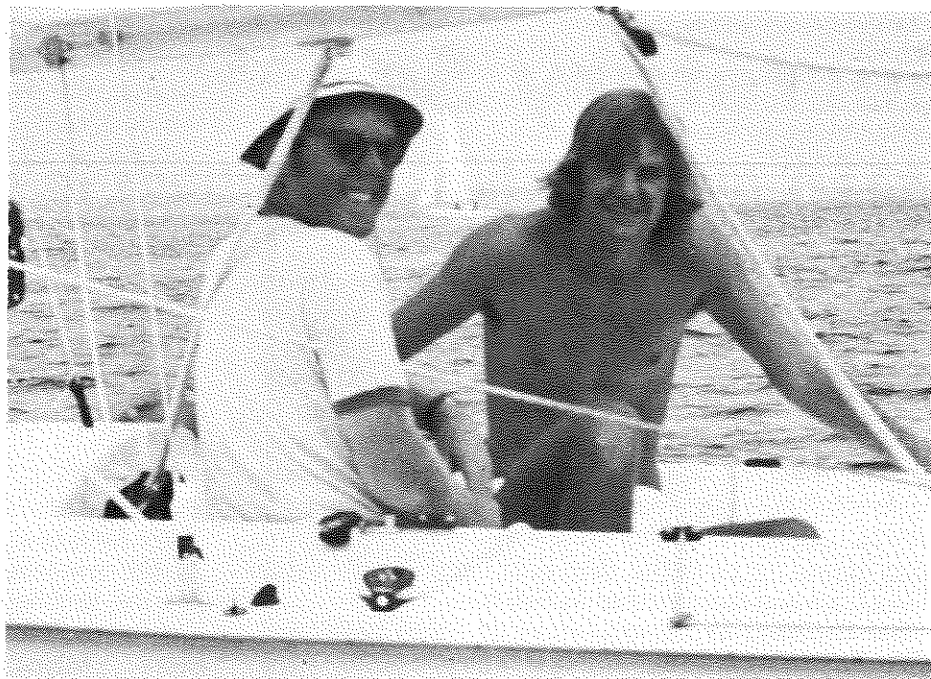
## Regatta Schedule

- |   |   |
|---|---|
| Aug. 10-11 — Ephraim Yacht Club Regatta Ephraim, Wis. (b)   | Sept. 7-8 — Wolverine-Hoosier Hot Scot Regatta, Portage Lake, Mich.                                       |
| Aug. 12-16 — FSSA North American Championships, Edgewater Yacht Club, Cleveland, Ohio                       | Sept. 7-8 — Walter Collier Regatta, National Yacht Club, Washington, D.C. (a)                             |
| Aug. 17-18 — Lake Monona Regatta, Madison, Wis.   | Sept. 14-15 — President's Cup Regatta, Potomac River S.A., Washington, D.C. (a)                           |
| Aug. 17-18 — Third Annual Flying Scot Regatta, Lake Minnetonka, Minn.                                       | Sept. 14-15 — Western New York District Championships and Glimmerglas Regatta, Otsego, N.Y., Sailing Club |
| Aug. 17-18 — Sturgeon Bay Yacht Club Regatta, Sturgeon Bay, Wis. (b)  | Sept. 28-29 — White Rock Lake Regatta, Dallas, Tex. (c)   |
| Aug. 24-25 — Egg Harbor Yacht Club Regatta, Egg Harbor, Wis. (b)  | Sept. 28-29 — Podickory Yacht Club Fall Invitational Regatta, Bethesda, Md. (a)                           |
| Aug. 24-25 — Northeastern District Championships, Cohasset Sailing Club, Massachusetts Bay, Cohasset, Mass. | Oct. 5-6 — Mullet Blow Regatta, Camp Morehead, N.C.   |
| Aug. 30 — Annapolis to Galesville, Md., Race, West River S.C. (a)   | Oct. 26-27 — CavOilCade Open Regatta, Port Arthur, Tex. (c)   |
| Aug. 31-Sept. 1 — Open Labor Day Regatta, West River, Md., S.C. (a)   |   |
| Sept. 1-2 — Labor Day Regatta and Crew Race, Morehead City, N.C.  |   |
| Sept. 1-2 — Labor Day Regatta, Lake Perry, Topeka, Kan.   |   |

(a)—Tidewater Cup Regatta  
(b)—Green Bay Scot-of-Year Regatta  
(c)—Texas Road-Runner Regatta

## FSSA NAC Cleveland Aug. 12-16

**DEFENDING CHAMP** — Tommy Ehman, 1973 FSSA champion, relaxes with crew member Dan Lyons (left) after winning the championship last year on Long Island Sound, off Riverside, Conn. Ehman put together a 4-2-2-2-7 series to hold off Paul Schreck by one-half point.



# For Fleet 20, every weekend is time to challenge '73 NAC champ Ehman

By THOMAS B. McMULLEN

Have you ever had an ambition to play golf with Arnold Palmer, or tennis with Billie Jean King? Well, how about an opportunity to race a Flying Scot against the current, 1973 North American Champion?

Every weekend, Flying Scot Fleet 20, located on Portage Lake, 20 miles west of Ann Arbor, Mich., has this special and distinguished pleasure. Tommy Ehman, a 20-year-old University of Michigan student, won the championship last August at Riverside, Conn. Tommy and his dad, Tom Sr., are the owners and operators of Huron Portage Yacht Club, which is home base for Scot Fleet 20. Tommy has been racing since the age of 8 and has acquired an expertise in several boats including the Sunfish, Fireball, Interlake, Rebel and Flying Scot.

Last August, Tommy first attended the Sunfish Nationals in Virginia, and finished second by a fraction of a point. "I thought I had it won," says Tommy, "but I was only a close second." From there he journeyed directly to Connecticut's Long Island Sound and captured the Scot title.

Then he continued to Toronto with his three boat entourage for the Fireball North American, where he finished seventeenth. "I was so sailed-out after finishing 1-2 in the Scot and Sunfish that I had no competitive spirit left," Tommy joked.

Local club members are constantly asking questions of Tommy on sail trim, racing techniques or maybe just plain rigging procedures. He always has time for even the most basic question from the beginner, or the complicated query from the seasoned veteran. If one is lucky enough to horse-collar Tommy and wisk him off for a half-hour sailing lessons in one's own boat, well, that is really the ultimate. Tommy has an experienced answer for almost any question one might ask and he shares his knowledge and ideas freely.

What is this champion like in a race? "Anyone can make a boat move in heavy air, but the real sailor is able to squirt out from the pack in light air," says Tommy, and this he does!

Always in good position on the starting line, he rarely has foul air on the way to the first mark, and from there, who can catch him? Fleet 20 is extremely proud of its current champion, and we wish him well at this year's North Americans in Cleveland.

If you miss this event, come to a new regatta on Sept. 7, called the Wolverine Hot Scot (to alternate every year with the Hoosier Hot Scot Regatta). This will be contested at our own Fleet 20's Huron Portage Yacht Club, 20 miles west of Ann Arbor. Here you can join the rest of us and "eat some dirty air" from a super sailor and an outstanding young man, Tommy Ehman, 1973 North American Flying Scot Champion.

# Secretary Sez:

## *FSSA membership, operations in good shape for '74*

By HAL MARCUS

FSSA has had a very good year this year for growth in membership of all categories. When this fiscal year ends Aug. 31, we will have over 1,807 members, compared with 1,732 last year. With the registrations of 210 new Flying Scots this year, we are now up to FS 2600, and while not all new Scots have been actually sold, we are not getting our share of new members, obviously. We are currently working on a plan to help this problem. Resale values of used Flying Scots appear to be better than every, proving the value of the boat and membership in FSSA.

The expenses in the operation of FSSA have been higher than we expected this year, due primarily to the rapid increase in printing costs, but we have been able to hold these expenses in line and expect to complete the year slightly in the black. The elimination of our 1974 roster saved the day, and we want to thank all of you for your indulgence. We have been able to keep you up-to-date with our new active members by listing them in this publication.

Our new budget for next year, if approved by our Board of Governors this month, will have a very exciting provision in it for promoting the class. This has been long needed and, if successful, will certainly put the Flying Scot and FSSA in the Big Leagues.

### MYSTERY SCOT 236 IS FOUND

EDWARD WICKES (FS 2207) of Toledo, Ohio, reports that missing FS 236 is now owned by BERT CAMERON, 117 West Wayne St., Montpelier, Ohio 43543, who is using her as a day sailor. Ned writes that FS 236, with her original 10-year-old suit of sails, took on his new FS 2207 when it was delivered and soundly trounced it in its final fling of competition. It sounds like FS 236 and Bert might be interested in joining FSSA. Why doesn't someone ask him? Ned has received his new FSSA pocket emblem for his lead.

### THIS MONTH'S NEW MYSTERY SCOTS

Our Mystery Scot Contest is still going strong! Do you remember how it works? Each month, we will give you three new Mystery Scots, and the member who is the first to send us the correct name and address of the boat's current owner will receive an FSSA pocket emblem. If the owner joins FSSA, you will receive a FSSA lapel pin.

This month's new Mystery Scots are 106, 131 and

146. They join these Scots on the Mystery Scot list: 21, 35, 212, 228, 644, 649, 651, 1008, 1021, 1028, 1321, 1324, 1412, 1419 and 1457.

### FROM SEA TO SHINING SEA

MELVIN TEWS writes, "You may be interested to know that I towed my Scot, FS 1040, across the country last year to enjoy sailing while on sabbatical leave here in the San Francisco Bay area. One highlight of the year was placing first in a race from the Berkeley Marina to Angel Island sponsored by the University of California Sailing Club. The other boats in the race were Ensigns, a Flying Junior and one other unidentified keel boat. F. ARTHUR SIMPSON (FS 1303) was part of the able crew. I am now returning to Massachusetts with one of at least two Flying Scots which have been in salt water on both sides of America. Art's is the other known one."

### OTHER CORRESPONDENCE

COMMODORE BOB VANCE (FS 1122) sent us a copy of the "Official 1974 Directory and Guide" of Door County, Wis., that he picked up while visiting recently. On the cover in color are Flying Scots 768, 864 and 1259 on a beautiful spinnaker run.

HILLIS ESKRIDGE (FS 2157) of Tulsa, Okla., is trying to reconstruct some of the history of the Prairie District, of which he served as governor. He has asked for some information that this office does not have. These questions are: 1) The dates on which the charters were issued for Fleets 39, 50 and 59 and 2) The Prairie District champions for each past year. If you have any of this information, please pass it on to Hillis at 1300 National Bank of Tulsa Building (zip 74103).

SANDY DOUGLASS responded to ED REARDON's request for basic sailing publications, referring him to JOHN C. JONES III's 16-page booklet, "A Minimum Sailing Primer," advertised in this issue. SANDY also mentioned that "Highlights of SCOTS n. WATER" contains a lot of good Scot information. This publication is available from this office at \$3.00 per copy.

### ON PUBLICITY

This office has the responsibility for FSSA's class publicity, and we have been trying to develop a



relationship with the major sailing publications. We have received an excellent letter from Yachting Magazine which says in part "...we are always interested in what you are doing; we are always on the lookout for good, action photographs, for equipment ideas and for reports on unusual projects that your fleets may be starting..."

Yachting Magazine also has correspondents for each geographic area. You can write FSSA headquarters for the correspondent in your area or send the news directly to Yachting.

## IN CLOSING

Well, the 1974 North American Championships are about to start in Cleveland, and we hope that you will be on hand for this gala event. We hope to see all 1,807 of you in Cleveland, but to those of you who can not make it, we'll see you in the next issue. Good sailing!

## Want to start fleet? Here's how to do it

Raymond Stiles (FS 867) of Livonia, Mich., wrote FSSA headquarters asking for the procedure to establish a FSSA fleet. We gave him the information and thought that others who have developed a strong nucleus would like to get one started.

The procedure is quite simple. First, a new fleet can not be within the territory of an existing, organized fleet, which broadly interpreted means not sailing out of the same place.

Second, you must have a minimum of three active FSSA Members who are Flying Scot owners or designated skippers of recognized yacht clubs owning at least three Flying Scots. To prepare for attrition, you should start with at least four members.

Third, when you are this far along, drop a note to me, and we will send you a form to complete listing your fleet members' names and other information. We will pass it along immediately to the Executive Committee for action. Your Fleet will not pay any dues to FSSA other than each member's dues each year. Your fleet will be required to maintain a minimum annual active membership of three to keep your fleet charter in good standing.

Fourth, upon approval of the Executive Committee, your new fleet will receive an attractive charter certificate, suitable for framing and hanging in a prominent place. All activities including regattas are up to you, and FSSA will give you as much support as possible. Fleet membership is an excellent way to enjoy your Flying Scot and your FSSA membership.

—HAL MARCUS

## New Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Approved by Gordon Douglass Boat Co., and mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws (supplied) on deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send \$15.40 per hinge (\$15/hinge, 40¢/postage). Buyers in Mass. add 45¢ sales tax. 15% discount to fleets and clubs prepaying for 12 or more units ordered at same time. (12 hinges send \$155.00; \$153/hinges, \$2/postage). J. C. Jones, 55 Hawes St., Brookline, Mass. 02146.

## Heavy Weather Sails

131 sq. ft. "storn" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails of 191 sq. ft. Ideal for youngsters, too — little sails for little muscles. Main and jib \$228.00 plus postage, and plus numbers if desired. Money back guarantee if returned 7 days after you receive them. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

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## Double-ended Halyard Crank

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## Beginner's Sailing Primer

Beginners learn to sail quickly and easily with authoritative 16-pg. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 91,500 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained, Flying Scot boat nomenclature, a glossary, 15 important safety precautions. Quantity prices on request. For single copy send 60¢ (50¢ each, 10¢ postage) for prompt mailing. J. C. Jones, 55 Hawes St., Brookline, Mass. 02146.

# Letters to the editor

## **Non-racing philosophy: Don't need hurricane to use storm sail**

Dear Editor:

Former SCOTS N' WATER editor Charles Silsbee's letter prompted me to mail in my two cents worth of non-racing philosophy: You don't need a hurricane to use a John Jones storm sail!

Although I purchased a suit of storm sails with vacationing youngsters in mind, I have since found it a delight for single handing or sailing in strong, gusty winds with guests or children.

We sail on a small reservoir with wind conditions ranging from flat calms to erratic, heavy blows, and we host boats from Larks to 25-foot cruising boats.

The reason for this wide variety of boats is, I suspect, the devious personality of our little lake. It looks so invitingly gentle during morning and evening hours, and many new sailors decide to begin their career with a cute little boat that looks sufficient in a show room.

Once they get it into the water it begins to shrink, and once they get underway in a strong breeze they, and especially their families realize that a toy won't do. Soon after, they decide on a heavier boat, and they go to the other extreme.

I think the Flying Scot is one of the very best choices in such a variety of wind conditions. She is rugged and very stable, so uncomplicated to rig and to handle, she ghosts along in the faintest of breezes, is fun to race for beginners as well as experts, and she is a real thrill when planing.

But if you prepare for an outing with friends or family who are somewhat apprehensive because of strong, gusty winds, why not simply reduce sail area.

The roller reefing feature is fine to get you home in unexpected weather, but when doubtful conditions exist on the outset, the storm sail is the answer. This suit is beautifully designed and made, and with its shallow draft points very well to windward. The Scot now handles like a keel boat and gives a very comfortable sail for those who do not cherish hiking into the cold spray.

The storm sail is also the answer to a skipper without a crew. Whenever I find myself having to sail alone in a good breeze, I use this "mini-sail" which receives much attention and many inquiries.

So if conditions get rough at times on your sailing

territory or you singlehand often, don't order that motor sailer! Try a storm sail; it is a simple answer to many a problem.

Irmgard Schildroth  
Manchester, N.H.  
FS 2048

## **'Them what done you in'**

Dear Editor:  
BRAVO!

Joe Becker  
Chairman, Fleet 6  
Race Committee

## **Skipper seeks other Scots for Western L.I. Sound races**

Dear Editor:

I would appreciate if you would publicize that there are races every Sunday in Western Long Island Sound, sponsored by the Stepping Stone Sailing Club. Start for Scots is at 2:10 p.m.; the starting line is between Kings Point and Stepping Stone Light.

I have been there a number of times, but no other Scots have showed up, only Rhodes. I tried, unsuccessfully so far, to contact other members of Fleet 94. There are, I believe, other Scots around Little Neck Bay, Port Washington and City Island. Hopefully, a notice in SCOTS 'N WATER will bring them out.

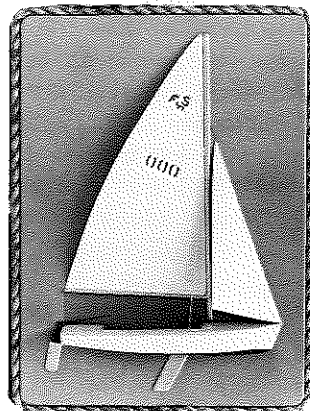
The last race is scheduled for the second Sunday in October.

P. W. Trostorff  
Queens Village, N.Y.

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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.

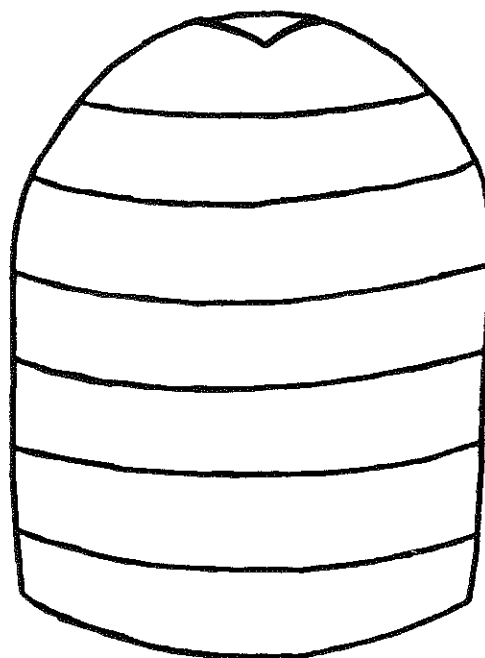
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Jib — Dacron — \$ 95.00  
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# Fun?

## ***River race offers new challenges for Gulf Coast sailors***

By ANN STIEFFEL

Three years ago the Scot sailors of Bay Waveland Yacht Club on the Mississippi Gulf Coast started something that turned out to be so much fun that they want to share it. The Jourdan River Classic Regatta has become an annual event now at BWYC, opening their regular season of racing (which never officially closes).

River sailing may not be so strange to many who live away from the coast, but believe me, it furnished no end of surprises for these skippers who normally race in a fairly steady southeasterly sea breeze in the Bay of St. Louis.

The river banks are lined alternately with trees, houses and marsh, which greatly distort the direction and force of the wind as the currents bounce off the shore. One minute a crew may be hiking out on a screaming reach, and the next minute the wind might stop abruptly or a gust hit hard from leeward.

Generally speaking the wind tends to follow the curvature of the river, but it is always changing in velocity and direction.

Ray (Commodore Ray Stieffel), conceived the idea for the race several years ago when he and I used to cruise up and down the Jourdan and realized what a constant challenge it presented. He kept thinking how much fun a river race would be in the Scots, and fun it was!

It began as a single race with nine entries, three from neighboring Pass Christian Yacht Club and six from Bay Waveland. Due to the length of the course (approximately 17 miles) and not knowing quite what to expect, lunches and drinks were packed on board, but just about the time a skipper would relax downwind, cock up one foot and bite into his apple, the wind would shift 180 degrees, feet and food would fly in opposite directions, not to mention a few choice words, as he found himself head to wind with the chute draped over his shrouds and two boats flying past in a different breeze altogether.

This year Race Committee Chairman Basil Kennedy added a race, so for two consecutive days the beautiful scenic Jourdan River was transformed into a hectic action-packed race course. A blustery unrelenting southeast breeze churned up rough seas in the bay for the whole weekend and packed a whallop all the way up the river.



**CAPSIZE — Steve Scot and crew try to**

A new record was established this year for the race from BWYC to the Interstate 10 bridge and back by Cindy Stieffel and her crew, Janet Hamilton and Ed Turnipseed, who won Saturday's race in two hours, 20 minutes and 6 seconds.

Her brother Woody was a close second, in spite of turning over twice after jibing around the beacon and returning to pick up his crew, Bob Stroh, who took an unscheduled time-out for a swim.

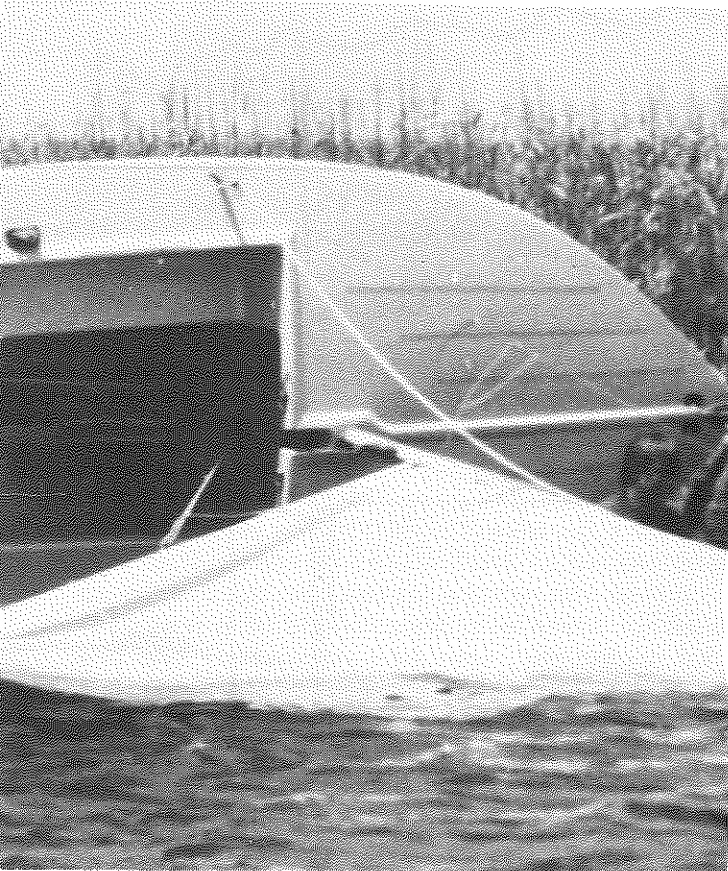
Woody and Bob made up for it Sunday as they won the second race in two hours, 20 minutes and 33 seconds, six minutes ahead of second place Steve Scott of PCYC.

Note the difference of 27 seconds between the times of the two days' winners, even after a windward leg of approximately eight miles.

The prevailing weather conditions provided a skill and endurance test for all the participants. Overall winner was Woody Stieffel, BWYC; second place went to Cindy Stieffel, BWYC; third, Buzzy Heausler, BWYC; fourth, Ann Stieffel, BWYC; fifth, Ellen Eagan, BWYC; sixth, Steve Scott, PCYC; seventh, Frank Allen, BWYC; eighth, Tom Brown, Grand Lagoon Yacht Club of Pensacola, Fla.

There was never a dull moment in this Jourdan River Classic, and some unprecedented events in yacht





**right their Scot in Jourdan River race**

racing, such as one boat sailing straight into the marshes till only the top of its sail could be seen, and the skipper of another yacht was heard shouting a strange command to his crew trying to right his overturned Scot, "... keep her out of the TREE!"

We'd like to make this an Open Invitational Regatta in the future and have lots more participation. We can't guarantee the same weather, but we can assure good competition and lots of fun.

## Dugan claims Shanghai trophy in N.C.

James Dugan put together a first and second to claim the championship of the 31st annual Shanghai Race on Bogue Sound, North Carolina.

The race was established in 1941 by the late Capt. Gib Arthur, patriarch of sailing-for-fun in Morehead City. The race takes its name from a trophy given by Sir Victor Sassoon of Shanghai, China, and presented to the Morehead City Yacht Club in 1941 by Dr. and Mrs. W. S. Parsons of Raleigh. The race has been conducted annually since then except for 1943-45.

The winner of the class with the most racing starts is proclaimed Shanghai Champion, thus Dugan won both Scot and Shanghai honors.

## 'Patriarch' still sails in New York

In recent issues, Sandy Douglass has discussed the building of the prototype Flying Scot, now owned by John Cowing of Canton, Ohio, and FSSA executive secretary Hal Marcus has invited Cowing to bring the boat to the North American Championships in Cleveland.

Here is Cowing's reply, and his report on the "Patriarch," the Flying Scot prototype:

"Thank you for your kind invitation to display my Flying Scot at the 1974 North American Championships.

"My problem is that I keep my love on Cayuga Lake in New York. I keep residences in two places, business in Ohio and my real love in New York state. I go back and forth from time to time and spend as much time as possible on Cayuga Lake all year around (snowmobiling and ice fishing in the winter).

"The FS O is in A-1 shape and is a fun sailing vessel. I believe there is one other Scot on Cayuga Lake, perhaps two. The lake is 40 miles long, and I don't venture much beyond 20 miles toward Ithaca, due to the time element.

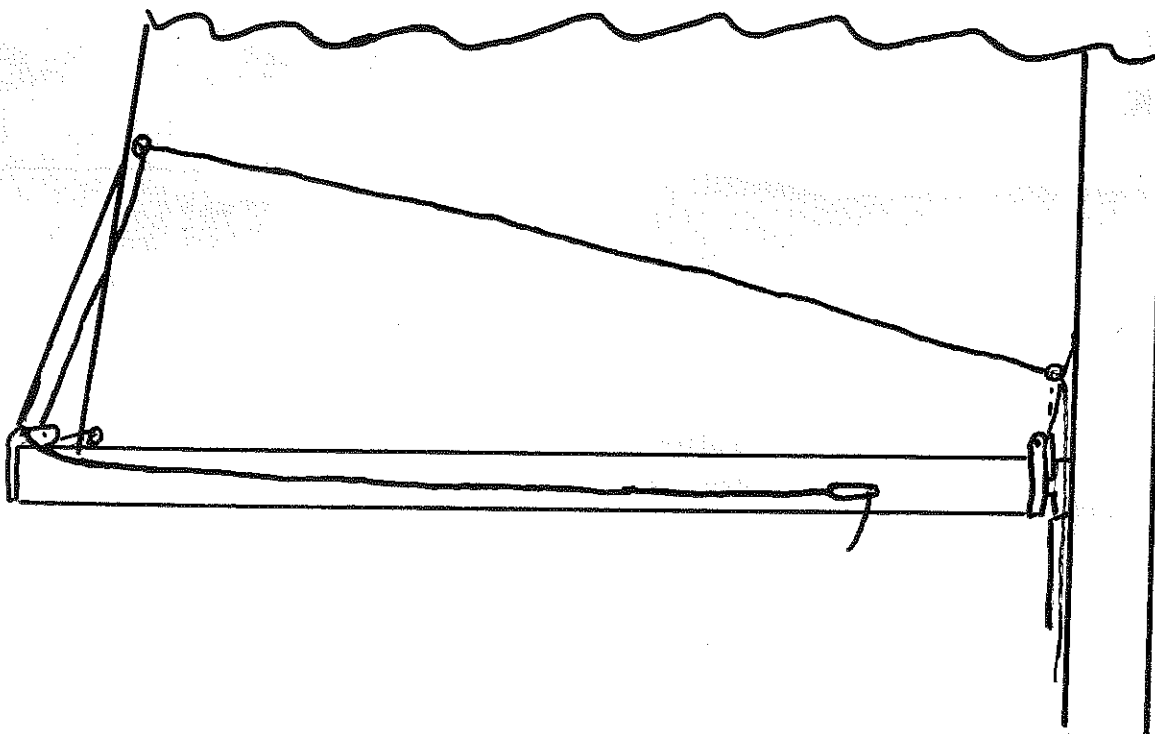
"I don't enter any competition, just horse around with other vessels which happen to be sailing the same time I am. My time is limited and I don't trailer the boat any more.

"I'm sorry I can't cooperate with your plans, but if you were to have an event on Cayuga Lake or Seneca Lake, or even Oneida or Onondaga (Syracuse area), I could see that the "Patriarch" was available."

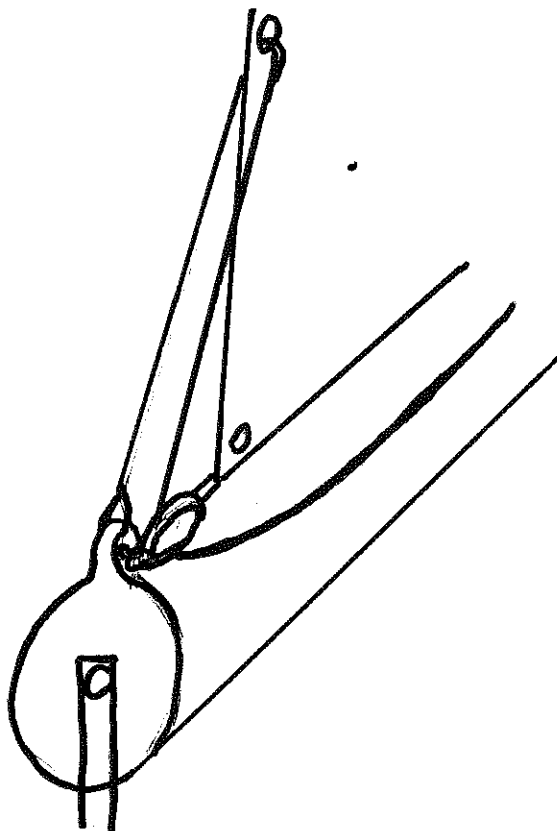
The May 26 race featured a four-legged course with short windward start, long spinnaker run, moderate close reach and moderate beat to finish. The wind was from the east and ranged from 10 knots to 25 knots at the starts of the two races.

The top five finishers were:

Skipper	Boat No.	Finishes		Points
1. James Dugan .....	1750	1	2	2%
2. Walter Phillips .....	1609	2	4	6
3. Bill Myatt .....	2525	7	1	7%
4. Lynne Willis .....	399	3	5	8
5. Tod Parker .....	440	5	3	8



# Quick reef nothing new



By PAUL SCHRECK

The quick reef is nothing new. It has been in use for over 50 years. I had one on my own boat when I was nine. It is human nature to go for changes, whether they are definite improvements or not, so when the geared roller reef came in, the quick reef went out. Now it has been revived because everyone thinks it is new.

A perfect example is the '39 Mercury. Economically, mine was still the best car I have ever owned when I traded it in — in 1947. This car should be revived.

The foot quick reef in a Scot is ideal. When it is employed, there is a 14-square-foot reduction in area, but most important is your main becomes very flat. This gives an estimated advantage of having 100 more lbs. in ballast, without carrying around the extra drag. Anytime the boat can't be held flat, it pays off. On uncontrollable reaches it can be the difference between numerous flaggings or constant planing.

Roller disadvantages are two: the main cannot be made as flat and one cannot use his vang.

Since you are not allowed to have anything on the side of your boat that can foul in another's rigging, cheek blocks cannot be used unless they are the recess type. They are not necessary when your foot reef is only 18 inches up. A simple fair lead or a small block

# Quick reef ideal for Flying Scot

alongside your outhaul block is all you need. Make fast one end, go through your reef cringle, back to block of fairlead and thence along your boom to about one foot from your goose neck.

If you have an inclination toward extra garbage on your boat, it can be brought back to the centerboard casing or under each side for weather side control.

Since a good 36-inch yank is sufficient for the clew end and you already have your cunningham for the tack end, I would suggest a bulldog or jam cleat about a foot back from the mast as the most practical. Since any fitting inside the shrouds cannot foul another's rigging it can be put on one side if you prefer.

Our quick reefs have a light dacron tape sewn to the sail with negative curve. When one reefs his main it becomes flatter because he takes all curve out of the foot and literally forces the smaller sized main into the same triangle as the previous shaped main. This is possible because the foot area is cut on the bias and the tape will stretch. The purpose of the tape is to keep the wind pressure from forcing any of the slack at the foot into the sail. Also it prevents you from overstretching the area along this line and distorting your main.

Many have requested this information so we are including a few sketches for simplification.

On old sails the only complication for the sailmaker can be the location and shape of a window. The band can run through the window or the run of the reef must be changed.

Our new mains have a long narrow window with a future reef in mind. This long window has been found to be more practical.



**CAROLINAS CHAMP** — Baxter Gordon, 16-year-old skipper from Lynchburg, Va., receives his Carolinas District championship trophy from Bill Gutzwiller, captain of host Fleet 71. Presentation was made on the deck of the VISA Yacht Club, near Roanoke, Va. (Photo by John Harris)

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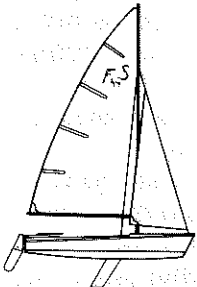
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# Sandy, Singing and Sailing

## *Designer tells why he won't install cam cleats*

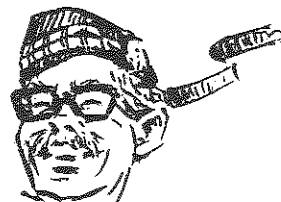
By SANDY DOUGLASS

I'm writing this from Kansas City where I am one of about 7,000 people attending the annual convention and International Championships — the NAC, so to speak — of the SPEBSQSA, the Society for the Preservation and Encouragement of Barbershop Quartet Singing in America. Founded in 1938 as something of a joke, the society apparently answers a need, and now has developed into a serious musical society of some 600 chapters and 40,000 members. The organization follows a pattern similar to ours with chapters and districts, with elimination contests in which quartets earn the right to represent their district in the International where a total of 45 compete for the championship. It is considered a great honor to represent the district and I never have heard of a quartet which, having won the right to go, has failed to do so. Perhaps in our sailing we should consider the NAC a privilege to be earned rather than a right?

This is my first International for many years, the first time I have felt that I could take a week off at the peak of our sailing and delivery season. In earlier years I sang in a good quartet, the Mad Flatters, founded one chapter, served as president of this and another chapter, served as a member of the International Judges Panel, those who judge at the District and International contests. It has been a great experience. Sailing and singing. They have in common the constant striving for unattainable perfection.

To get back to the Flying Scot, I'm bringing up a subject which I approach with some trepidation. I realize that many will scoff, will consider me to be an old fogey, far behind the times, living in the past, etc., all of which may be true. Nevertheless, it involves safety, and this is something which cannot be overlooked in a class of family boats such as ours. What may be an acceptable risk in an extreme racing boat such as the Flying Dutchman, may involve entirely too great a risk for the Flying Scot.

In designing a boat the designer must keep in mind the use to which it will be put and must keep safety high on the list of priorities. The Flying Scot is stable and able but as a centerboarder she can be capsized. Knowing this, I gave her watertight seats which make it possible for her to righted after a capsize. I also provided snubbing winches for the sheets, following my belief in the adage that the sheets of a centerboard boat never should be cleated. And I have been as stubborn as a Missouri mule in sticking to my belief, in refusing to install cam cleats for the jib and main



sheets. I realize that a great many owners install them after the boat is delivered, but that is their responsibility and not mine.

This article probably will not convert many, if any of those who already have made the change — but perhaps it may prevent a tragedy. "A tragedy," you say? "Just a little ol' cam cleat for the mainsheet, perfectly safe, because in a knock-down all you have to do is to flip it out." That is the theory, but it doesn't always work. When the gust hits it is human nature to wait too long, to let the boat heel too far until it is perhaps too late to release the sheet, too late to recover. If the sheet is held in the hand, however, the normal reaction is to let go of it, and with the main sheet free the boat has a chance to recover instead of capsizing.

I will admit that the mainsheet cam cleat has some advantages and that there are times I wish I had one. Now, please, don't quote me out of context because I'll also say that it has its disadvantages, many of them, and that I think you'll sail at least as well and win just as many races with the mainsheet leading from the end of the boom to the winch, as I have tried to demonstrate all these years. Then what's all the talk about? Perhaps I can illustrate my point.

Several years ago on Deep Creek Lake we witnessed a capsize. The boat floated happily on her side, the skipper and crew swam around and started to pull on the centerboard. They pulled and pulled. At first I could not understand why the mast didn't come right up, but then realized that the main was sheeted in and cleated — this was the only boat in the fleet with a mainsheet cleat — and that the main was bucketing many gallons of water. Finally the mast came up and the boat, with sails cleated, sailed away from the crew, leaving them behind in the water. Fortunately there were boats around one which caught the fugitive Scot

and released the sails while another rescued the crew, who by this time, were nearly exhausted, preventing a tragedy.

If the sheets had not been cleated (a) the boat would not have capsized, as admitted by the skipper; (b) she would not have been such a struggle to bring back up; (c) she would not have sailed away, leaving the crew behind, perhaps to drown.

Does this sound remote and far-fetched? I regret to say that the Scot did drown one man some years ago in this very fashion; and just last week on Deep Creek Lake the very same boat described above capsized again, was righted and again sailed away, leaving her crew behind. Again, fortunately, prompt rescue prevented another tragedy. Just suppose rescue boats

had not been around? These are the only such cases I know of, two having happened on our lake, and in these cases we were just lucky in that they happened when help was at hand. Remember that a swimmer cannot catch a boat sailing away in a strong wind.

If the mid-boom to cam cleat rig served some useful purpose such as helping to win races, I could offer no argument. But having used both rigs, I find that each has its advantages and disadvantages. Laziness favors the cam cleat. Safety favors the snubbing winch — and I might add that with the Harken ratchet mainsheet block which we now use, very little effort is needed. In light wind it doesn't matter what you use but in heavy weather it could make all the difference! Is the cam cleat worth the risk?

## A good turn in '66 brings rewards

The new roster of the U.S. International Sailing Association lists the Flying Scot Sailing Association, Fred Crapo and Gordon K. Douglass as "Benefactors for life." However, as with most items concerning Sandy Douglass, there's more to the story.

Here's Sandy's version of how it all came about:

"Back in 1966 with FS 1000 coming up, we decided to show her in the New York Boat Show. For publicity, as well as a gesture to the U.S. International Sailing Association, we offered to give her to the USISA.

"A year or two prior to that an Ensign had been donated and sold at auction, bringing just about the retail price. Could we do better? The Scot would have brought around \$2,500 with sails. The Ensign had brought around \$3,800.

"How about a raffle sponsored by the FSSA? Would

the members support it? I proposed it, and the FSSA decided to back it. As I recall it, we sent a book of ten \$1.00 tickets to each member. The drawing was to be made at the winter meeting in New York.

"The members sold a total of about \$5,200 worth of tickets, which we presented to the USISA! Fred Crapo won the boat.

"Already owning a Scot, Fred decided to present the boat also to the USISA. I should have mentioned above that Howard Boston of Boston Yacht Sail Co., had donated the sails. To make a finish to the story, the boat was sold for about \$2300, as I recall it, making a total of about \$7,500 to the USISA.

"I was eligible for the "Benefactor" status and wrote to the USISA suggesting that certainly Fred Crapo and the FSSA should also be recognized for their contributions. And that is how it came to be."

## New FSSA members

FS #	Fleet	Dist.	Name	Address	City	State	Zip
128		NE	John Ekstrom	15 Hospital Road	Medfield	MA	02053
710		CAR	D. Tim Duncan	7600 Porcher Ave., Sandlewood SQ. #12	Myrtle Beach	SC	29577
867		M-O	Raymond Stiles	15619 Hix Road	Livonia	MI	48154
1327		TX	Bill Berry	7705 Llano Avenue F	t. Worth	TX	76116
1613	16	M-O	Edwin Theisen, Jr.	8925 E. Jefferson Ave. Apt. 8-E	Detroit	MI	48214
1674		M-O	Robert Gross	228 Ridgemont Road	Grosse Pointe Farms	MI	48236
1787	66	TX	J. Lowry Freeman	3927 Rutgers	Port Arthur	TX	77640
1899		CAP	Ernest Nussbaum	6009 Johnson Ave.	Bethesda,	MD	20034
2271		GNV	Richard Field, Jr.	90 Liberty Corner	Warren,	NJ	07060
2504		M-O	William Braueninger	Route 4, Box 350	Gaylord	MI	49735
2508	42	CAP	William Cable	7420 Cashire Dr., #6	McLean	VA	22101
2536		MID	Dr. Richard Johnson	208 Souris Dr.	Minot	ND	58701
2540		MID	Thomas Verhagen	Route 4, DeBruin Road	Kaukauna	WI	54130
2547		M-O	Donald Schultz	26739 Cecile	Dearborn Heights	MI	48127
2556		M-O	Carl "Pete" Rehm	125 W. Chicago Road	Sturgis	MI	49091
2589		CAP	Richard Gregory	1428 Solomon Street	Johnstown	PA	15902



# The Fleet's In

What's happening in your fleet — a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS n' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

## 20—Hot Scot in Michigan in '74

The Hoosier Hot Scot Regatta is alive and well — in Michigan. The popular late season race, previously sponsored annually by Fleet 29 of Muncie, Ind., will be held at Portage Lake near Ann Arbor, Mich., on Sept. 7-8 this year and the host will be Fleet 20.

In the future the event will alternate between Fleet 20 and Fleet 29 and, for obvious reasons, will henceforth be known as the Wolverine-Hoosier Hot

Scot Regatta. It will be planned for the first September weekend.

Information and registration forms are available from Don Schierer, 26250 Westfield, Detroit, Mich.

**BOB COOPER**

## 23—Dallas skippers pile up trophies

Fleet 23 skippers are busy hitting the Texas Regatta circuit — and winning. In the Texas Districts at Canyon Lake, San Antonio, the Dallas fleet sent seven skippers and all placed in the top nine with Fred Tears, Nat Wells and Richard Wade finishing 1-2-3.

Wade and Brad Davis brought home more trophies from the Governor's Cup at Austin in July with a first and second respectively. At the Fort Worth Open in June, Wade and Davis placed second and third.

In June the fleet took time out from serious weekly racing to enjoy a rafting party. Even so, skippers' skills were challenged in playing Scot water basketball —

# FSSA Fleets and Districts

## MIDWESTERN DISTRICT

Governor: PARKS G. CARPENTER  
48 Bershire  
St. Louis, MO 63117

- 2—LAFAYETTE, INDIANA—Lake Freeman
- 3—WILMETTE, ILLINOIS—Lake Michigan
- 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.
- 68—MADISON, WISCONSIN—Lake Monona
- 70—ROCHERT, MINNESOTA—Cotton Lake
- 83—CARLYLE, ILLINOIS—Lake Carlyle
- 88—IOWA CITY, IOWA—Lake Macbride
- 95—MINNEAPOLIS, MINNESOTA—Lake Minnetonka
- 107—NEENAH, WISCONSIN—Lake Winnebago
- 110—ROCHESTER, MINNESOTA—Lake Pepin

## PRAIRIE DISTRICT

Governor: LEO WAYNE CHENEVERT  
5801 N W 31st ST  
Oklahoma City, OK 73122

- 39—PORT GROVE, OKLA.—Grand Lake of the Cherokees
- 50—OKLAHOMA CITY, OKLA.—Lake Hefner
- 59—TULSA, OKLA.—Keystone Lake
- 89—TOPEKA, KANSAS—Lake Perry
- 93—LAWTON, OKLA.—Fort Sill, Lake Lawtonka
- 106—NORTH PLATTE, NEBRASKA—Lake Maloney

## TEXAS DISTRICT

Governor: FRED TEARS  
8626 Inwood RD  
Dallas, TX 75209  
214-352-8626

- 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—Tomaes Bay
- 100—SEATTLE, WASHINGTON, Lake Washington
- (5)—Charter Suspended

## MICHIGAN-ONTARIO DISTRICT

Governor: ROBERT COWLES  
29423 Walker DR  
Warren, MI 48098  
313-751-6756

- 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—PINKNEY, MICHIGAN—Portage Lake
- 33—LONDON, ONTARIO, CANADA—Fanshawe Lake
- 41—CRYSTAL, MICHIGAN—Crystal Lake
- 52—LAKE ORION, MICHIGAN—Lake Orion

## OHIO DISTRICT

Governor: DANIEL J. BRUBECK  
18500 Edgewood DR  
Rocky River, OH 44116

- 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

Co-Governors: ARTHUR D. DECKELMAN  
3810 Loquat AVE  
Coconut Grove, FL 33133

MICHAEL S. JOHNSON  
104 Ferry RD  
Ft. Walton Beach, FL 32548

- 28—FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
- 38—MOBILE, ALABAMA (MYC)—Mobile Bay
- 45—JACKSON, MISS.—Ross Barnett Reservoir
- 55—MOBILE, ALABAMA (BYC)—Mobile Bay
- 56—FORT MYERS, FLORIDA—Caloosahatchee 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 Coteau and St. John
- 92—PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96—NEW ORLEANS, LOUISIANA SYC—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
- 111—MARIETTA, GA.—Lake Lanier

## WESTERN NEW YORK DISTRICT

Governor: JAMES LIGHT  
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Oneonta, NY 13820  
607-432-1908

- 35—CHAUTAUQUA, NEW YORK—Chautauqua Lake
- 43—SYRACUSE, NEW YORK—Skaneateles 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—MENAUAHANT, 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—MORRIS, N.J.—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

## CAPITAL DISTRICT

Governor: JOHN D. BARNES  
7710 Chatham RD  
Chevy Chase, MD 20015

- 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: DR. HALLAM WALKER  
P.O. Box 2185  
Davidson, NC 28036

- 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
- 108—SOUTHMONT, N.C.—High Rock Lake
- 111—MARIETTA, GA.—Lake Lanier

with five boats per team — in balmy 15-knot winds. The evening ended with a nighttime watermelon search, but the fish won.

The fleet is also proud of Commodore Ros Bowen and crew who won the Texas Yachting Association Adams Cup (in Lightnings) and will compete in the national semi-finals.

And the 1973 fleet champion: Fred Tears.

**PAT MIKESKA**

#### 41—Duane Smith picks up wins

The Lions roared, and the winds blew — and, after successive postponements because of rain, thunder and WIND, the Lions Cup July 4 Regatta got underway on Crystal Lake, Mich. The weatherman used 60 per cent of his July wind allocation on the 4th.

Duane Smith in FS 2326, without benefit of extra weight, posted a first and a second in the two races for the victory. Bruce Moore captured the second race after running a beautiful spinnaker leg for third overall. Gene Martineau's 2-3 finishes were good for second. Eighteen Scots competed.

Smith also won the June series with Dick Remsberg and Martineau second and third out of 20 Scots which competed.

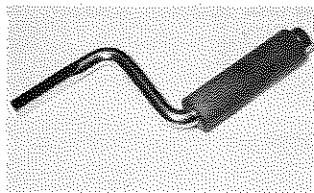
**ELMER and MARIE MANSON**

## Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS n' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Joe Harper, SCOTS n' WATER, 2205 Newfield Lane, Austin, Tx. 78703 and checks to Hal Marcus, 2155 Hallmark Drive, Pensacola, Fla. 32503.)

**FS 541**—Customflex — White hull — Gator trailer — Working sails only — Lifting bridle — Motor bracket — Boom tent cover — Excellent condition. Price: \$2,300. Kittredge R. Klapp, 1217 Pleasantview Ave., Flushing, Mich., 48423. Telephone: 313-659-2654.

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#### 98 — Wins in Sears, Mallory, Adams

Skippers from Bay Waveland, Miss., Yacht Club and Fleet 98 have been having success in various series during the year.

Bubby Eagan won the Sears district eliminations and the quarter-finals, both sailed in Scots. Tow Whitehurst of Pensacola was second and will join Eagan in the Sears Cup semi-finals.

Marc Eagan advanced to the Mallory Cup semi-finals after finishing second to Dwight LeBlanc of Southern Yacht Club in the quarter-finals, sailed in Scots.

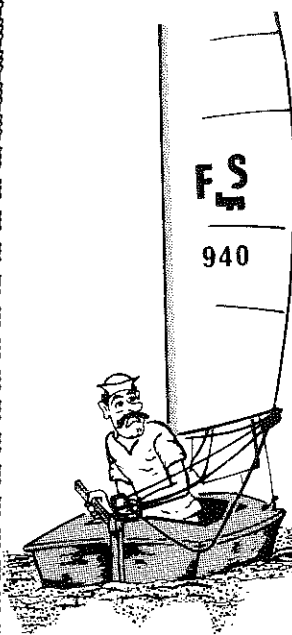
In the Adams Western District eliminations, Ann Stieffel placed first. She tied for first in the quarter-finals with Jane Allen of Panama City, and both will compete in the semi-finals. Both events were sailed in Scots.

**—ANN STIEFFEL**

#### Western N.Y. Districts in the plans

Plans are underway to hold the Western New York District Championship during the annual Glimmerglas Regatta at the Otsego Sailing Club, Sept. 14-15. Interested Scot skippers should contact District Governor Jim Light, Route 1, Oneonta, N.Y. 13820, phone 607-432-1908.

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THIRD CLASS



## Spring launching problems: no way to duck this situation

(Editor's Note: Every skipper has certain difficulties that must be ironed out in the spring before the sailing season can get underway. Bill Hoffman, captain of Fleet 86 on the Magothy River in the Chesapeake Bay area, had a unique problem.)

By BILL HOFFMAN

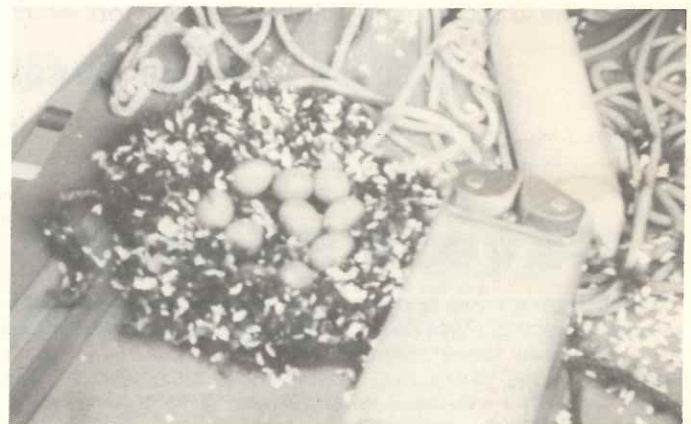
"Boom tent covers keeps out most things!"

That's what I had always thought until this spring. I launched early in March in anticipation of a longer sailing season, but was unable to get aboard for a couple of weekends due to conflicting activities.

Finally came the happy day: I rowed out to the mooring, stepped aboard, threw back the trusty cover — and was greeted by one big mother mallard sitting on her nest of feathers and Styrofoam plucked from the flotation logs.

There followed a period of confusion while the duck established to my satisfaction that she was the new owner. Encouraged by knowledgeable bird lovers, who explained that there was a three-week incubation period and she would become dehydrated, I returned to my/her boat with bread and water.

It was at this point that she decided she could do better than bread and water and took off. I replaced



**SPRING SURPRISE** — When a skipper gets ready to start the sailing season, he has to expect almost anything. For Bill Hoffman, removing the boom tent cover meant this surprise, a nest of duck eggs.

the cover and rowed ashore hoping she would return to the nest aboard FS 1481.

Alas, one week later I returned to find the deserted nest. Oh well, at least I could start sailing.

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