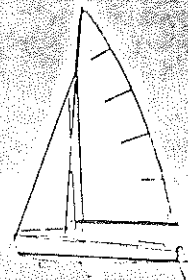


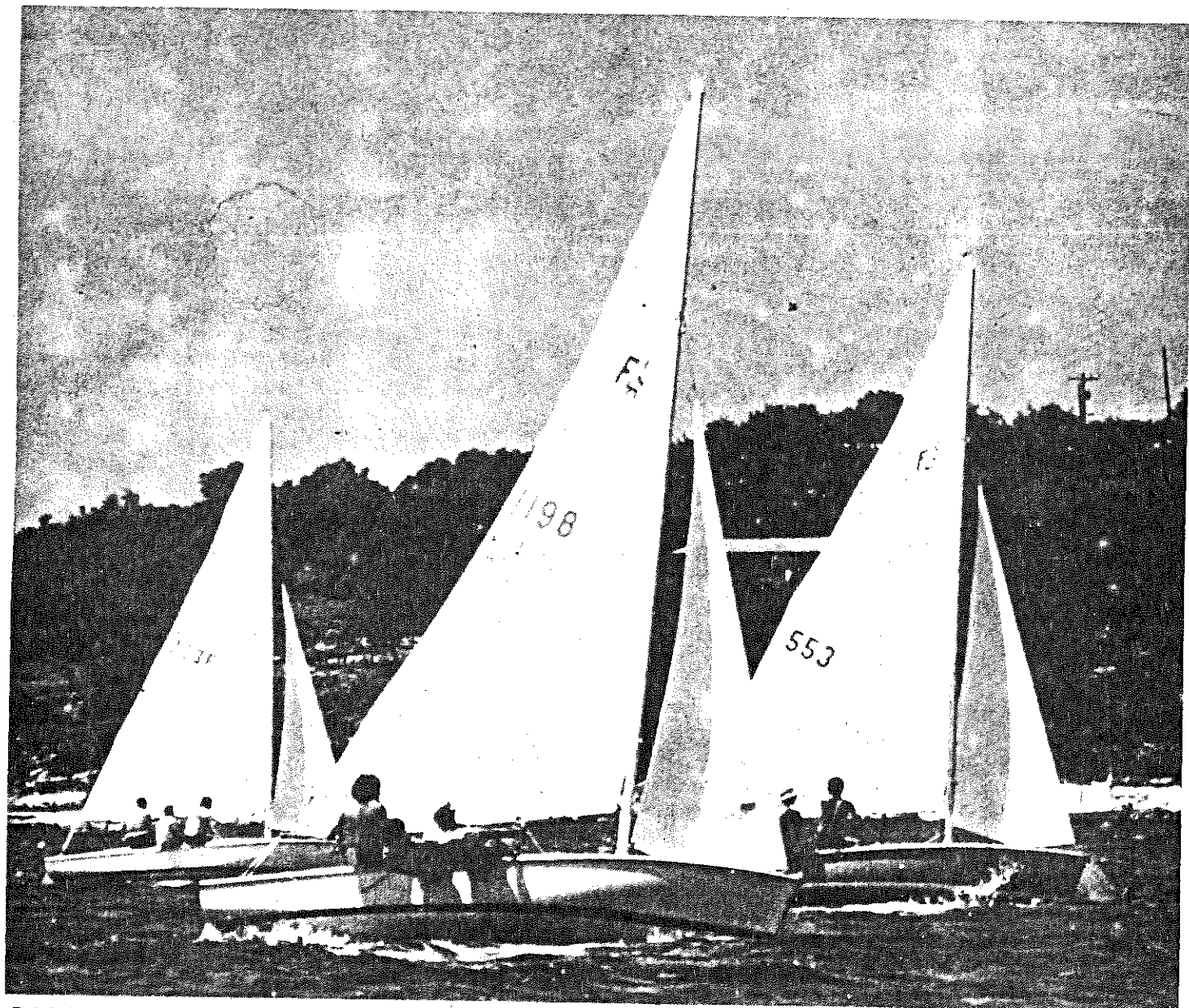
SCOTS

n' water



VOLUME XVI, NUMBER 6

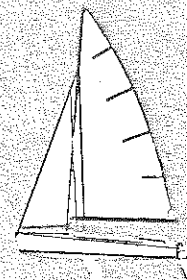
JUNE, 1974



RACING DUEL—Texas District champ Fred Tears (FS 553) and Kelson Elam (FS 1198) duel during first-day action at the district championships, while Arnie Harper (FS 2036) challenges. Tears and Elam were tied for first going into the fourth of the five

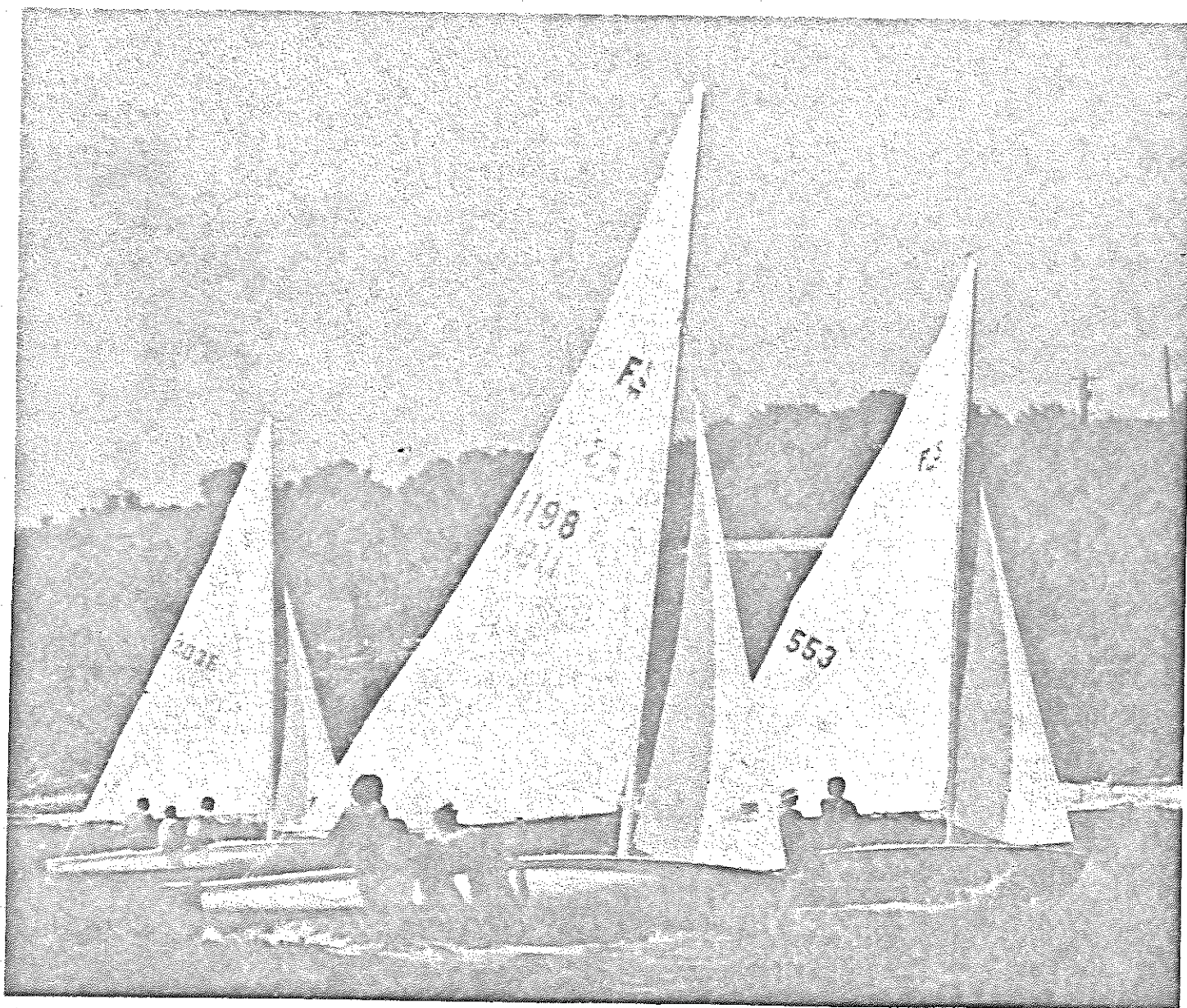
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SCOTS n' water



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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

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NAC Schedule

AUG. 9-10

Registration

SUNDAY, AUG. 11

Registration continues
10 a.m.—Tune-up race

MONDAY, AUG. 12

Noon—Registration closes
Afternoon—First race of selection
series with second race of series
following
Evening—"Mixer" cocktail party
FSSA board meeting

TUESDAY, AUG. 13

Morning-Third (and final) race of
selection series

Afternoon—Remeasurement and as-
signment of boats to Challenger and
Championship divisions. Informal
family outing (see story on NAC)
Evening—FSSA annual meeting

WEDNESDAY, AUG. 14

Morning—First race of NAC series
Afternoon—Second race of NAC series

THURSDAY, AUG. 15

Morning—Third race of NAC series
Afternoon-Fourth race of NAC series

FRIDAY, AUG. 16

Morning—Fifth (and final) race of
NAC series
Afternoon—Presentation of awards

Regatta Schedule

June 22-23 — Capitol District Cham-
pionships, Podickory Yacht
Club, Annapolis, Md. (a)

June 29-30 — M&M Yacht Club
Regatta, Menominee, Mich. (b)

July 5-7 — Centennial Regatta, Chau-
tauqua Lake, Chautauquq, N.Y.

July 6-7 — Independence Day Regat-
ta, Lake Perry, Topeka, Kan.

July 6-7 — Governor's Cup Regatta,
Lake Travis, Austin, Tex. (c)

July 13-14 — Great Scot Regatta,
Edgewater Yacht Club, Cleve-
land, Ohio

July 13-14 — Midwestern District
Championships, Lake Carlyle, Ill.

July 13-14 — PAYC Open Regatta,
Port Arthur, Tex. (c)

July 20-21 — Ohio District Champion-
ships, Edgewater Yacht Club,
Cleveland, Ohio

July 20-21 — Michigan-Ontario Dis-
trict Qualifying Regatta, Crystal
Lake, Mich.

July 20-21 — Cambridge Yacht Club
Invitational, Cambridge, Md. (a)

July 25-28 — Marblehead Regatta,
Marblehead, Mass.

July 27-28 — Gulf District
Championships, Fort Walton
Yacht Club, Fort Walton, Fla.

Aug. 3-4 — Maryland State Champion-
ships, Deep Creek Lake, Md.

Aug. 3-4 — Southern Massachusetts
YRA Flying Scot Regatta,
Menauhant Yacht Club, East
Falmouth, Mass.

Aug. 10-11 — Ephraim Yacht Club
Regatta Ephraim, Wis. (b)

Aug. 12-16 — FSSA North American
Championships, Edgewater
Yacht Club, Cleveland, Ohio

Aug. 17-18 — Lake Monona Regatta,
Madison, Wis.

Aug. 17-18 — Third Annual Flying
Scot Regatta, Lake Minnetonka,
Minn.

Aug. 17-18 — Sturgeon Bay Yacht
Club Regatta, Sturgeon Bay, Wis.
(b)

Aug. 24-25 — Egg Harbor Yacht Club
Regatta, Egg Harbor, Wis. (b)

Aug. 24-25 — Northeastern District
Championships, Cohasset Sailing
Club, Massachusetts Bay, Cohas-
set, Mass.

Aug. 30-Sept. 1 — West River Sailing
Club Labor Day Regatta, Anna-
polis and Galesville, Md. (a)

Sept. 1-2 — Labor Day Regatta, Lake
Perry, Topeka, Kan.

Oct. 26-27 — CavOilCade Oper
Regatta, Port Arthur, Tex. (c)

(a)—Tidewater Cup Regatta

(b)—Green Bay Scot-of-Year Regatta

(c)—Texas Road-Runner Regatta



PLANNING SESSION—Three of the members of the Edgewater Yacht Club get together for an early session to go over plans for the 1974 Flying Scot Sailing Association North American Championships to be sailed on Lake Erie, outside Cleveland, Aug. 12-16. NAC chairman Rolf Krotseng makes a point in discussion with Bruce Boyden, chairman of the arrangements committee, and Jack Bute, local Scot dealer who is charge of dock assignments.

The scoop on Lake Erie

A veteran sailor talks about sailing on NAC course

By ROLF KROTSENG

The shoreline rises from southwest to northeast. The course will be about 1½ miles offshore. The prevailing winds are from the southwest. The land to the east of the course is the hot downtown city. To the west the heavily wooded city of Lakewood, which is, of course, cooler.

What's all this about? It's a description of local conditions for the North American Championship Aug. 12-16 on Lake Erie, Cleveland, Ohio.

Lake Erie depths in the area of course encourages a fair chop that will stop a Scot easily if one chooses to point high. This is so closer to shore than offshore.

Lake Erie is large enough to have its own weather system. This is most important to Scot sailors since there arises each evening from sundown to around 10 a.m. the next day a land or offshore breeze of around 8 to 10 miles an hour.

In the mornings when the sun has warmed the land, the land breeze reverses and becomes a sea breeze of 10 to 15 m.p.h. or better, usually from the northeast. Depending on conditions, the sea breeze may develop all at once or may build by a veering of the land breeze. Race courses set at the time of the inversion must almost always be reset due to this condition.

Afternoon races are conducted in breezes about 15 per cent stronger than morning breezes. Breezes tend to diminish around 3 p.m. and die near sunset.

Race cancellation is more frequently caused by large seas rather than high winds. But the finest of super times is enjoyed in the tail-end of a Northeaster with high rollers that allow for some high-class surfing. On occasion a residue sea like the Northeaster roller along with an east wind has lead to surfing upwind!

Since the motel recommended for the NAC is about 20 minutes from the Edgewater Yacht Club, conditions observed out the hotel window may have no relationship with those in the area of the race course.

The offshore sea breeze situation is not unusual on large, open bodies of water and will prevail if there is no over-riding weather system. The very best information on the weather system locally is found in the weather map in the morning paper. The race committee also uses a local weatherband to check on coming live squalls and other sailing hazards, for which Lake Erie is well-known.

Sometimes sailors experience what appears to be a current. In the center of Lake Erie is a three-mile-an-hour current, but near shore it is negligible and what may be experienced is a residue sea rather than a current.

For specifics on how to cope with these local conditions, the best sources of guidance are the many articles and books by Dr. Stewart Walker. A word of (Please see **CONDITIONS**, Page 13)

Secretary Sez:

By HAL MARCUS

Last month you saw "the prototype" pictured on the cover of SCOTS N' WATER and read the first part of an excellent article by Sandy Douglass about its development. We thought you would be very interested to know that Flying Scot "0" is alive and well, and its owner, JOHN COWING of Canton, Ohio, is a member of FSSA.

Because of John's relative closeness to Cleveland, I will ask him to bring his Scot to the North American Championships in August. When I've mentioned to our members that "the prototype" is still in existence and John is a member of FSSA, there is always a great deal of interest.

While on the subject of membership, we have passed the 1,500 mark and last year's record number. With the great sales of new Flying Scots this year, we fully expect our membership to reach 1,600 active members, our budgeted target, by the end of our fiscal year. Remember, we list all new active members each month, and many do not have a fleet affiliation. This is an excellent opportunity to ask new members to join your Fleets.

ERROR CORRECTED — In our March issue, we incorrectly listed the city of new member ROBERT WERTY (FS 2406). It should have read JOHNSTON, Pa., not Jamestown.

MORE MYSTERY SCOTS 'FOUND'

E. V. KELLY (FS 1924) of Detroit wrote such an

Prototype Flying Scot alive and well in Ohio

interesting letter on Mystery Scot 21 that we want to let you read it:

"Dear Hal:

"I think I can solve the mystery of FS21. Numbers 20, 21 and 22 were the first Scots in the Detroit area and I believe they were the first Scots purchased for club use. We know these boats by the numbers CFS 41, 42 and 43.

"In about 1959, FS21 was caught in a storm at Put-In-Bay, Ohio, and capsized. An hour later, it was found ashore on a rocky ledge, right side up and full of water. The waves were lifting the boat about two feet and then dropping it down onto solid rock. The boat was salvaged and could have been sailed except we lost the centerboard. The boat was repaired and used until 1961 when the interlayer damage from the accident became destructive.

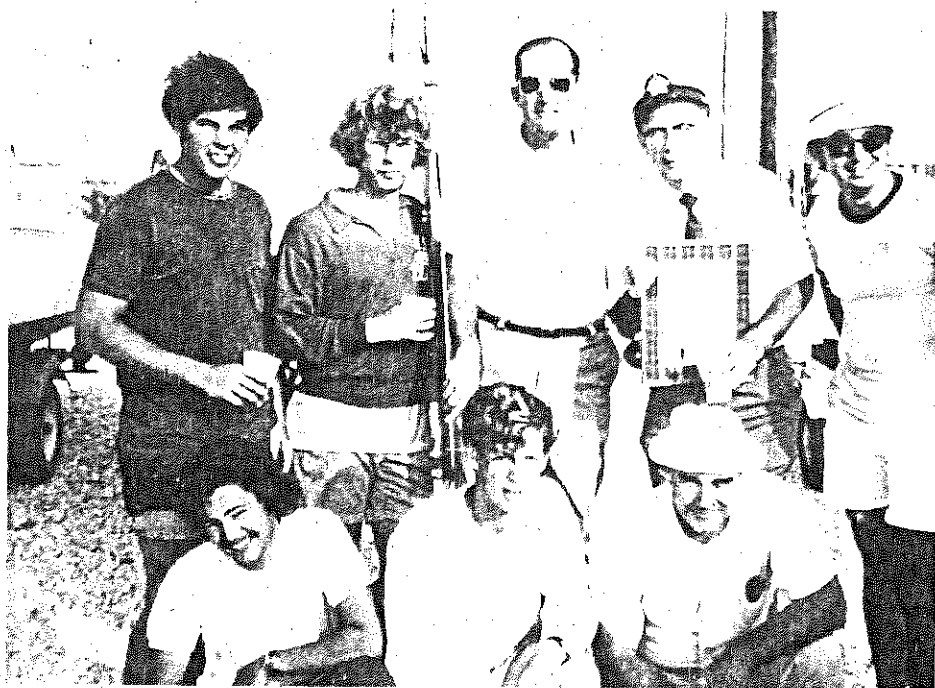
"In 1961, the boat was returned to Gordon Douglas who built a new hull. The old deck and fittings were used and a new registration number—221—was issued to the boat. The club called this half new boat CFS 49...

"I hope this solves the mystery of #21."

It certainly does and while learning that FS 21 is a "destroyed" boat, we certainly thought Mr. Kelly's letter was worth an emblem. Our records show FS 221 as being owned by WILLIAM MATHESON in Detroit, but he is not a member of FSSA. Anyone want to try for a lapel pin?

FSSA's 1960 President JACK BEIERWALTES (FS

FLEET CHARTER—New Flying Scot Fleet 55 at the Buccaneer Yacht Club, Mobile, Ala., received its charter May 19 at the club's annual spring regatta. Gulf District Co-Governor Mike Johnson presented the plaque to Buccaneer Commodore John Fay in ceremonies set up by Fleet 55 Captain Art Rigas. Some of the charter members posed with the group at the regatta. Standing are Pete O'Neal, Tom Davis, Johnson, Fay and Rigas. In front are Rhea Silvernail, Bill Davis and Roy Sellers. (Photo by Hal Marcus)



361) of Winnetka, Ill., solved the mystery of FS 35. He writes that it was his first Scot and one of the founding Scots of Fleet 3. It made all the NAC's and was Fleet 3 champion in 1961.

In 1962, Jack sold FS 35 to CLEMENT STONE JR., of Lake Forest, Ill., who still owns it.

That was excellent information on two of our Mystery Scots, and with the sailing season now in full swing, we should be able to start spotting some of the others. Let's add the following three MYSTERY SCOTS to our list for this month: 212, 228 and 236. Add these to our previous list of: 67, 644, 649, 651, 1008, 1021, 1028, 1321 and 1324. Naturally, FS 21 and FS 35 have been dropped.

Remember our MYSTERY SCOT CONTEST rules: 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.

LAPEL PIN SHORTAGE

We are holding several orders for our FSSA lapel pin which we cannot fill. Our original manufacturer went out of business, and we are trying to find a new one.

SOLVED!

Two more chapters
in the continuing
Mystery Scot mystery

Please bear with us, and we will ship as soon as possible.

BARGAIN ON FSSA POCKET EMBLEMS

We have a limited supply of our new FSSA pocket emblems that are slightly defective, and in many cases the defect is so slight, you can hardly see it. We would like to offer the defective emblems to you on a first-come, first-served basis at \$1.00 each. You will not be unhappy with your purchase. Just write on your order "#2 emblems."

First-quality emblems are still available at \$2.00 each, and the new HIGHLIGHTS OF SCOTS N' WATER — 1959-1973 are available at \$3.00 per copy.

OTHER CORRESPONDENCE — JOHN KNOTT (ex-370) of Iowa City, Iowa, writes that he cannot find a "shaphook" in his dictionary, and neither can I. He is

New FSSA members

Boat #	Fleet	Dist.	Name	Address	City	State	Zip
134	24	GNV	John O'Hern, Jr.	7 Topstone Drive	Danbury	CT	06810
153	6	CAP	Lewis Craven	RR 1, Box 107A	Swanton	MD	21561
218		GNV	Donald Kline	205 West End Ave.	New York	NY	10023
283		TX	Jerry Pearson	1701 Taylor Gaines	Austin	TX	78741
302	3	MID	Warren Gallinger	617 S. Crescent Ave.	Park Ridge	IL	60068
304		NE	David Gooch	45 Pepperell Rd.	Kittery Point	ME	03905
577	12	OH	David Bohner	3477 Edison Rd.	Cleveland Hts.	OH	44121
669		OH	Hugh Foster	3939 Monroe St.	Toledo	OH	43606
731		MID	Dyke Shoup	RR 1, P.O. Box 21	Portland	IN	47371
870		OH	Dr. David Fitzelle	929 Parkway Bl.	Alliance	OH	44601
959		NE	Vincent Cahill	81 Dunster Rd.	Jamaica Plains	MA	02130
996	37	OH	Charles Rowland	1833 Dorsetshire Rd.	Columbus	OH	43229
1194	67	TX	Dr. Edwin Mueller	116 Riviera	San Antonio	TX	78213
1278		CAP	Lee Stamford	8402 Woodcliff Ct.	Silver Spring	MD	20901
1299	90	GF	Don Anguish	7000 SW 107 St.	Miami	FL	33156
1343	89	PR	B. J. Hinkle	8108 Dearborn	Prairie Village	KS	66208
1437	67	TX	Dr. Allan Rees	153 Ridge Dr.	San Antonio	TX	78228
1915		GNV	Phil November	359 Ocean Ave.	Massapequa	NY	11758
1969		MID	Thomas Tolleite	1310 Montclair Ct.	Appleton	WI	54911
1978		MID	James Horem	7034 Melody La.	Ft. Wayne	IN	46804
2076		MID	William Dahl	18416 Ridgewood Rd.	Wayzata	MN	55391
2252		MID	Dr. Norman Gabovitch	595 Holliday Lane	Indianapolis	IN	46260
2407	27	CAR	Doyle Stulting, Jr.	703 Louise Circle	Durham	NC	27705
2432		NE	Dr. Thomas Lockridge	1153 Hanover St.	Manchester	NH	03104
2473		GNV	Mrs. Robert Areson	153 Bellevue Ave.	Montclair	NJ	07043
2485		MID	Dr. George Schulte	Box 498	Moorhead	MN	56560
2494		MID	Daniel Schoeneman, DDS	317 Willamor	Albert Lea	MN	56007
2503		M-O	William Maze, Jr.	2524 University Ave.	Kalamazoo	MI	49008
2509		GNV	Girard Smith	2106 Dunhill Dr.	Wilmington	DE	19810
2510		CAP	Alan Kane	29 Wiltshire Rd.	Penn Wynne	PA	19151
2533		CAP	Lou Lehr	Route 2	Hampstead	MD	21074
2535	15	M-O	James Sell	P.O. Box 357	Plainwell	MI	49080
2542	107	MID	Charles Sauter	28 Bellaire Ct.	Appleton	WI	54411
2579		PAC	Ira Coffey	912 W. Kennewick Ave.	Kennewick	WA	99336

Secretary Sez: Let's get back to sailing

referring to my use of the word in my April column when I quoted SANDY DOUGLASS on "Mooring the Scot." I have asked Sandy for clarification.

ACE CRUM (FS #2384) of Indianapolis asked where the grommet should be placed on the mainsail for jiffy reefing. DON HOTT, our Chief Measurer, was kind enough to answer his letter in part as follows:

"... I have never seen anything specially designed for the Scot, and the amount of reef you would want would probably depend upon the conditions of wind you are trying to design against. Since reinforcements would be indicated around the grommet, I would recommend that you follow the advice of your sailmaker.

"The only warning is that you are not permitted to have any protrusion from the sides of the after third of the boom, which means that the cheek block and the

eye strap would be placed under (the) boom and not on the side.

"To date, I have not known anyone to have actually used Jiffy Reefing on a Scot. If you do, I would be interested in hearing your comments, as well as your method of installation, and depth of reef."

ED REARDON, SR., Flying Scot Chairman of the Pontchartrain Yacht Club in Mandeville, La., asks if there is any publication available for teaching a basic course for beginning Flying Scot sailors. If I knew of any, I would be reading it. I referred the request to Sandy and if any of you have any information of this nature, please send it in to your FSSA office. Ed also requests material on advanced racing.

Well, if you have read all of this, you have been off the water too long. Let's go sailing! See you next month.

Complete this form and return to: Flying Scot Sailing Association
2155 Hallmark Drive
Pensacola, Florida 32503

ROOM RESERVATIONS - 1974 NAC - AUGUST 12 - 16 - SHERATON INN - ROCKY RIVER, OHIO

Please reserve _____ single rooms @ \$16.50 each and _____ double rooms @ \$22.00 each
for _____ persons.

Name _____ Arrival on _____
(day) (date)

Address _____ Departure on _____
(day) (date)

City _____ State _____ Zip _____

Names of persons sharing accommodations

☐ This reservation is guaranteed for Late Arrival (after 6:00 p.m.) by:

Name _____

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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.

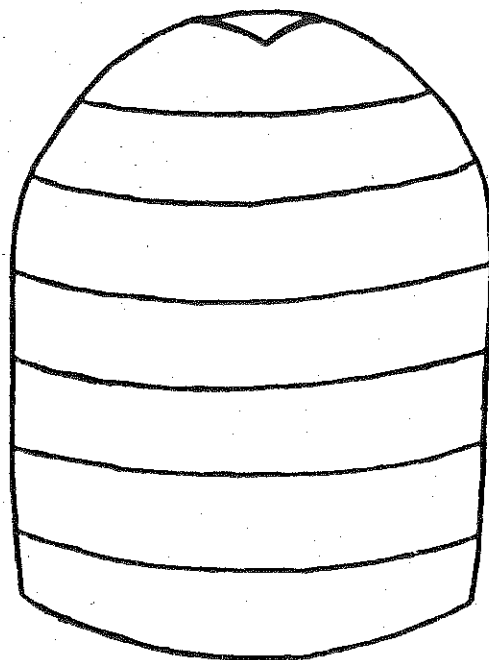
Suit — Dacron — \$300.00
Jib — Dacron — \$ 95.00
Main — Dacron — \$215.00
Spinnaker — ¾ oz. — \$140.00
Combination: ½ & ¾ Chute — \$150.00
½ oz. Chute — \$150.00
Brummels — set \$7.00
Windows — \$10.00 each
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Name _____

Address _____

City _____ State _____ Zip _____

Signature _____



SWAGING — SMALL BOAT HARDWARE — COVERS
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Suddath wins long Mobile Bay race

William Suddath, along with a hardy crew, placed first among the Flying Scots in the 16th annual Dauphin-Island Regatta over a 20-odd mile course that began at the Fairhope Yacht Club and stretched to the foot of Mobile Bay on the Gulf of Mexico.

The April 27 race attracted 215 entrants, and the Scots had the largest one-design class with 20 entries. Suddath sails with Fleet 45, Jackson, Miss., and led three Mobile Bay skippers across the finish line.

Winds were light for the first two or three miles, but

gradually grew into a steady southeast breeze up to 18 knots. Being a lake sailor wasn't enough to deter Suddath as he drove his Scot through (or over) the waves of Mobile Bay.

Fleet 55 of the Buccaneer Yacht Club claimed the next three places. Johnny Harrington took second, followed by Frank Keinschrodt Jr. and Bill Davis Jr.

Schultz great at '48'

By FRANK WILT

Dick Schultz made consistency pay off as he parlayed a first, second and third into the winner's trophy at the Great 48 Regatta, sponsored by Fleet 48 on Lake Norman, north of Charlotte, N.C., May 11-12.

Saturday's two races were drifters with Debbie Perterson of Raleigh taking the first race with Schultz, Reidsville, N.C., second. However, Schultz came back to "drift in" first in the second race.

Sunday was a reversal of the previous day as racing had to be postponed until the winds, kicked up by a passing front, dropped to 15-to-20 m.p.h. Bill Myatt, who had a 17th (out of 19 boats participating) in the first drifter, found the heavier air more to his liking and won the third race to move up to seventh over-all.

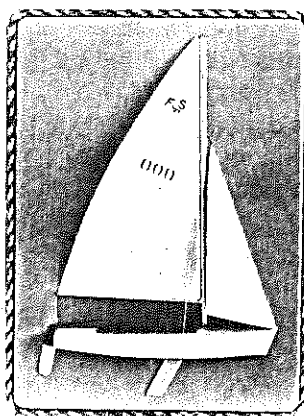
Following are the results:

Skipper	Sail No.	Finishes			Total Points
		1	2	3	
1. Shultz	1885	2	3/4	3	5 1/4
2. Peterson	1849	7	4	6	10 1/2
3. Head	2140	7	3	2	12
4. Ritter	1439	3	8	10	21
5. Wilt	913	11	6	9	26
6. Sweet	2070	14	7	5	26
7. Myatt	2525	17	9	3/4	26 1/4

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KARL ROLLIUS

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Send complete details and check.

Buccaneer wins GYA Sears

By BILL DAVIS JR.

The Buccaneer Yacht Club of Mobile hosted and won the Sears Eastern District Eliminations for the Gulf Yachting Association in competition on Mobile Bay.

Sailing the Gulf Yachting Association official club-owned Flying Scots in a five-race, round-robin series, skipper Kenny Kleinschrodt won the series and the right to compete in the quarter-finals at the Southern Yacht Club in New Orleans June 15.

Also advancing to the quarter-finals by placing second and third were Tom Whitehurst of Pensacola Yacht Club and Tommy Garner of Fort Walton Yacht Club.

FSSA ANNUAL DUES PAYABLE IN JANUARY EACH YEAR FSSA MEMBERSHIP OPEN TO INDIVIDUALS ON THE FOLLOWING BASIS:

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

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

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(Reprints of Articles 1959-'73)

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2155 Hallmark Drive
Pensacola, Fla. 32503

The building of the Scot

**Sandy and fiberglass
—problems, problems
and more problems**

By SANDY DOUGLASS

In the May issue of SCOTS N' WATER, I described the steps leading up to starting to build the Flying Scot in fiberglass, from drawing board to building and testing the prototype. With 20 years' experience in building wooden boats the construction of the wooden prototype had been no problem, and I was well pleased with the way she had sailed.

Now I was faced with learning fiberglass techniques — with dipping my hands into polyester resin for the first time — but what others could do, I could do.

Fiberglass reinforced resin — fiberglass for short — had first been put into use during World War II, and I figured that by 1956, more than 10 years later, the techniques should be well developed.

In preparation I had written to many of the leading manufacturers of fiberglass and resin asking for information; and from the engineers and salesman who called on me, I had pumped all the knowledge and tips they could give me, discussing the best resins for my purpose, the types of fiberglass, the sequences to be followed, the techniques to be used. I soon discovered that some of them knew little more than I did, and I now realize how little anyone knew at that time.

My first major step was to prepare the prototype for use as a "plug" for building the fiberglass moulds. While I was proud of the job I had done in building her, as nearly perfect as she was, I realized that she would not do because the slightest imperfections of any sort would be reproduced in the moulds and, by them, in all future boats.

Also, square corners and sharp angles, being an anathema to the fiberglass worker, everything must be given a radius. I spent weeks of work in filling and sanding, filling and sanding, using plaster to fill the angles and corners of the seats, coamings, rub strips and deck mouldings to create the beautiful smooth raddii we admire.

And, with easily (?) sanded automotive undercoat, by repeated spraying on and block sanding, I built up surfaces until they were optically perfect. Finally she was ready.

My biggest stroke of luck came in the form of Gerry Browne, a salesman-engineer for one of the glass companies. Gerry really knew fiberglass lay-up, having



SANDY AT EDGEWATER—Scot designer Sandy Douglass is shown at the Edgewater Yacht Club, Cleveland, which is the site of the 1974 NAC. Sandy crewed there in the 1972 Ohio Districts. Beside him are Mimi Bute and Scot sailor Dick Miller.

done some of the pioneering work with the Navy during the war. Gerry brought his overalls and worked with me in building the moulds, in the process teaching me the basic skills of handling glass and resin. Thanks to Gerry, the moulds turned out beautifully.

Now I was ready to build the first boat — and Gerry had to go back to his job. Needing help, I hired an "expert" who proved to know little more than I did. We worked for several days in laying up the first hull: parting film, gel coat, cloth, mat, woven roving.

Tomorrow we would install the centerboard trunk. But the next morning we discovered that one of us had somehow forgotten to mix into the resin either the promoter or the catalyst, that the resin had not reacted and the resin and roving were a gooey mess in the bottom of the mould.

That hull went to the dump, and we started again (and thereafter used a pre-promoted resin which needed only the addition of the catalyst).

I was disgusted, discouraged, depressed and running low on funds. This was my low point.

June was well along by the time we had the first good hull and deck ready for assembly. Fortunately I had by this time received some orders for boats, thanks to the brave few who had enough faith in the

reputation of one Gordon K. Douglass and the perspicacity to place their orders sight unseen for a new boat which had not even been built.

Things were looking up, but time was pressing.

At last we had the first boat completed and out of doors. She looked just beautiful in the bright sunlight, a perfect job. But soon I noticed a bulge on the deck surface — first one, then another and another.

Horrors! The balsa blocks we had used were too large to fit the compound curvature of the deck, leaving an air pocket over each block which now was expanding in the sun.

I wasted several hours trying to fill the voids with resin, using a hypodermic needle, but it didn't work and that deck went to the dump. After all, the balsa sandwich idea was new, and this probably was the first deck ever built this way.

So we built another deck using smaller blocks. Another low point.

The boat had to have flotation. I had wanted to use styrofoam but was told it could not be fastened into place with fiberglass straps because the resin would dissolve the styrofoam. For this first boat I built a set of tanks by covering 12-inch diameter fiber mailing tubes with glass cloth and resin, but found them to be impossibly heavy and expensive, and later replaced them. The engineers then came up with the brilliant idea of fastening styrofoam in place with linoleum cement.

Desperate, we tried it in the second boat, installing them with the boat upside down.

Beautiful! The next day, with Jack Brown due to arrive to pick up the boat we turned her right side up. Soon we heard a clunk! Then another clunk! And another!

It was the styrofoam falling down. We decided against the further use of linoleum cement.

Jack arrived, and it was too late to try anything else. But Jack was understanding and headed back for Benton, Ill., with no buoyancy equipment in his boat on the assurance that I would somehow solve the problem and complete the job in Benton.

The solution to the problem we found to be to use fiberglass straps, but to insulate them from the styrofoam with strips of waxed paper which protect the foam until the resin has cured. And Mary and Alan and I did have a delightful visit with the Browns in Benton, the first of many.

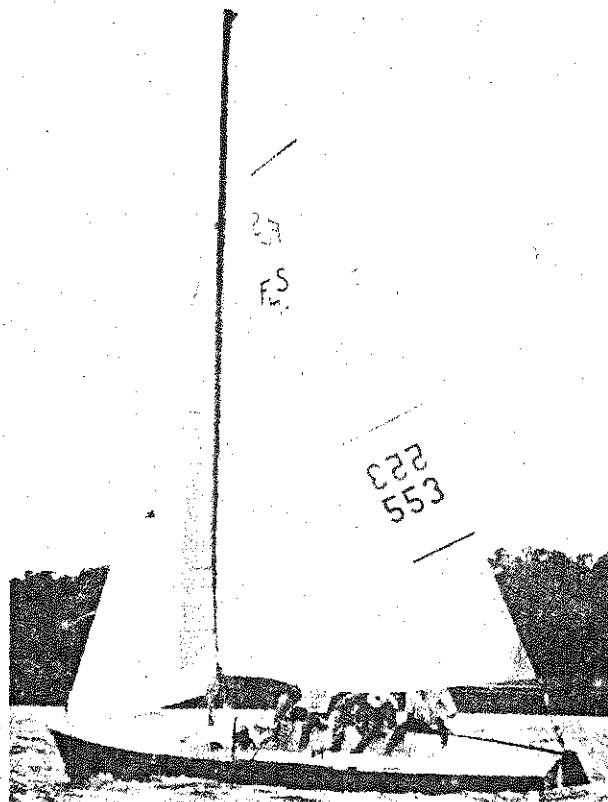
It is easy, now, to laugh at the problems we faced and the mistakes we made in the beginning. In retrospect the solutions to problems often seem simple and obvious, but to the pioneer who had to feel his way along that season of 1957 is one I'll never forget.

We had built two Scots and three more were on order. Would the boat sell? Would we ever have a class?

And perhaps even reach the magic goal of 100 boats?

The Winner...

Fred Tears and Cameron Sails



Fred Tears won the Texas Districts again this year with same Cameron main he used last year. For championship sailing, give Cameron a call.

CAMERON HOUSTON

Cameron Sails, Inc

John Cameron

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Houston, Tex. 77017

713/645-5718

1974 NAC Registration Form

Registration closes 2100 hours, SUNDAY, AUGUST 11, 1974. Help us plan for the NAC and help yourself avoid the struggle of having to register at the same time you are trying to rig and launch for the first race. **TEAR OFF THE ENTRY FORM AND SEND IT TO US WITH A DEPOSIT OF \$20.** That way you will be all set to race, and can complete registration Monday afternoon! Entries should be postmarked no later than July 29, 1974. Chartering must be postmarked by July 29th as well.

ENTRY FORM

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP - 1974
Edgewater Yacht Club, Edgewater Park, Cleveland, Ohio

SKIPPER _____ CREW (If Known) _____

ADDRESS _____ CREW (If Known) _____

CITY _____

STATE _____ ZIP CODE _____

FLEET NO. _____ SAIL NO. _____ **SAVE TIME! ENCLOSE YOUR DEPOSIT!**

HULL COLOR _____ **MAIL TO:** BRUCE BOYDEN

3463 WEST 155th STREET
CLEVELAND, OHIO - 44111

SPINMAKER COLOR _____

CHARTERING: If you want to charter a Scot, STATE SO HERE AND ENCLOSE A SEPARATE CHECK FOR \$50. Chartering terms are those of the Flying Scot Sailing Association and between the charterer and the owner of the Scot involved.

SCOTS WILL BE CHARTERED FROM FLEET 12 ONLY TO INDIVIDUALS WHOSE ENTRY FORMS ARE POST MARKED NO LATER THAN JULY 29, 1974.

PLEASE ARRANGE A CHARTER SCOT YES _____ NO _____

MAKE ALL CHECKS PAYABLE TO NAC '74

ADVERTISING RATES

Following are the advertising space rates for SCOTS N' WATER:

CAVEAT EMPTOR (Maximum 50 words) - \$5.

FULL PAGE - One time, \$85; three issues in one year, \$70; nine issues in one year, \$50.

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Ouyang Boat Works Limited
Whitby, Ontario, Canada

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1817 Palmwood Ave.
Toledo, Ohio 43607

Ranger Boat Company
Kent, Washington 90831

Annual meeting of FSSA set for Aug. 13

The annual meeting of the Flying Scot sailing association will be Tuesday evening, Aug. 13, during the North American Championships at the Edgewater Yacht Club, Cleveland.

The previous evening the board of directors of FSSA will hold a meeting—while the rest of the NAC crowd enjoys a "mixer" cocktail party. (The annual meeting had been scheduled tentatively for Aug. 11 as listed in the May issue.)

Also on the schedule for the afternoon of Tuesday, Aug. 13, is a boat ride down the Cuyahoga River. This will follow the final race of the selection series.

Fleet 87 of Pensacola, Fla., has proposed an amendment to the Constitution of the Flying Scot Sailing Association for consideration at the annual meeting Aug. 13 at the North American Championships.

This is the only proposed change to the FSSA Constitution for this year. The amendment reads:

ARTICLE IX — Membership Classifications

add:

Section 3. A Family Membership is a combination of one (1) Active Member and unlimited Associate Members who are all members of the Active Member's immediate family and are all residing at the same address. There is one (1) vote per Family Membership and only one (1) member of the family may hold office. The Active Member is the only member to receive FSSA mailings with this membership classification.

change:

Sections 3, 4, and 5 to read 4, 5, and 6 as they presently stand.

—CONDITIONS

(Continued from Page 3)

caution—Walker more frequently has expressed himself in terms of the International 14, which is, of course, a lighter and more responsive boat than the Scot. Walker may encourage tacking more frequently than would be correct for a Scot sailor.

The conditions described here indicate all that one needs to know in order to figure out where the advantageous side of a course would be. But, if you really want to win, you will do your homework and study how to handle the conditions. There are no sleepers in what is written here.

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.

Extraordinary Offer

Probably you never heard of sailmaker Ralph DiMattia, but probably you never heard of a full money-back guarantee for sails after you have used them, either. Made with 5 oz. Bainbridge Dacron. If you are not delighted with them in every respects; design and racing performance (special, legal, stretchy-luff jib is one unusual and effective feature); workmanship (you may have seen just as good, but you most certainly will not have seen any better); mail the sails back to me within a week after receiving them and I will return your sail cost promptly. No questions asked — though we'd like to hear your comments. Price includes your racing numbers (black only), FSSA royalty patches, fiberglass battens and bag. No windows will be installed. Send full amount of \$293.75 and I pay shipping. Minimum deposit with order is \$250; balance (which will include shipping expense) will be due 7 days after your receipt of sails . . . or you return them for your refund. Please allow 10 days for shipping. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

Double-ended Halyard Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. The manufacturer has made a new mold which we hope will eliminate the slight oversize of some of cranks in the past. If not satisfied with cranks, or with those ordered in past, I will replace them without charge. Prices include postage. 1—\$1.66; 2—\$3.24; 3—\$4.82. Send check for prompt mailing. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

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

Long Island group selects Scot for category boat

Dear Editor:

I'm sure that you would like to know that at the spring meeting of the Great South Bay Yacht Racing Association, the results of the Class Selection Committee were announced.

We were all very pleased that the Flying Scot was chosen as the "Family Day Sailor and Racing Class." This choice will mean, in this category, the Scot will be the recommendation of the GSBYRA (which sails off Long Island).

Other classes chosen in other categories were the Sunfish, Blue Jay, 420 and the 470. It's a very

honorable and select group of one-design sailboats, and our Scot is part of it. A great honor for a great sailboat.

John Foley, Captain, Fleet 10
Manorville, N.Y.

Pleasure-cruiser gives Silsbee letter a second

Dear Editor:

The letter from Charles Silsbee, pertaining to news for non-racers, was most interesting.

I originally bought my boat for pleasure cruising, not racing. As yet, the racing bug has not bitten me.

I have had my boat for only approximately one-and-a-half summers of sailing; consequently, I have not had much experience to write about, but would be most interested in other owners' experiences.

Mr. Silsbee does make a good point in his letter. Hopefully, you may received enough response to encourage more news for non-racers.

Robert H. Zima
Lancaster, Pa.

Virginia Scotter drowns

Branch Clements of Danville, Va., drowned Easter weekend when his Flying Scot capsized on Smith Mountain Lake. Clements, owner of FS 2133, reportedly was not wearing a life vest.

FSSA Fleets and Districts

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- 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
- 88-IOWA CITY, IOWA-Lake Macbride
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- 110-ROCHESTER, MINNESOTA-Lake Pepin

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Oklahoma City, OK 73122

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- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 59-TULSA, OKLA.-Keystone Lake
- 83-TOPEKA, KANSAS-Lake Perry
- 93-LAWTON, OKLA.-Fort Sill, Lake Lawtonika
- 106-NORTH PLATTE, NEBRASKA-Lake Maloney

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214-352-8626

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- 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
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- 41-CRYSTAL, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

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- 26-TOLEDO, OHIO-Maumee River
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- 104-OLD FORGE, NEW YORK-Fourth Lake
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- 57-HARWICH PORT, MASS.-Nantuxet Sound
- 58-WOLLASTON, MASS.-Boston Harbor
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- 77-MENSAHANT, MASS.-Vineyard Sound
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- 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-PLUTH AMBOY, N.J.-Haitan YC-Hudson Bay
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- 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-Mattholy River
- 97-BETHESDA, MARYLAND-Chesapeake Bay
- 103-YORKTOWN, VIRGINIA-York River at Chesapeake Bay

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

Four-regatta series slated for Green Bay

By ROBERT C. DAVIS

Skippers on Green Bay, Wis., will be competing in a four-regatta series this summer to determine the Green Bay Scot-of-the-Year and the winner of the Stanley Johnson trophy.

The first regatta will be at Menominee, Mich., June 29-30, sponsored by Fleet 64. The final three regattas will be on successive weekends in August, starting with Fleet 44's regatta at the Ephraim, Wis., Yacht Club Aug. 10-11. This will be the largest in the series with 25-to-30 Scots expected.

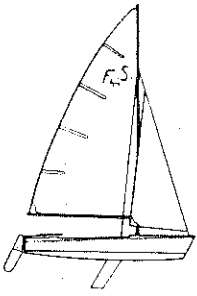
The final two events will be at Sturgeon Bay, Wis., and Egg Harbor, Wis., (Fleet 47).

Scots to start at Marblehead

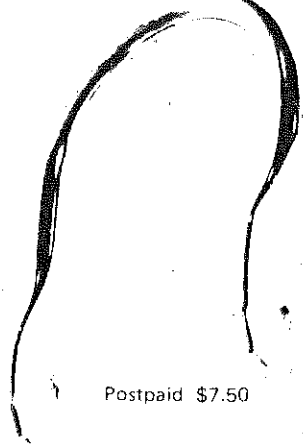
The Flying Scots will receive their own start for the first time in the prestigious Marblehead regatta, according to information from John C. Jones III.

The Marblehead regatta is perhaps the largest in the world with approximately 800 starters in all classes last year.

This year the regatta will be sailed July 25-28. Additional information can be obtained from John C. Jones III, 56 Hawes St., Brookline, Mass. 02146



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Heavy duty stainless steel, forged, tumbled and electro-polished construction. An exceptionally strong one piece unit (no welding). Fits Flying Scot rudder head without modification. Send check or money order to:

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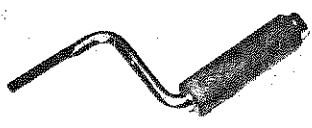
Caveat Emptor

(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 46—Douglass — Pale blue hull — White deck — Good condition — Boston main, jib and spinnaker — Anchor — Gator trailer. Price: \$800.

Stan Burwell, 3124 W. Gilbert St., Muncie, Ind., 47304. Telephone: 317-282-2424.

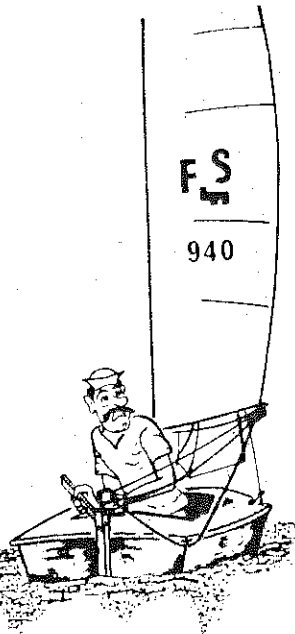
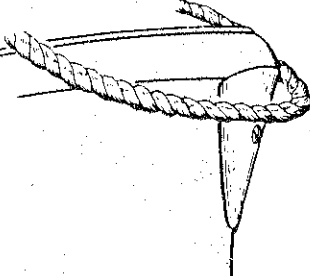
BATTENS—Made for racing — Finest quality tapered battens — Flexible and made of ash — Set of four for main: sanded, only \$4.75; varnished, only \$7.50 — Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, Miss. 39202.



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

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The Fleet's In

6—Mac Millan new fleet captain

After many years of outstanding service, Fleet Captain Ed Bishop and Secretary-Treasurer Mariclare Beggy have "thrown in the towel." New Fleet 6 officers are Doug Mac Millan, captain, and Ferne Belmonte, secretary-treasurer.

Terry Bell and Don Hott continue as "B" fleet captain and measurer, respectively, for the fleet which sails on Deep Creek Lake, Md.

Currently the fleet has a series of Saturday Seminars underway in which some of pros in the fleet are sharing their secrets in Saturday morning sessions at the Turkey Neck Yacht Club.

The speakers include Ed Gibbs on "Running Before the Wind," Dick Peake on "The Start," Pete Nicholson on "Beating to Windward," Sandy Douglass on "Sailing the Flying Scot" and Don Griffin on "Rules and Protests."

—DOUG MAC MILLAN

27—Schultz takes two wins

Fleet 27 on Kerr Lake Reservoir, N.C., is off to a great season with successful showings in a number of early regattas.

At the Lake Norman Yacht Club SAYRA Invitational on May 4-5, Fleet 27 members Dick Schultz in FS 1885 and Macon Singletary in FS 2110 placed first and second.

The following weekend at Fleet 48's second annual "Great 48" Invitational Regatta, Dick Schultz again took the first-place trophy.

In the April C.S.C. regatta, Fleet 27 was represented with 27 boats. Jim Leggette sailed consistently to take the lead in the series with 318 points. Schultz trails with 310 points, and Bill Singletary is third with 293 points.

—DEBBIE PETERSON

41—District Qualifying Regatta set

The Michigan-Ontario District Qualifying Regatta will be sailed July 20-21 on Crystal Lake, Mich., with Fleet 41 as host.

For information on the regatta, contact Howard Teitelbaum, 4485 Janice Lee Drive, Okemos, Mich. 48869.

The fleet is holding its annual junior sailing program during June. The program begins with studies and practice sessions as young sailors try to achieve the status of a Landlubber and progress to Midshipman, Helmsman and Skipper.

—ELMER AND MARIE MANSON

66—Two major races scheduled

Fleet 66 and the Port Arthur Yacht Club have two major regattas scheduled for Lake Sabine this season.

On July 13-14, the club will hold the PAYC Open Regatta, and the CavOilCade Open Regatta will be Oct. 26-27. For further information, contact Dan Murphy, Commodore, PAYC, 231 Fourth Ave., Port Arthur, Tex. 77640.

—DAN MURPHY

105—Northeast Districts in August

The Northeastern District Championship regatta will be held by Fleet 105, Cohasset, Mass., on Aug. 24-25.

The three-race series will be held on the Massachusetts Bay courses used by the Cohasset Sailing Club, which are within sight of the Boston skyline 20 miles away.

There will be two races on Saturday, followed by a cocktail party, with the final race on Sunday.

Motels, campgrounds and lodging in homes of the host fleet members are available. Inquiries and requests for registration forms should be sent to Bob Smith, 796 Jerusalem Road, Cohasset, Mass. 02025, Ph. 617-383-9106.

—J. R. HOOPES