

SCOTS

n' water



VOLUME XVI, NUMBER 2

JANUARY-FEBRUARY, 1974

Come on to Florida, the sailing's great

**...and
the weather
isn't bad
either**



FEBRUARY IN FLORIDA—It's not all work at the Mid-Winters, not when the weather is as beautiful as it was during last year's regatta.

This group found time to relax on the lawn of the St. Andrews Bay Yacht Club in Panama City during a break.

FSSA Mid-Winters

Panama City, Fla. Feb. 28 — Mar. 3 (See Pages 2, 3, 10, 11)

**FLYING SCOT®
SAILING ASSOCIATION**

PRESIDENT

Theodore G. Glass
Box 693
Mount Vernon, Ill. 62864
618-242-4121

SECRETARY

Frederick J. Meno
2661 Allison Court
Columbus, Ohio 43220

TREASURER

John B. Morrow
319 Bunkers Cove Road
Panama City, Florida 32401
904-763-1157

MEASURER

Donald C. Hott
P. O. Drawer 520
Keyser, West Virginia 26726
304-788-3811

DESIGNER

Gordon K. Douglass
Gordon Douglass Boat Co., Inc.
Box 28, Oakland, Md. 21550
301-334-4848

COMMODORE

Robert F. Vance
233 Broadway, Room 3214
New York, New York 10007
212-349-1632

FIRST VICE-PRESIDENT

Lewis B. Pollak
2410 Connell Drive
Pensacola, Florida 32503
904-433-5959

SECOND VICE-PRESIDENT

William V. Singletary
32 Beverly Drive
Durham, N.C. 22707
919-489-1528

EXECUTIVE SECRETARY

Harold Marcus
2155 Hallmark Drive
Pensacola, Fla. 32503
904-433-4149

EDITOR, SCOTS n' WATER

Richard Elam
3407 Southhill Circle
Austin, Tex. 78703
512-454-1372

MANAGING EDITOR

Joseph Harper
2205 Newfield Lane
Austin, Tex. 78703
512-472-7150

SCOTS n' WATER®

Registered Trademark
Published monthly except Oct.,
Dec. and Feb. by the FSSA
at 2205 Newfield Lane
Austin, Tex. 78703
Published and Second-Class
Postage Paid at Austin, Tex.
Advertising rates upon request
Subscription \$4.00 per year
Postmaster: Please send form
3579 to FSSA, 2155 Hallmark Dr.
Pensacola, Fla. 32503

Schedule for Mid-Winters

Wednesday, Feb. 27

Noon Registration and Sail
Measurement

Thursday, Feb. 28

9:00 a.m. Registration Continued
(Complimentary coffee
and donuts)
Noon Skippers' Meeting-Upper
Deck
2:00 p.m. Start of Division I 1st
Race
2:10 p.m. Start of Division II
5:30 p.m. Executive Board Meeting-
Upper Deck

Friday, Mar. 1

9:00 a.m. Complimentary Coffee
and Donuts
11:00 a.m. Start of 2nd race
Division I
11:10 a.m. Start of Division II
2:00 p.m. Start of 3rd Race
Division I
2:10 p.m. Start of Division II

7:30 p.m. Complimentary Cocktail
Party-Upper Deck

Saturday, Mar. 2

9:00 a.m. Late registration for Challenger
lenger Division and Com-
plimentary Coffee and
Donuts
10:00 a.m. Skippers' Meeting-Upper
Deck
11:00 a.m. Start of 1st race Champ-
ionship Division
11:10 a.m. Start of Challenger
Division
2:00 p.m. Start of 2nd Race Champ-
ionship Division
2:10 p.m. Start of Challenger
Division
8:00 p.m. Dance-Upper Deck

Sunday, Mar. 3

11:00 a.m. Start of 3rd Race Champ-
ionship Division
11:10 a.m. Start of Challenger
Division
2:00 p.m. Trophy Presentation

Wanted: All the news of Flying Scot fleets

How about making us a part of your 1974 sailing plans? SCOTS n' WATER would like to know what's going on in your fleet so we can pass it on to the rest of the FSSA.

We're interested in your racing schedule and your regatta results. When you've got your major races set for the year, drop us a line and we'll include them in our monthly Regatta Schedule. Getting the word out makes for a bigger and better regatta.

We're also interested in the results when the regatta is over. How about designating someone to send the results to SCOTS n' WATER? We'd like the name, fleet, boat number and total points of the top five finishers, along with their finish in each race.

And don't forget to include when and where the regatta was held.

Photos? We're interested in all kinds: racing action, winners and especially good human-interest shots. We can use black-and-white photos of any size (generally the larger the better, up to 8x10).

All of our readers seem to want tips on sailing: How can we make the boat go faster? If you've found out something you will want to share with other Scot sailors, pass on the word to us.

Send your information and pictures to Joe Harper, SCOTS n' WATER, 2205 Newfield Lane, Austin, Tex., 78703.



ROUNDING THE MARK—Five Scots fight for position around the mark in a qualifying race during the 1973 Mid-Winters at Panama City. The skippers battling for position include Bud Barrett (1432) of

Gulf Breeze, Fla., who went on to win the Challenger Division; John Aras (1010) of Silver Spring, Md., and Jimmy Ruthven (61) of Panama City, Fla.

Expanded Mid-Winters opens '74 sailing season

Six races over four days marks the challenge for the first major regatta of the '74 season for Scotters — the Flying Scot Sailing Association's Mid-Winters at Panama City, Fla., Feb. 28-March 3.

The series will be sailed on St. Andrews Bay, off the Gulf of Mexico. Registration will begin at noon on Wednesday, Feb. 27, with the first race set for 2 p.m. on Thursday.

The Mid-Winters traditionally brings some of the top Scot skippers from the North down to Florida to compete against the best Gulf Coast sailors.

John Morrow of St. Andrews Bay Yacht Club says, "Our plans are set for a gala affair and hopefully our weather will be as good as last year."

Prior to the Mid-Winters, a Warm-Up regatta will be held at Pensacola, Fla., Feb. 23 and 24.

This year the Mid-Winters has been expanded to a six-race series with three qualifying races and three races in both the championship and challenger divisions.

The "720 rule" will be used, and hopefully these

will reduce the number of protests that marked in last year's hotly contested races. The course will be the same as last year utilizing a modified Olympic course. There will not be any boats available for charter from the local fleet.

Two races on Friday, following the Thursday afternoon opener, will conclude the qualifying. At this point the fleet will be divided into the championship division and the challenger.

All points from the first three races will be dropped, and skippers will begin the final two days with clean slates. (Late entries will be accepted for the Challenger Division Saturday morning.)

Two races in each division Saturday and the final on Sunday morning will conclude the racing. Presentation of the trophies is scheduled for Sunday afternoon, with the Mary Meno Perpetual Trophy going to the winner of the Championship Division and the Brenda Pollak Perpetual Trophy to the winner of the Challenger Division.

(Please see MID-WINTERS, Page 10)

Secretary Sez: handbooks

By HAL MARCUS

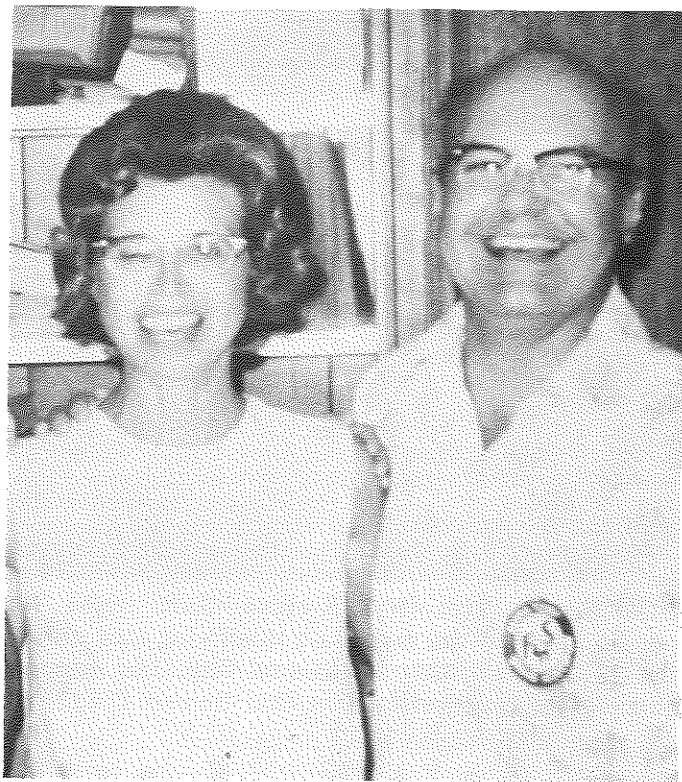
Good news! Our 1974-1975 handbooks are ready and should have been sent to every member who has paid the 1974 dues. If you have not sent in your dues yet, perhaps this will be an incentive to mail them in, and your handbook will be sent to you immediately. At the time of this writing, 708 active memberships have been received, which is about one-half of last year's total, so our membership looks strong and growing. Remember, your \$10 active FSSA dues is our primary source of income, and we need your support to continue. We operate internally the same as you do in your businesses, and our costs are skyrocketing, the same as yours. We are continually looking for ways to reduce these costs without reducing the service.

Sid Polk (#385) of Baltimore, Md., mentioned that the size of the new membership card to be cut from the post card is too large to fit into wallets, and we apologize for this. Just trim them a little smaller than the dotted lines, and they will work great. This idea effected considerable savings for FSSA, helping us stay within our current budget.

Another FSSA publication which should be "hot off the press" by the end of February will be our revised "Highlights of Scots n' Water 1959-1973," which many of you have been requesting. We sold out of the old book, and Sandy Douglass has been hard at work editing this new edition, which will be even better than the original. If you know anything about the tremendous increase in paper and printing costs, not to mention the upcoming increase in postage rates, you realize that the production of these two new publications have been a tremendous expense to FSSA.

To compensate for these expenses, our 1974 roster will include only 1974 PAID active members, which is only fair. Therefore, if you wish to be listed in the 1974 roster, be sure to send in your dues by the end of March. Also, if your dues have not been paid by the end of March, your subscription to Scots n' Water will be terminated. In the past with our mid-summer termination date, some members have found they can pay their dues every other year and not miss an issue. This has been very harmful to FSSA and our class, as we have been providing services for these members and have not been receiving income that FSSA was entitled to.

Now, let's move on to some lighter events. Our executive committee has accepted the bid from Paul Schreck of Lillian, Ala., (#1901) to represent the class



FSSA EMBLEM—Don Wulpi of Ft. Wayne, Ind., models the new pocket emblem of the FSSA. Last fall Wulpi and wife Jini visited FSSA headquarters in Pensacola and purchased emblem #1 the minute they were unpacked from the manufacturer. (Photo by Hal Marcus)

in Yachting's One-of-a-Kind Regatta on April 17-20, at the Newport Harbor Yacht Club in Balboa, Calif. We want to thank all of you who volunteered to represent the class and wish that all of you could have gone, but as they said "ONE-of-a-kind"!

In our last issue, we mentioned that we had "Plans for Model Making Only" available in the office at \$3 per copy, and we were amazed at the number of our members who ordered copies. This is a good value and a money-maker for FSSA so I'll mention that we still have some copies left.

We always like to make a error every once in a while so that you can stay on your toes looking for them. There is one on our 1974 membership application envelope, admonishing you to "write legably" instead of legibly. We would like to recognize the following members who noticed it and for their efforts will receive a new FSSA emblem: Robert K. Turner, Jr. (#738), R. W. Heckman (#2006), Al Polk, Jr. (#385), Robert C. Davis (#1977) and Fred Tears (#553).

on way to all dues-payers

Needless to say, with this announcement, this contest is over.

Commodore Bob Vance (#1122) sent us a copy of a newspaper ad for a New York savings bank showing Flying Scot #67 and stated that he wondered where they got the picture. We looked #67 up in our FSSA records and found that it is a "missing boat" and couldn't answer Bob's question. We did get an idea though! There are quite a few missing Flying Scots, which are boats that have been sold by non-members and the new owners know nothing about the existence of FSSA. These new owners might like to join our association, but most likely have never been asked because we do not know how to make contact with them.

So, on to the fun part! Each month, we will give you three MYSTERY SCOTS, and the member who is the first to send us the correct name and address of the boat's owner will receive an official FSSA emblem for free! If the owner joins FSSA, we will send YOU an official FSSA lapel pin. This is a \$5.50 value to you on the new member's \$10 membership dues. How can you ask for a better deal than that? The Scots listed as MYSTERY SCOTS are completely lost to FSSA and we reserve the right to assure that the name and address you submit is authentic. This month's MYSTERY SCOTS are: #21, #35, #67. Clue: #67 was last seen in the New York City area, according to the newspaper advertisement. There is no time limit on this contest; the numbers stay on the list until the owner is found!

Some members have asked why their 1974 membership card indicates their Scots are not registered. This is because we have no record of your certificate being issued. Send us a photocopy and your card, and we'll correct everything. If you do not have access to a photocopier, send us your original, and we'll return it to you after making a copy. If you do not have a certificate in your files, the cost for issuing one in your name is \$2.

We received a note from William A. Page (#1301), who lives at Diamond Ranch, Old Chatham, New York 12136, who desperately wants to meet some other Flying Scot sailors up his way. How about some of you contacting Bill for some sailing fun?

We have been getting some fleet reports from associate members who are fleet secretaries and the wives of active members. To abide by the bylaws of FSSA, we are listing the active member as the fleet officer.

Ed Sharp (#3) of Alexandria, Va., reports that he has completely recovered from his recent illness and that all is well in the Sharp household except that son Bill has purchased a Tempest. If there is anyone who can sell the Scot, it's Ed, and we know he tried. After all, #3 is a very prestigious number to own.

In closing, Pat and I are looking forward to greeting a large group of you at our Midwinter Warm-Ups here in Pensacola on Feb. 23-24 and then again at the Midwinters at St. Andrews Bay Yacht Club in Panama City, Fla., on Feb. 28-March 3. While in Pensacola, we hope that all of you will be able to visit with us here in the FSSA office.

| U. S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Act of August 12, 1970; Section 3685, Title 39, United States Code) | | SEE INSTRUCTIONS ON PAGE 2 (REVERSE) |
|---|--|--|
| 1. TITLE OF PUBLICATION Scots n' Water | | 2. DATE OF FILING Sept. 27, 1973 |
| 3. FREQUENCY OF ISSUE Monthly except October, December, February | | |
| 4. LOCATION OF HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) 2205 Newfield Lane, Austin, Texas 78703 | | |
| 5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) same as above | | |
| 6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR PUBLISHER (Name and address) Richard Elam, 3407 Southhill Circle, Austin, Tex. EDITOR (Name and address) Richard Elam, 3407 Southhill Circle, Austin, Tex. MANAGING EDITOR (Name and address) Joseph Berger, 2205 Newfield Lane, Austin, Tex. | | |
| 7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.) | | |
| NAME Not Applicable | | ADDRESS |
| NAME Not Applicable | | ADDRESS |
| 8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state) | | |
| NAME Not Applicable | | ADDRESS |
| 9. FOR OPTIONAL COMPLETION BY PUBLISHERS MAILING AT THE REGULAR RATES (Section 132.121, Postal Service Manual) 39 U. S. C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4059 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates." In accordance with the provisions of this statute, I hereby request permission to mail the publication named in item 1 at the reduced postage rates provided authorized by 39 U. S. C. 3626. (Signature and title of editor, publisher, business manager, or owner) | | |
| 10. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 132.122, Postal Manual) (Check one) The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes <input type="checkbox"/> Have not changed during preceding 12 months <input type="checkbox"/> Have changed during preceding 12 months (If changed, publisher must submit explanation of change with this statement.) | | |
| 11. EXTENT AND NATURE OF CIRCULATION | | AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS |
| A. TOTAL NO. COPIES PRINTED (Net Press Run) | | 1900 |
| B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES | | 0 |
| 2. MAIL SUBSCRIPTIONS | | 1677 |
| C. TOTAL PAID CIRCULATION | | 1677 |
| D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS 1. SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES | | 45 |
| 2. COPIES DISTRIBUTED TO NEWS AGENTS, BUT NOT SOLD | | 0 |
| E. TOTAL DISTRIBUTION (Sum of C and D) | | 1707 |
| F. OFFICE USE, LEFT-OVER, UNACCOUNTED, SPOILED AFTER PRINTING | | 193 |
| G. TOTAL (Sum of E & F—should equal net press run shown in A) | | 1900 |
| I certify that the statements made by me above are correct and complete. PS Form 3526 July 1971 | | |

Improper hoist breaks halyards

By SANDY DOUGLASS

Despite our instructions to new owners and our periodic warnings to all owners we continue to replace main halyards which have broken in use.

Breakage is not the fault of the halyard. Properly used, our 1/16" stainless cable, with its great factor of safety for strength, should last the life of the boat. Breakage is the result of improper hoisting of the mainsail, not of insufficient strength, and it is possible that a heavier — and stiffer — cable, although stronger, might break sooner.

What causes the breaking?

When the mainsail is fully hoisted the halyard shackle should be a good two inches below the masthead sheave. The reason for this is that from tack to tack the headboard of the sail must describe an arc of 180 degrees or more, carrying with it the halyard shackle, the pin of which travels approximately 1-1/2 inches with the headboard.

How can the shackle do this if it wedged solidly against the masthead as a result of having been hoisted all the way up and is under severe tension?

Some classes use painted bands on the mast beyond which the sail must not be hoisted. Our limit is the mast itself, and this means that each skipper must understand what he is doing and must use discretion. Some overhoist from ignorance, with the mistaken idea that the halyard should be as tight as possible at all times. Some think they are gaining in sail area by hoisting the sail higher.

To illustrate, we have just had returned to us two nylon masthead sheaves, the complaint being that they would not turn. Both have a number of deep indentations in the flanges which so deform them that they obviously could not turn in the masthead. Equally obviously, the indentations were made by the halyard shackle, which never should have come within two inches of touching the sheave. It is not the fault of the manufacturer if you car runs out of gas or the motor burns up from a lack of oil.

The mainsail is designed to go only to the proper height, several inches below the sheave, so that it still will be short a couple of inches when it is fully stretched. However, the sailcloth and the bolt rope are elastic and a determined person can make the sail stretch enough to go all the way, perhaps with the mistaken notion that this will add sail area.

The only reason, ever, for stretching the luff of the sail is to get the head to its proper height, proper for the shape of the sail. Other than this, there is no inherent "need" for tension.

The problem has been accentuated by the recent advent of the Cunningham hole. Formerly, the luff was

cut short enough to allow for stretching for heavy weather. Now, with the Cunningham in mind, some sailmakers make the sail full size, to go all the way with no tension, the tension later to be applied by the down-pull of the Cunningham control. It is easy to see that if such a sail is cranked up under heavy tension, as before, there is the probability that the halyard and the sheave will suffer.

When next you order new sails, ask your sailmaker to cut the mainsail a few inches short on the luff and the foot to allow for stretching and adjusting. You will not be cheating yourself. He still will give you full size in the girths, and the few square inches of "lost" area at head and clew will never be missed. It is far more important to be able to control the shape of the sail.

Then, after you have hoisted the mainsail, look up at the head of the sail. If you have hoisted it too high, back off the halyard winch a few teeth until you can see a couple of inches of halyard.



Art by Patricia Murphy

Schreck Sails Take 1-2-3 in Sugar Bowl Race of Champions

To: PAUL SCHRECK & CO. SAILMAKERS
S. SCENIC DRIVE
LILLIAN, ALABAMA 36549 (TELEPHONE: 205 - 962-4345)

Please ship _____ suit(s). Scot # _____

Velocities where I sail most are _____ to _____ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

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

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

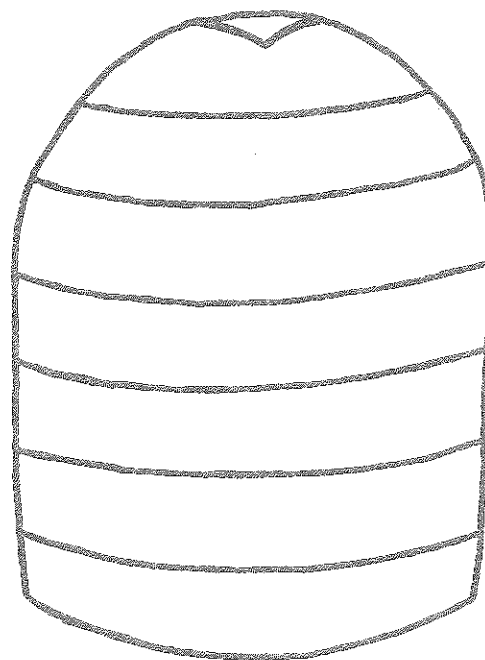
Suit — 5 oz. Dacron — \$300.00
Jib — 5 oz. Dacron — \$ 95.00
Main — 5 oz. Dacron — \$215.00
Spinnaker — ¾ oz. — \$140.00
Combination: ½ & ¾ Chute — \$150.00
½ oz. Chute — \$150.00
Brummels — set \$7.00
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____



SWAGING — SMALL BOAT HARDWARE — COVERS
RIGGING — ROPE TO WIRE SPLICING



Tears downs Elams for Road

Fred Tears of Dallas won the Road Runner trophy in Texas last year. Fred's four best races — out of six possible regattas — totaled a quarter of a point better than the four races sailed by Dick and Kelson Elam of Austin.

The Road Runner trophy goes to the district sailor who finishes best in four of six designated regattas.

Tears finished first at the Houston midwinter, tied for first with Roz Bowen of Dallas at Fort Worth, finished second at the Austin Governor's Cup, and finished third at both Port Arthur and Dallas White Rock regattas.

The Elams started late, but also won two regattas. Father Dick won at Austin, and son Kelson won the

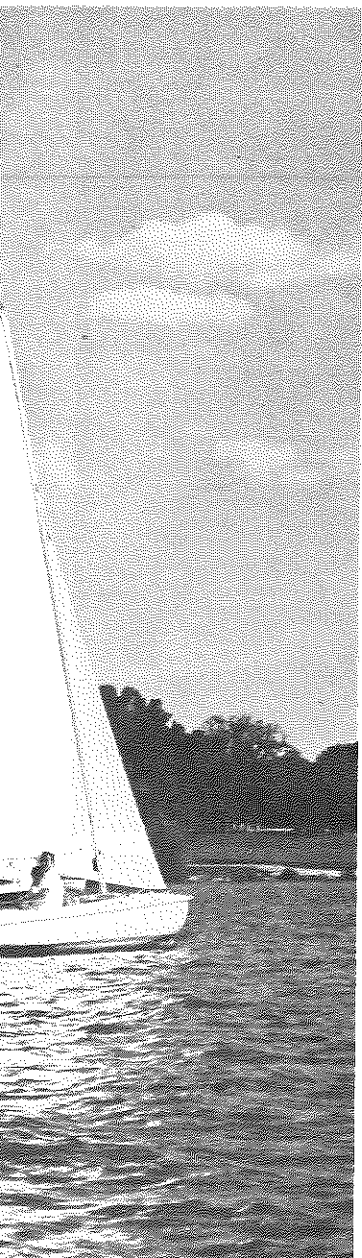
San Antonio Wurstfest regatta. Dad finished second at Port Arthur, and Kelson fourth at White Rock.

Roz Bowen, with a third at Houston and a first at White Rock, had a chance for the trophy, but she was unable to attend the final regatta at San Antonio.

Dr. Arnie Harper of Port Arthur finished third in the trophy competition.

Don Price of Houston won the Port Arthur regatta. He finished second at San Antonio and eighth at White Rock. Like Bowen, he needed a fourth regatta entry to meet the fourth regatta requirement.

Jim Callaway, formerly of Austin and now living in Houston, donated the trophy — a chapparral "road runner" bird statuete.



CLOSE QUARTERS—The White Rock Lake Invitational in Dallas, one of the races in Texas' Road Runner series, drew a group of Scots. Skippers include B. Davis (1386) of Fleet 23, A. Harper (2036) of Fleet 66, N. Wells (1239) of Fleet 23, J. Wilson (800) of Fleet 69 and J. Diggins (921) of Fleet 23.

Runner

Retiring District Governor Don Church reported response to the Road Runner series "quite good with 35 boats participating in at least one of the races."

"I'm not sure how to score the tie at Ft. Worth (between Tears and Bowen), but the racing was very close for the series with Fred Tears ahead of the (Elam) boat by at least ¼ point.

"Fred (incoming governor) is going to continue the series this year, but said he thought he would drop the Houston regatta because of the conflict with the Scot Midwinters. He would like suggestions as to which regattas to add to the series as well as the scoring system to be used," Church said.

Junior Scots among top 10 in Cotton Bowl

Three junior Scot skippers finished in the top ten interscholastic sailors competing at the second annual Cotton Bowl regatta at the end of 1973.

Bubby Eagan, representing De La Salle School of New Orleans, finished third. Kelson Elam of Austin, Tex., High School, tied for fourth, and Chris Friend of Isadore Heumann, New Orleans, finished tenth.

The championship was won by Wilson school of Long Beach, Calif., with a crew that finished fourth in the Sears junior championship earlier in the year.

Marc Eagan, the older brother of Bubby, won the first Cotton Bowl regatta in 1972 when he was eligible for interscholastic competition. Races were sailed at Fort Wroth Boat Club.

Fleet 71 takes four out of five at regatta

By R. E. PURCELL

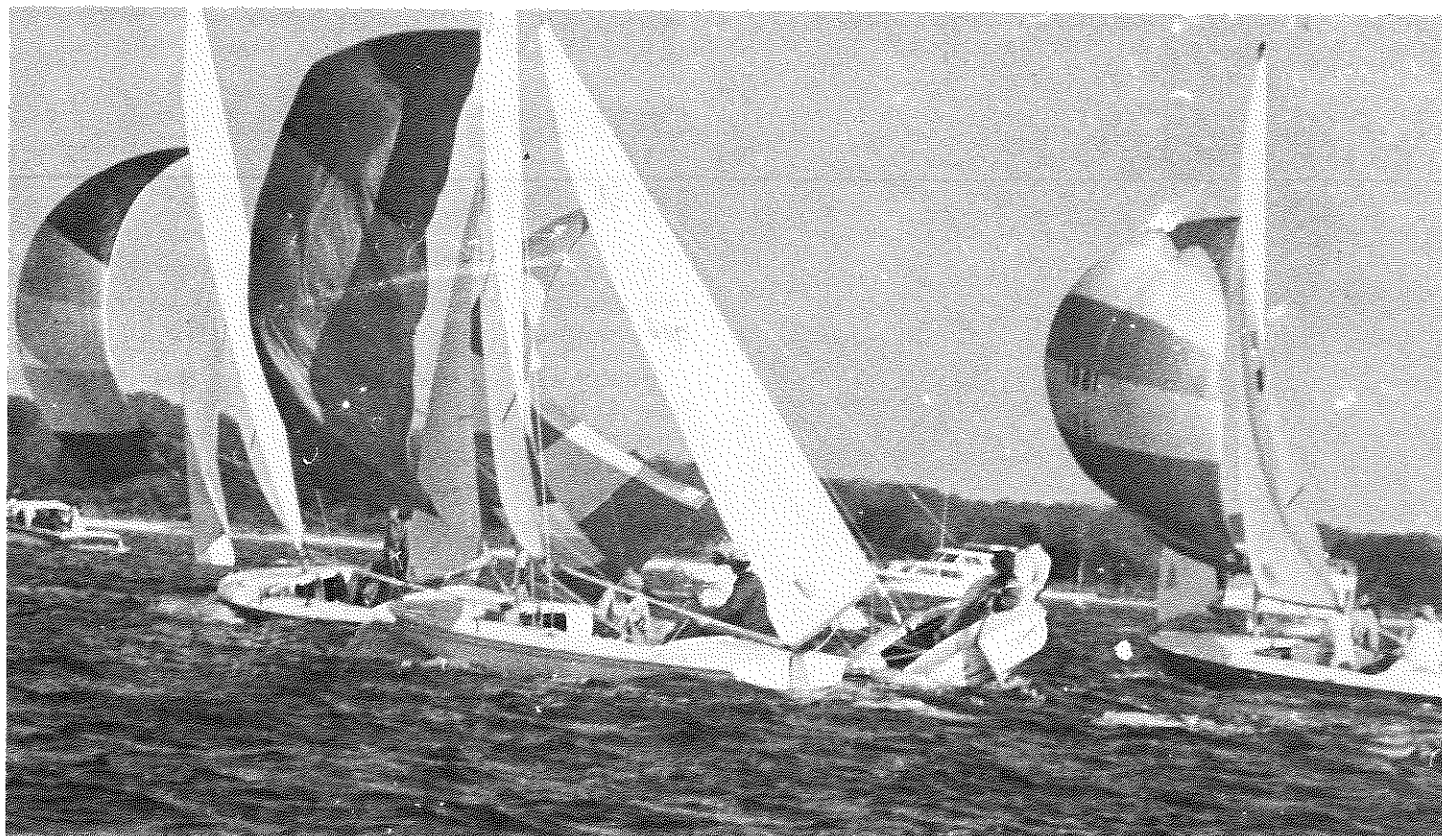
The highlight of the Virginia Inland Sailing Association's (VISA) eighth annual invitational regatta was the competition of Sandy Douglass, but the host Fleet 71 was still able to take four of the first five places with Earl Purcell edging Douglass for the championship.

The series was sailed on Smith Mountain Lake near Roanoke on Oct. 6 and 7. The wind for all three races was moderate and typical Smith Mountain Lake air (variable and shifty most of the time), which probably accounts for the good performance of the VISA sailors.

Both Purcell and Douglass finished with 9 points, but Purcell finished ahead of Douglass in two of the three races. Bill Gutzwiller was ¾ of a point behind the leaders, and only 3¾ points separated the first five boats.

The regatta attracted 73 boats including 14 Flying Scots. Seven of the Scots were visitors.

| Skipper | Fleet No. | Boat No. | 1st Race | 2nd Race | 3rd Race | Total Points |
|------------------|-----------|----------|----------|----------|----------|--------------|
| Earl Purcell | 71 | 111 | 2 | 2 | 5 | 9 |
| Sandy Douglass | 6 | 1350 | 4 | 3 | 2 | 9 |
| Bill Gutzwiller | 71 | 726 | 6 | 1 | 3 | 9¾ |
| Willie Robertson | 71 | 1292 | 5 | 6 | 1 | 11½ |
| Baxter Gordon | 71 | 1581 | 1 | 5 | 7 | 12¾ |



TAKING THE HIGH ROAD—The University of West Florida Flying Scot (UWF 1), skippered by Stewart Robinson, finds itself in the thick of matters as four

boats head for the mark during last year's Mid-Winters. Coming up on starboard is Bill Ewing (1961) of Metropolis, Ill.

Mid-Winters: Get a head start on the 1974 sailing season

(Continued from Page 3)

A complimentary cocktail party on Friday evening and a dance on Saturday evening are included in the \$15 entry fee. St. Andrews Bay Yacht Club will have the club dining room open for all noon and evening meals during the series, and shower facilities are available.

A number of motels are within easy reach of the yacht club, but no camping is allowed on the yacht club grounds. Morrow notes that there are some state parks in the area, but they are a considerable distance from the club.

Although no reports are available on boats registered, a strong field is expected to try to dethrone defending champion WOODY Stieffel of Bay St. Louis, Miss., who coupled his win in last year's Sugar Bowl Race of Champions with the Mid-Winters crown.

Last year's runnerup, Marc Eagan, also of Bay-Waveland Yacht Club, will be trying for his own double, having already won this year's Sugar Bowl Race of Champions.

Two former winners, Fred Meno of Columbus, Ohio, and Paul Schreck of Lillian, Ala., will be strong contenders if they sail. Meno, Mid-Winters champ in 1968 and 1969, finished third last year and went to win the Ohio District championship and take fourth in the FSSA North American Championship. Schreck, winner in 1970, 1971 and 1972, didn't sail in the Mid-Winters last year but took second in the NAC at Riverside, Conn. (NAC champion Tommy Ehman, a University of Michigan student, said after the Nationals that he hoped to make it to the Mid-Winters.)

The Gulf Coast has a number of skippers who are capable of winning it all. These include (in no particular order) Bud Barrett of Gulf Breeze, Fla., who won the Challenger Division last year with three straight firsts and later won the Gulf Districts; Doug Sansom of Pensacola, third in the NAC with wins in the last two races; George Haynie of Pensacola, fifth in the Mid-Winters last year and third in the Gulf Districts; John Murray of Pensacola, sixth in the Mid-Winters and second in the Gulf Districts; and Jack

A message from our president

Trip to Florida shows gas available

To our members:

It has been suggested that I write a note reassuring all of you as to the gasoline shortage — this because I am a geologist and independent oil producer, hence an expert! Unfortunately I am not an expert, but I can furnish a factual report on the local situation.

Florence and I had no problem in driving from Illinois to Florida just before Christmas and none since. The Fort Myers News-Press Jan. 2 questioned eleven travelers and none had had trouble. Prices were up, but gasoline available. Florida's allotments are based on last year's tourist trade. Governor Askew has made a special plea for the tourists, citing their importance to Florida's economy. Visitors will not be denied their gas.

I urge all of you to support Midwinters. I do not believe you will have any gasoline problem, other than Sunday Closing. Hopefully the problem will be solved before regular sailing season and NAC at Cleveland.

Happy sailing and a prosperous New Year!

—THEODORE GLASS
FSSA President

Laird of Panama City, NAC champ in 1969 and fifth last year in the Gulf Districts.

Other contenders who may be on the starting line include Dick Elam of Austin, Tex., who won two races at last summer's NAC; Bob Whitehurst of Pensacola, who was seventh last year in the Mid-Winters and recent winner of the individual competition at the Sugar Bowl; Floyd Davis of Panama City, who took third in the Challenger Division at the NAC despite DNF's in the first two races; Dirk Lundquist of Pensacola, winner of last year's Mid-Winters Warm-Up series; and Bill Wiseloge of Panama City, third in last year's Warm-Ups and winner of one of the Mid-Winters qualifying races.

In addition, Sandy Douglass' name has been reappearing on the skipper lists after a period of helping others by crewing. And there's a long list of other skippers who are determined to embarrass SCOTS n' WATER because their name hasn't been mentioned.

Advertising Rates

Following are the advertising space rates for Scots n' Water:

CAVEAT EMPTOR—\$5

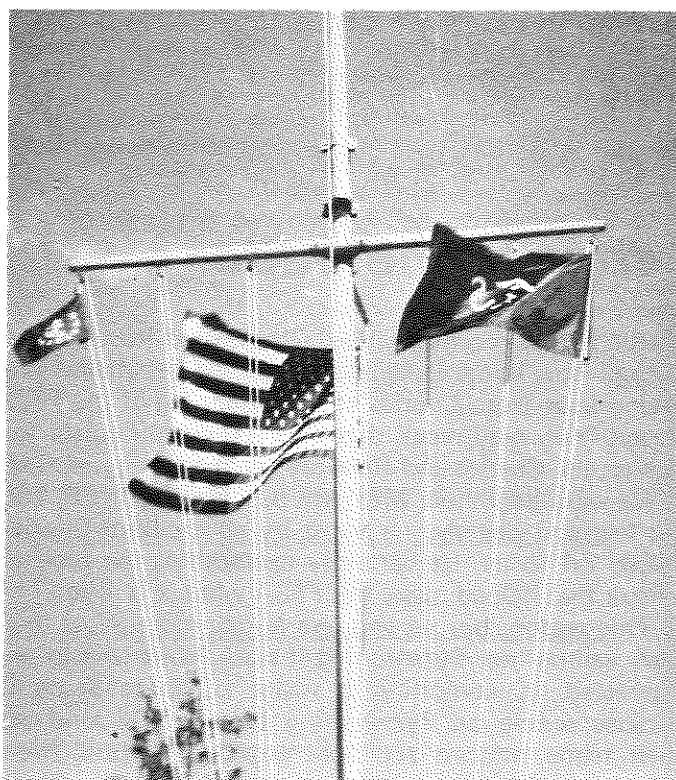
FULL PAGE—One time, \$60; three issues in one year, \$55; nine issues in one year, \$40.

HALF-PAGE—One time, \$35; three issues, \$30; nine issues, \$25.

QUARTER-PAGE—One time, \$20; three times or more, \$15.

SIGNATURE ADS—(Maximum size, 3½ inches by 2 inches; 30-word limit) — \$10.

Color and back page, extra.



IN THE BREEZE—The new Flying Scot flag flies alongside Old Glory for the first time at the Hospitality Regatta in October at the Jackson, Miss., Yacht Club. The flag is a gift from Paul Schreck of Lillian, Ala. (Photo by Hal Marcus)

The Fleet's In

83—Carpenter champion for third year

For the third year Parks Carpenter, FS 1184, has been named champion of Fleet 83, Carlyle, Ill. Carpenter placed first in the fleet's summer and fall series.

Paul Moore was in second place and Jim Moore in third.

Summer series results found Moore in second, followed by Paul Richey. Moore and Harris were second and third in the fall series.

Terry Wittenberg won a new fleet trophy, "Perseverance," for finishing the most races but winning no other trophy. It is expected that he will receive better hardware at the end of next season.

To encourage race participation, Fleet 83 started the season with a new scoring system. To be scored in a series a boat had to finish 50 per cent of the races. Then it received a score for all races — either a finishing place or one place greater than the last finishing boat. The average of a boat's best 70 per cent race scores was used for its series score.

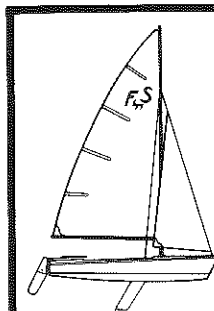
Fleet members believed the system worked and plan to continue using it.

Fleet 83 will host the 1974 Midwestern Districts on Lake Carlyle July 13-14, District Governor Parks Carpenter has announced. Announcements and registration forms will be mailed soon.

Fleet officers for 1974 are Paul Richey, fleet captain; Joe Kortenhof, recorder, and Jim Harris, treasurer.

111—Fleet transfers to Gulf District

Fleet 111 has transferred from the Carolinas to the Gulf District. The Marietta, Ga., fleet sails on Lake Lanier.

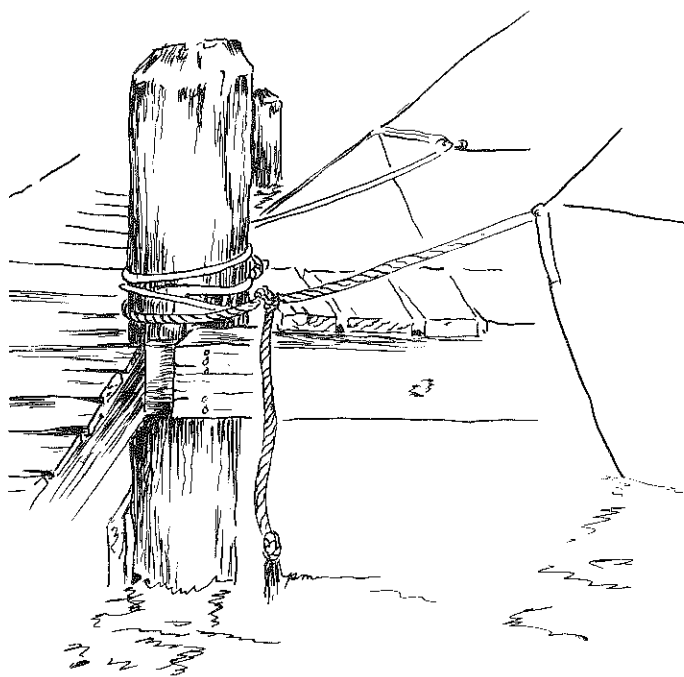


FLYING SCOT OWNERS One Design Sailboat Policy

Beall, Garner & Geare, Inc.
215 S. Third Street
Oakland, Maryland 21550

Phone: 301-334-9424
301-722-2500

Send for descriptive brochure



Art by Patricia Murphy

Letter to the editor

Dear Editor:

Our family recently visited Charles and Rose Silsbee at their new home in Winnetka, Ill. We purchased our Flying Scot from Charles at the beginning of the 1972 season. You may recall that Charles was our editor for five terms. Charles and Rose are getting along just fine.

We were beginners when we purchased our FS, and our learning was given a boost by all the hints Charles passed on to us. He certainly exemplifies the type of person that helped make the FSSA what it is today.

This season, our second, we notice more Scots than ever sailing on Pymatuning Lake, Pa. I would be interested in compiling a roster of these Scots if persons sailing on Pymatuning Lake would send me their name, address and boat number. I would hope that we could become more organized and enjoy some sailing together.

Don Satava
120 Leaview Lande
Chagrin Falls, O. 44022
Ph. 216-338-3987
FS 155, Queen of Scots

New FSSA members

| FS No. | Fleet | Dist. | Name | Address | City | State | Zip |
|--------|-------|-------|--------------------|--------------------------|------------------|-------|-------|
| 224 | 40 | PAC | Dr. Andrew Noble | Box 848 | Ross | CA | 94957 |
| 491 | 34 | MID | Thomas Beadie | 4015 N. Washington Rd. | Ft. Wayne | IN | 46804 |
| 755 | | MID | Douglas Blue | 2117 Briar Drive | West Bend | WI | 53095 |
| 916 | | CAR | Warren Tucker | Box 302 | Wrightsville Bch | NC | 28480 |
| 1042 | 41 | M-O | Richard Cantwell | 317 W. Cass St. | Greenville | MI | 48838 |
| 1180 | 3 | MID | Thomas Dieschbourg | 7006 Lexington | Niles | IL | 60648 |
| 1279 | | NE | Dr. David Link | 123 Elm Street | Somerville | MA | 07144 |
| 1445 | 81 | CAP | John Weld | 166 K Dew Drop Road | York | PA | 17402 |
| 1608 | 99 | GF | Stephen Andre | 416 Bellemeade Blvd. | Gretna | LA | 70053 |
| 1811 | 111 | GF | Guy Collins | 5790 Brookgreen Rd., NE | Atlanta | GA | 30328 |
| 1811 | 111 | GF | Harold Wilde | 3870 Lake Forest Dr., NW | Atlanta | GA | 30342 |
| 1961 | 30 | MID | Frank McKenna | 513 S. Rotherwood Ave. | Evansville | IN | 47714 |
| 1982 | | PR | Jerry Whitt | 3609 East 55th St. | Tulsa | OK | 74135 |
| 2045 | 97 | CAP | Joan Burnside | 8030 Inverness Ridge Rd. | Potomac | MD | 20854 |
| 2047 | | M-O | Herbert McComb | 29649 Mark Blvd. | Madison Heights | MI | 48071 |
| 2291 | 111 | GF | Ken Morin | 2881 Cocklebur Trail | Decatur | GA | 30034 |
| 2386 | | OH | W. T. Bright | 1473 Westwood Ave. | Lakewood | OH | 44107 |
| 2388 | | CAR | John Davis, Jr. | 4112 Picardy Drive | Raleigh | NC | 27612 |
| 2396 | | MID | Oren Stiens | 15 NW 11th St. | Richmond | IN | 47374 |
| 2419 | | GF | Nelson Forbes | 419 Glenwood Road | Birmingham | AL | 35216 |
| 2422 | 58 | NE | Robert Montgomery | 55 Hunt Street | Quincy | MA | 02171 |
| 2426 | 111 | GF | Fred Pattison | 6130 Mounon Brook, NW | Atlanta | GA | 30328 |
| 2437 | | CAP | Robert Richards | 1301 Crenshaw CT | Lynchburg | VA | 24503 |
| 2438 | 19 | OH | Ralph Firestone | 435 N. Union Ave. | Salem | OH | 44460 |
| 2452 | | CAP | Arthur Bush | 109 W. Campbell Ave. | Roanoke | VA | 24011 |

SOLD YOUR



???

IF YOU SOLD YOUR FLYING SCOT, WE WOULD LIKE TO ASK THE NEW OWNER TO JOIN FSSA.

PLEASE FILL OUT THE FORM BELOW AND RETURN IT TO: FSSA

2155 HALLMARK DRIVE

PENSACOLA, FLORIDA 32503

YES, I SOLD FS # _____ TO: _____
NAME

MAILING ADDRESS

CITY

STATE

ZIP

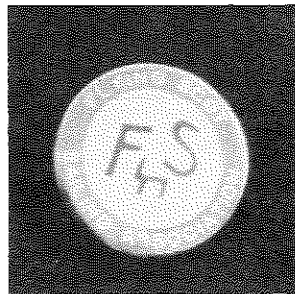
YOUR SIGNATURE

DATE

Here it is!!!

**Official
FSSA
Lapel Pins**

**With
Clasp Fasteners**



AVAILABLE THROUGH YOUR FSSA OFFICE AT ONLY \$3.50 EACH INCLUDING POSTAGE & HANDLING. PLEASE MAKE YOUR CHECK PAYABLE TO "FLYING SCOT SAILING ASSOCIATION" AND USE THE HANDY ORDER FORM BELOW.

TO: HAROLD MARCUS, JR.
EXECUTIVE SECRETARY, FSSA
2155 HALLMARK DRIVE
PENSACOLA, FLORIDA 32503

PLEASE RUSH ME EACH LAPEL PINS @ \$3.50 EACH INCLUDING POSTAGE AND HANDLING.

NAME (Please Print) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

FSSA ANNUAL DUES

PAYABLE IN JANUARY EACH YEAR

FSSA MEMBERSHIP OPEN TO INDIVIDUALS ON THE FOLLOWING BASIS:

ACTIVE MEMBER..... \$10.00
(F/S owner, F/S part-owner, or designated club member of YC owning F/S)

ASSOCIATE MEMBER..... 5.00
(Non-owner who has been for at least 3 months regular crew for an Active Member; member of immediate family of an Active Member; part-owner or member of his immediate family, provided one part-owner is an Active Member; or designated club member).

SUSTAINING MEMBER..... 5.00
(All other non-owners of F/S)

(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)

Available from FSSA Executive Secretary:

F/S Pocket Patches, each..... \$ 2.00

F/S Sail Labels, each..... 3.00

HIGHLIGHTS OF SCOTS N' WATER... 2.00
(Reprints of Articles 1959-69)

PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER TO:

Harold E. Marcus Jr.
Executive Secretary, FSSA
2155 Hallmark Drive
Pensacola, Fla. 32503

MIDWESTERN DISTRICT

Governor: PARKS G. CARPENTER
48 Berkshire
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.
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-ROCHERT, MINNESOTA-Cotton Lake
- 83-CARLYLE, ILLINOIS-Lake Carlyle
- 89-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-Tomales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (st)-Charter Suspended

MICHIGAN-ONTARIO DISTRICT

Governor: ROBERT COWLES
29423 Walker DR
Warren, MI 48089
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
- 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: 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
- 18-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: MICHAEL S. JOHNSON
104 Ferry RD
Ft. Walton Beach, FL 32548
ARTHUR D. DECKELMAN
3810 Loquat AVE
Coconut Grove, FL 33133

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 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

WESTERN NEW YORK DISTRICT

Governor: JAMES LIGHT
Route 1
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-Mallett'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-MENSAUANT, 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-Barneget Bay
- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY-Upper Barneget 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: 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

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 1729—Customflex — White hull — Schreck main and jib, 1-year-old — Griner main, jib and spinnaker — Pamco trailer — Harken blocks, spinnaker, rig, halyard recoil box — Dry-sailed — Excellent condition. Price: \$3,000.
James A. Amlicke, 3305 Bronson Blvd., Kalamazoo, Mich. 49008. Telephone: 616-382-0703.

FS 1882—Customflex — Gator trailer and extra wheel (tire) — Two suits sails — Spinnaker — Seagull OB — Fully equipped — Excellent condition.

V. E. Haws, 601 Bloomfield Road, Traverse City, Mich. 49684. Telephone: 616-946-6679 or 947-4361 after 6 p.m.

FS 2076—Douglass-built '72 — Int'l orange hull — White deck — Murphy Nye main and jib rigged for spinnaker — Sterling tilt-bed trailer. Price: \$3,200.

Vince Cameron, 1110 Ridgewood Drive, Highland Park, Ill. Telephone: 312-433-3218.

FS 2256—Customflex — Excellent condition — White hull and deck — Schreck sails and spinnaker/pole — Outboard bracket — Two boat covers — New Pamco trailer — Racing equipped — Anchor — Dry sailed. Price: \$3,100.

Rick Ahrbecker, 428 Amherst Ave., Coraopolis, Pa. 15108. Telephone: 412-264-0380.

FOR SALE—Two new mains and jibs used in experimental sail-testing program. Sails a little off racing pace and offered at excellent price. Mains: \$140. Jibs: \$60.

Murphy & Nye Sailmakers, 2243 N. Elston Ave., Chicago, Ill. 60614. Telephone: 312-384-2828.

FOR SALE—Complete suit Click Schreck Flying Scot racing sails (1969, very good condition). Includes red and blue spinnaker, \$280; eight aluminum snubbing winches (most are new), \$5 each; four Scot cockpit covers as supplied by Gordon Douglass Boat Co., \$15 each. Offered by Flying Scot Committee of Southern Yacht Club.

Flying Scot Chairman, Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70184.

BATTENS

MADE FOR RACING

FINEST QUALITY TAPERED BATTENS
FLEXIBLE AND MADE OF ASH
SET OF FOUR FOR MAIN
SANDED ONLY \$4.75
VARNISHED \$7.50

Send check to:
DON BLYTHE, BATTENS
804 Euclid Avenue
Jackson, Mississippi 39202

STAINLESS HALYARD CRANK

Oversized, hardwood, roller handle is fitted on a machined stainless steel crank. Designed for maximum leverage and full hand grip. Used successfully by hundreds of Scot and Thistle sailors. Send check or money order to: CURT MEISSNER
4825 W. Knollwood
Racine, Wis. 53403

\$6.00 Postpaid

Regatta Schedule

Feb. 23-24—Midwinter Warm-ups, Pensacola, Fla., Yacht Club

Feb. 23-24—Mardi Gras Regatta, New Orleans Yacht Club

Feb. 28-March 3— Flying Scot Sailing Association Midwinter Championships, St. Andrews Bay Yacht Club, Panama City, Fla.

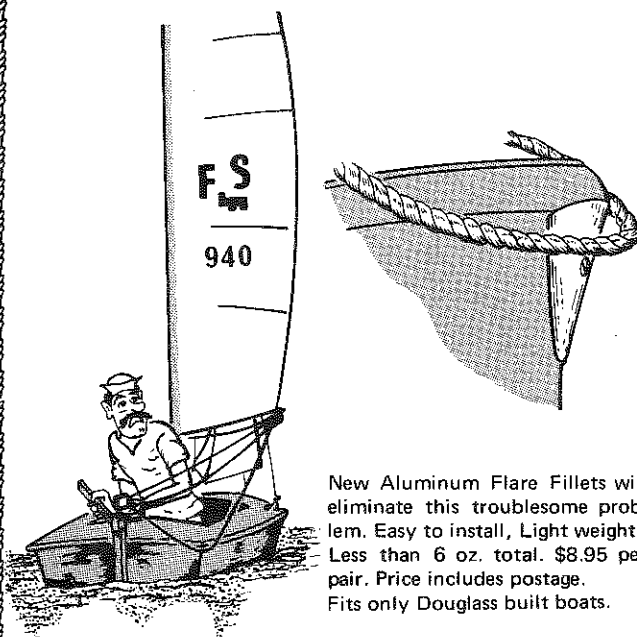
July 13-14—Midwestern Districts, Lake Carlyle, Ill.

FOR SALE

FS 1749 . . . I bought this boat new in the summer of 1970 with the usual extras: Motor bracket, cover, spinnaker gear, and custom trailer. Then I added \$1,300 in additional equipment to make it fun and fast to sail. You'll have three sets of sails including junior/storm set, a special 100 square foot genoa jib for cruising that makes the boat walk over anything but the "bombs," retractable painter, full Harken hexaratchets, hammock storage, 10 well-placed cam cleats and a bushel basket full of spare parts and things you'll want if you buy a stock boat. If you check the other ads here and the price of a new boat, you'll know it is a super buy at \$2650, but that price is only good till March 1st. After that I'll go to \$3000, advertise it in metropolitan newspapers and maybe, just maybe, keep it and have another fun summer whomping the local racers.

Kirk Woodward, 3326 Green Acres, Abilene, Texas 79605. Area Code: 915-692-1639, evenings.

DO YOU HAVE MAINSHEET HANGUPS?



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

MAIL TODAY

SEND CHECK OR M.O. TOTAL \$

B.H. BRUNER
147 N. 24th Street
Camp Hill, PA
17011

Name _____
Address _____
City/State _____
Zip _____

1191 TX
MADE, RICHARD
2969 E BRINKLEY APT
DALLAS TX 75205

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

(send this form with present label to the Executive Secretary)

Send Form 3579 to:
2155 Hallmark Drive
Pensacola, Fla. 32503

SECOND CLASS
POSTAGE
PAID
at Austin, Tex.



Eagan first at New Orleans

The winds were strong, gusty and shifting, but Marc Eagan found them to his liking as he captured the Gulf Yachting Association's Race of Champions during the Sugar Bowl Regatta. The New Orleans Yacht Club was host for the two-day affair on Lake Pontchartrain.

Eagan, of the Bay-Waveland Yacht Club, Bay St. Louis, Miss., sailed with an all-girl crew of Ellen Eagan and Chris Steiffel. Johnny Murray of the Mobile Yacht Club took second, and Tom Davis of the Buccaneer Yacht Club in Mobile was third.

Ten GYA clubs entered their Scots.

During the festivities, 10 other skippers competed in the Scot class on the Southern Yacht Club course. Bob Whitehurst of the Pensacola Yacht Club swept the series with three firsts. Don Chamberlain of SYC was second with three second-place finishes, and Larry Taggart of SYC placed third with three third-place finishes. What consistency!

—LARRY TAGGART



**MARC
EAGAN**

... winner
in Sugar
Bowl Regatta

Helmold trophy goes to Singletary

Macon Singletary, the Carolina District champion, has won the Carolina second Carolinas Helmold trophy for picking up the most points in 11 regattas throughout the season.

The trophy was donated by Richard Helmold, 1972 captain of Fleet 27, to stimulate travel and participation outside local fleet races. It is a revolving trophy with keeper cups for the first four places.

Singletary, FS 2110, is a member of Fleets 27 and 108. His father, William V. Singletary, finished third last year. The defending Helmold champion, Richard Schultz, FS 1885, was second this year.

Hal Walker of Fleet 48, second last year, was third this time. Debbie Peterson, Fleets 27 and 108, took fourth, and Jim Willis, Fleet 78, was fifth for the second straight year.

Points were accumulated in the following regattas: Shanghai Regatta, Lake Norman Invitational, Governor's Cup Regatta, Smith Mt. Lake VISA Invitational, High Rock Labor Day Invitational, High Rock Labor Day Invitational, Oriental Sailing Social, President's Cup Regatta, Carolina Flying Scot District Championship, Flying Scot Midwinters and the Flying Scot North American Championship.