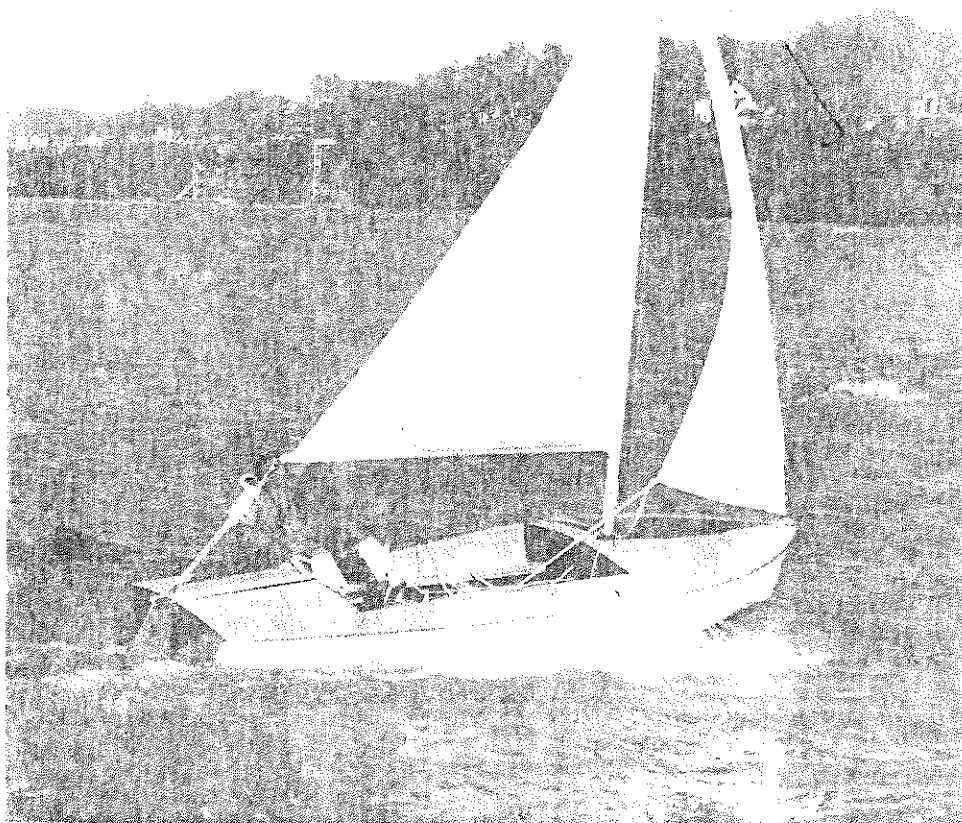


VOLUME XVI, NUMBER 5

MAY, 1974

## Make plans for NAC

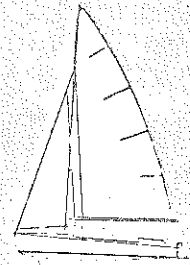
Schedule ..... Page 2  
The Trident ..... Pages 3, 10  
Room reservations ..... Page 6  
Pre-registration ..... Page 11



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**SCOTS**

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

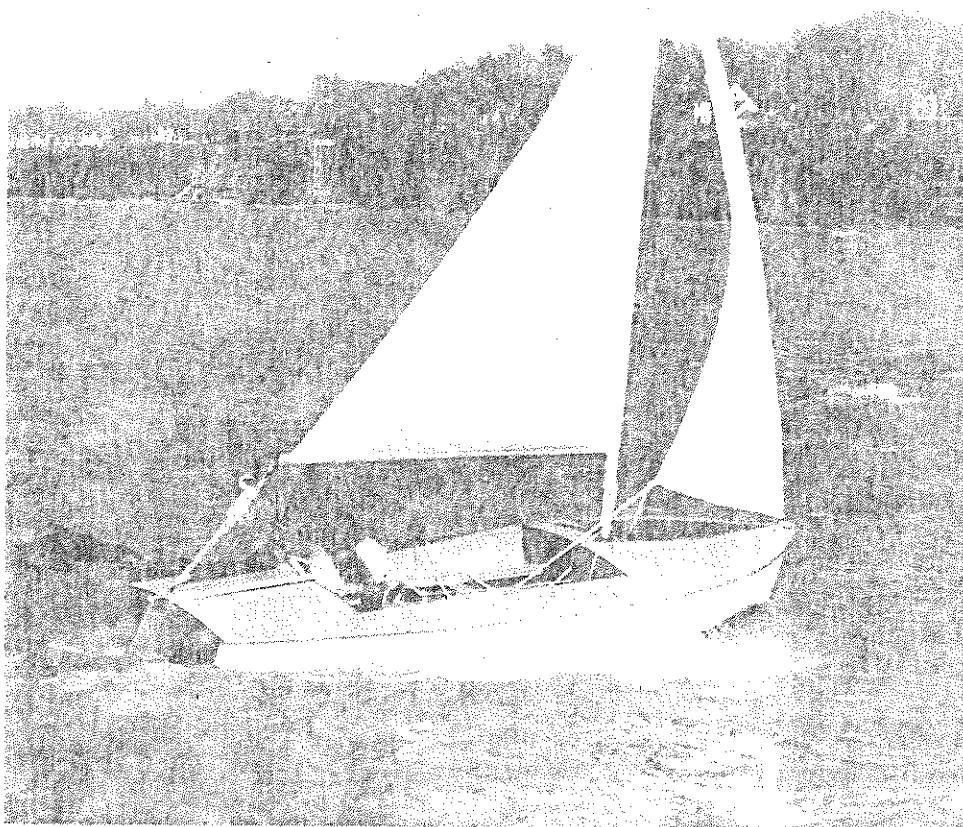


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SAILING ASSOCIATION**

**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  
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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  
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212-349-1632

**FIRST VICE-PRESIDENT**

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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**

Hargid 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

Aug. 11

(Registration continues)  
10 a.m. — tune-up race  
7 p.m. — annual meeting  
9 p.m. — registration closes

Aug. 12

**SELECTION SERIES BEGINS**  
morning — first race of selection series  
afternoon — second race of selection series  
evening — "mixer" cocktail party

Aug. 13

**SELECTION SERIES ENDS**  
morning — third, and final race of selection series  
afternoon — remeasure and assign boats to Challenger and Championship divisions; informal family outing or entertainment

Aug. 14

**NAC SERIES BEGINS**  
morning — first race of NAC series  
afternoon — second race of NAC series

Aug. 15

morning — third race of NAC series  
afternoon — fourth race of NAC series

Aug. 16

morning — fifth, and final race of NAC series  
afternoon — awards presented

## 1974 OHIO DISTRICT CHAMPIONSHIPS

Friday, July 19

5 p.m. — 8 p.m. — Registration and measuring

Saturday, July 20

8 a.m. — 10 a.m. — Registration measuring and breakfast  
11:15 a.m. — first race (start gun)  
12:45 p.m. — lunch at clubhouse  
2:15 p.m. — second race (start gun)  
third race follows second race  
6:30 p.m. — dinner, informal entertainment

Sunday, July 21

8:30 a.m. — breakfast meeting  
10:30 a.m. — fourth race (start gun)  
fifth race follows fourth race

## GREAT SCOT REGATTA

Saturday, July 13

10 a.m. — first race, with second race to follow

Sunday, July 14

final race of regatta

## Regatta Schedule

May 18-19 — Texas Districts, Canyon Lake, San Antonio

May 18-19 — Carolina Districts, Smith Mountain Lake, Va.

May 24-26 — One-Design Invitational, Southern Yacht Club, New Orleans

May 25-27 — Memorial Day Regatta, Lake Perry, Topeka, Kan.

May 25-27 — Memorial Day Regatta, Boston Harbor, Wollaston, Mass.

May 25-26 — Potomac River Sailing Association Regatta, Washington Sailing Marina (a)

June 1-2 — Egyptian Cup Regatta, Crab Orchard Lake, Carbondale, Ill.

June 8 — Upper Chesapeake YC Spring Invitational, Havre de Grace, Md. (a)

June 8-9 — Ohio Classic Regatta, Berlin Reservoir, North Benton, Ohio

June 22-23 — Capitol Districts, Podickory

Yacht Club, Annapolis, Md. (a)

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

July 5-7 — Centennial Regatta, Chautauqua Lake, Chautauqua, N.Y.

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

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

July 20-21 — Ohio Districts, Edgewater Yacht Club, Cleveland

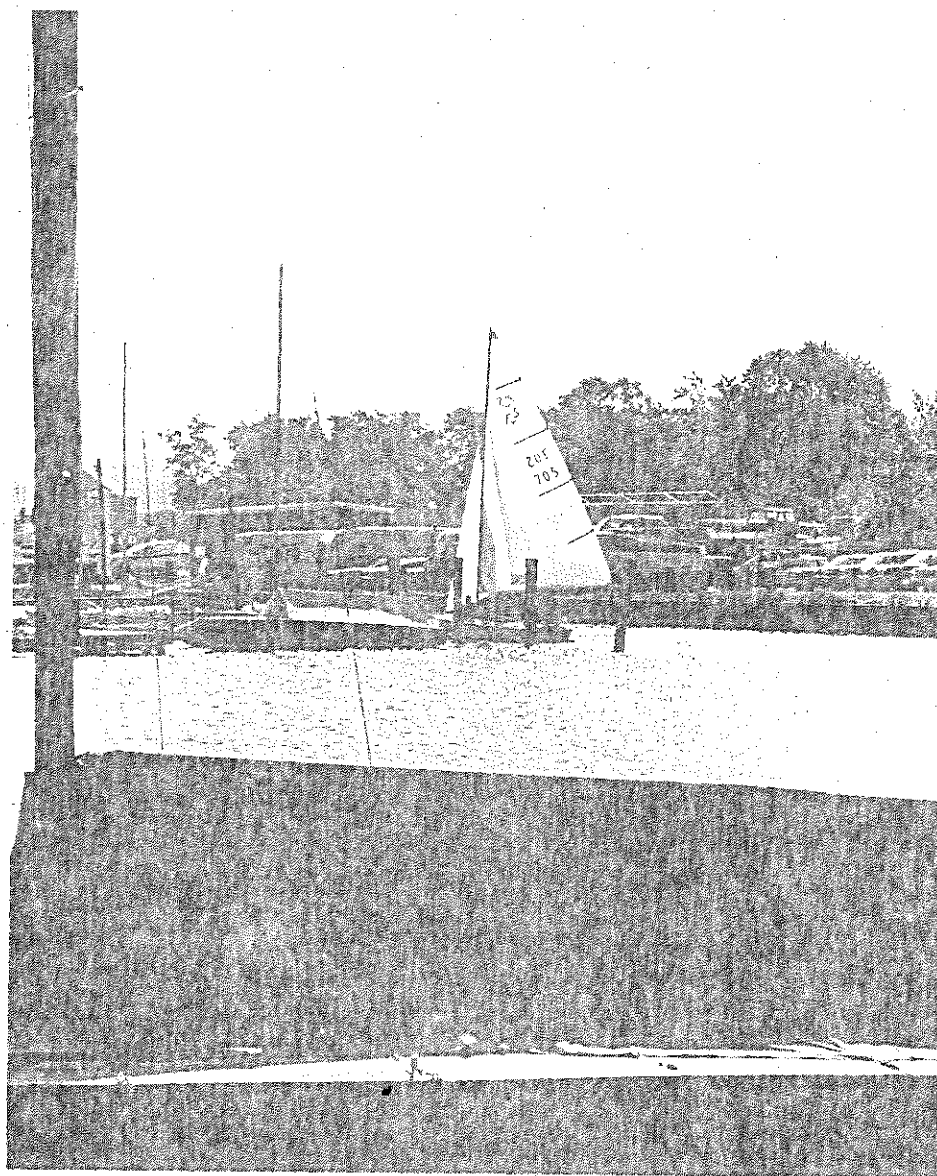
July 27-18 — Gulf Districts, Fort Walton Yacht Club, Fla.

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

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

(a) — Tidewater Cup regatta

(b) — Green Bay Scot-of-Year regatta



**EASY SAILING**—Dr. William Newberry's FS 705 sails up an access channel on his way out of Edgewater Yacht Club's protected basin. Breezes off Edgewater can vary widely, but they average 10-15 m.p.h. during August.

## Three big ones set on Lake Erie

By DAN BRUBECK

The "Trident" is coming!

This summer ol' Neptune will be rising from Lake Erie with a three-pronged challenge for Flying Scot sailors across the continent. Three progressively stiffer competitive events — culminating with the week-long North American Championships in August — will be sponsored by Edgewater Yacht Club Flying Scot Fleet 12.

The first two events will be the second annual Great Lakes Flying Scot Championships on July 13-14 and the Ohio District Championships on July 20-21. We're dubbing the successive events as the "Trident" challenge for Flying Scots.

Schedules for the NAC and the other two series are on Page 2.

The sailing and racing, as conducted under the direction of Club Commodore and Chief Judge Don L. Emery, promise to be superb. (Emery, by the way, is a former Scot crew and has conducted races for numerous classes including Olympic tune-ups and the Highlander national championships.)

Edgewater itself is ideally situated for sailing. It is tucked behind a protective breakwall on the west extent of Cleveland's lakefront. Breezes are mostly unobstructed, even from the land, and boats can easily sail to the race course from either docks or hoists. Sailors will have a choice of wet sailing from ample dockage or dry sailing from either of two small-boat hoists.

The registration fee is set at \$35 per boat. Charter (Please see THREE, Page 10)

# ***Insight into NAYRU provided***

By HAL MARCUS

In early April, I was fortunate enough to attend a meeting hosted by NAYRU in Washington, D.C., for the presidents and secretaries of the major one-design racing classes. The meeting, set up by NAYRU's director of class racing, WILLIAM BENTSEN, and ROD GLOVER, Thistle class president, was attended by about 30 persons. It was an excellent opportunity for so many of us to get together and discuss mutual problems and matters of interest.

Most importantly, this meeting gave me an insight into the operation of NAYRU, showing me things that I was surprised at and perhaps you will be, also. Presently, NAYRU is made up of 37 yacht racing associations, such as the DRYA, CBYRA and the GYA. All NAYRU officers and committee chairmen are sailors who work their way up through their own yacht club, their YRA and then NAYRU.

Leadership, up to this time, has never come from the class associations, such as FSSA. NAYRU expressed a willingness to make a change in this time-honored policy, and the final results of the two-day meeting included the formation of a NAYRU Class Associations' Advisory Committee that would work directly under their Class Racing Committee.

NAYRU agreed to adopt a policy of sanctioning or certifying one-design classes as meeting certain

standards in an effort to promote One-Design Racing according to standard rules. It was also agreed that all one-design classes would be recognized and promoted, not only those with Olympic status.

While FSSA has always been a member of NAYRU, I was surprised to learn that this has been a nominal membership for the class to receive mailings and that it did not make FSSA members automatically NAYRU members. NAYRU's biggest problem at this time is that its services cannot be withheld from anyone, and we can all get them free, even if we do not join. So, this increased representation is going to have increased taxation.

Many of you are individual members of NAYRU, and many of you are not. There were several ideas bandied about, and the two that were talked about the longest were to require every skipper crossing the starting line to be an individual member of NAYRU and to pay NAYRU dues annually in the form of \$1.00 per class active member.

In FSSA's case, if we have 1,600 active members, we will pay annual dues to NAYRU of \$1,600. This would make each of you a member of NAYRU, satisfy that problem, but you would not receive any mailings, including rulings. If you desired this, you would still have to maintain your individual membership.

For this increased revenue, NAYRU will employ a public relations specialist to build interest in sailing in general, promote one-design racing, and certify and recognize one-design classes that adhere to NAYRU rules, like FSSA. NAYRU will also serve as a clearinghouse for class newsletters and publications, which would be a potential source of unlimited information.

I gathered many ideas from this meeting, which we will use in the future to improve the value of FSSA membership. Also, I was very flattered at having been asked to make a presentation on the management of our association's office. In conclusion, I feel that with the establishment of NAYRU's Class Associations' Advisory Committee, FSSA will greatly benefit and profit by its actions. Like the school kid who volunteers his mother to bake the cookies for the party, I volunteered President TED GLASS to serve on this new committee.

## **MYSTERY SCOT CONTEST "ON COURSE"**

In reply to our March MYSTERY SCOTS, we received a "barrage" on #1309. Both WALTER PHILLIPS #1609 and JAMES DUGAN #1750 wrote that #1309 belongs to MARVIN HAAS of Morehead City, N.C. DEBBIE PETERSON #1849 thinks that



**MEET THE LEADERS**—Ron Glover, left, Thistle Class President, and William Bentsen, NAYRU's One-Design director, served as coordinators and leaders of NAYRU's first Class Officers meeting. The meeting laid the groundwork for renewed cooperation between NAYRU and all One-Design classes.

# —About those Mystery Scots

#1309 belongs to CAMP MOREHEAD in the same city. Now, with all this smoke, there has to be some fire, so I figured that all of these must be good leads, and all three received a new, official FSSA emblem for their efforts. Now that the sailing season is underway, we hope that more and more of you start spotting MYSTERY SCOTS.

Remember, 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. The MYSTERY SCOTS are completely lost to FSSA. There is no time limit on this contest, and the numbers stay on the list until the owner is found.

This month's MYSTERY SCOTS are: 1008, 1021 and 1028. Add these to our previous list of: 21, 35, 67, 644, 649, 651, 1321 and 1324. Naturally, #1309 has been dropped as it has been found. Good hunting!!

ARTHUR RIGAS, spokesman for new Fleet 55, reports that they will have their Charter Night Dinner on May 19 in connection with Buccaneer Yacht Club's Spring Regatta on Mobile Bay.

## HIGHLIGHTS OF SCOTS N' WATER — 1959-1973

The requests for copies of the newly revised

HIGHLIGHTS has been tremendous, in fact, much greater than we anticipated. If you have not ordered your copy yet, please do so as soon as possible. The new issue sells for \$3.00 per copy. This brings up a point that I want to address myself to in an attempt to clear the air. In my March column, I mentioned that we would hold the price of the new issue at the old price for the month of March. Many of you have mentioned on your order for the new issue that you did not get your March issue of SCOTS N' WATER until the first week in April. I apologize for the seemingly meaningless offer.

NELSON FORBES, #2418, writes: "Say, I have just finished reading the revised "HIGHLIGHTS" and I feel that it is so good that it ought to be given to every member. Just raise the price of membership \$3.00. There is a wealth of information in those pages." Well, at this point it is not required reading. It's still optional, but it's very important. Please send us your orders and include \$3.00 per copy.

## NORTH AMERICAN CHAMPIONSHIP

ANN STOKES, our FSSA secretary several years ago, advises us that "FSSA hasn't had a 'Nationals' in some years — only a 'North American' — regardless of

(Please see RESERVE, Page 6)

# New FSSA members

FS No.	Fleet	Dist.	Name	Address	City	State	Zip
17		NE	Harry Esterly	47 Rowley RD	Topsfield	MA	01983
207		MID	Roger Sekera	915 Apple Tree LN	Deertield	IL	60015
373	25	MID	Gary Kirkham	10935 W Wisconsin AVE	Wauwatosa	WI	53226
523	77	NE	Charles Frost	33 Winding Way	Morris Plains	NJ	07950
854	12	OH	Dr. Robert Newman	18435 Van Aken	Cleveland	OH	44122
860	18	M-O	William Melville	2715 Renshaw	Troy	MI	48084
1101	10	GNV	Paul Runyan	27 Neville ST	Center Moriches	NY	11934
1110		GNV	Frederick Trask III	50 Bramble LN	Riverside	CT	06878
1246	90	GF	Arthur Ruditzky	2225 NE 123 ST	N Miami	FL	33161
1335	18	M-O	Pierre Belanger	2114 Northwood BLVD	Royal Oak	MI	48073
1494		CAR	Bert Borngesser	508 Foxhall ST	Raleigh	NC	27609
1506		GNV	Denis Hurley	RR 1, Box 216	Wading River	NY	11792
1567	95	MID	Peter Briggs	1201 Edlin PL	Minneapolis	MN	55416
1630		NE	Elizabeth Spivack, MD	700 Commonwealth AVE	Newton Center	MA	02159
1668	24	GNV	H. B. Amory	Candlewood Shore	Brookfield	CT	06804
1757	20	M-O	Leroy Kelly	3319 Tacoma CIR	Ann Arbor	MI	48104
2000	72	GNV	Zenas Atlas	9 Eva Lane	Plainview	NY	11803
2141		NE	Sara-Jane Bellanca	Echo Point	Allton Bay	NH	03810
2272		GNV	Frank Scangarella	4 Van Allen PL	Pompton Plains	NJ	07444
2399		M-O	K. R. Dörner, MD	1412 Long RD	Kalamazoo	MI	49008
2402	20	M-O	Ross Childs	3732 Middleton	Ann Arbor	MI	48105
2447	107	MID	Joseph Schrack	726 W Front ST	Appleton	WI	54911
2474		NE	Dr. William Staples	1378 Washington ST	Canton	MA	02021
2518	95	MID	George Willcox	215 S Barry AVE, APT 222	Wayzata	MN	55391
		MID	Arthur Klein	8420 Sunset LA	Indianapolis	IN	46260
		WNY	Shirley Prosser	Box 368	Alexandria Bay	NY	13607
		CAP	Charles Weber	246 Toura DR	Pittsburgh	PA	15236



## Secretary Sez

# Reserve rooms now for NAC

(Continued from Page 5)

any headlines in SCOTS n' WATER." As the Olympic classes and others represented at the NAYRU meeting are truly "International" in scope, I recognize that our NAC encompasses a much larger segment than the term "Nationals" does. In this light, we hope that many of our Canadian members will be able to attend our NAC in Cleveland at the Edgewater Yacht Club on Aug. 12-16.

As you already know, our NAC this year will be an eight-race series, a 5-race Champion and Challenger Series. Edgewater Yacht Club is looking forward to hosting us this year and has a wonderful, entertaining week planned for us. We have been informed that plenty of charter boats will be available.

Your FSSA office will be handling your reservations at the Sheraton Inn, Rocky River. We have prepared a room reservation card for your use, which is printed below. Please fill it out and return it to your Pensacola office to insure your room reservations. By handling them in this manner, we will be pre-registered at the hotel, saving you time at check-in. We have reserved 50 bedrooms for our use during the NAC at a price lower than their normal prices. Singles will cost us \$16.50, and doubles, with 2 in a room, are \$22.00. There will be rollaway beds available on a "first reserved - first served" basis.

Well, sailors, that about wraps up this month's happenings. Have an excellent time sailing and we'll 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.

Arrival on \_\_\_\_\_  
(day) (date)

Name \_\_\_\_\_ Departure on \_\_\_\_\_  
(day) (date)

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Names of persons sharing accommodations

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

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

# How to Make Your Main Flat

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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.

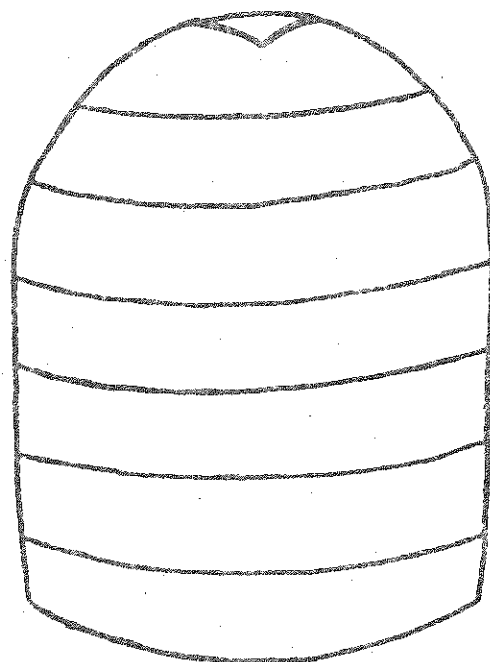
Suit — Dacron — \$300.00  
Jib — Dacron — \$ 95.00  
Main — Dacron — \$215.00  
Spinnaker — ¾ oz. — \$140.00  
Combination: ½ & ¾ Chute — \$150.00  
¾ oz. Chute — \$150.00  
Brummels — set \$7.00  
Windows — \$10.00 each  
Tell Tale Windows — \$5.00 each

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Signature \_\_\_\_\_



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



**ON THE RUN**—Flying Scots with spinnakers flying make a beautiful scene on St. Andrew's Bay, Panama City, Fla. The artist has captured action at the scene of the annual FSSA Mid-Winter championships.



## Birth of the Scot: Sandy recounts the e

By SANDY DOUGLASS

If it had not been for a certain combination of circumstances — and, of course, this is how things happen — there would be no Flying Scot; and if your editor and I hadn't happened to do some late-hour yarning one evening at the Mid-Winters he wouldn't have suggested my writing up another "historical" article for the SCOTS 'n WATER.

As a preface to this story let me say that I have long contended that there is little point in bringing out a new boat which would compete directly with other successful boats of its type; and I wrote years ago that "in order to find a place in the yachting scene a new boat must contribute something new and interesting to the sport of sailing."

While my years of experience had given me a pretty definite conception of the planing family-racing boat which was needed in the 19-foot field, I had not introduced such a boat because for many years the Lightning had dominated that field; and it wasn't until 1956 that I thought her hold could be challenged.

In 1956, because of frictions within the company I finally decided to break away from Douglass & McLeod, Inc., and to start my own operation to build Thistles and Highlanders in friendly competition under their license. This had been clearly delineated in writing; but my experience in building the first Thistle clearly showed me that my best interest lay in divorcing myself completely from any such association.

This meant starting cold with a new design, a new operation in a new medium, fiberglass, at an age when

some men are thinking of retiring. It was at best a challenging prospect, and but for an innate streak of stubbornness I might not have accepted the challenge.

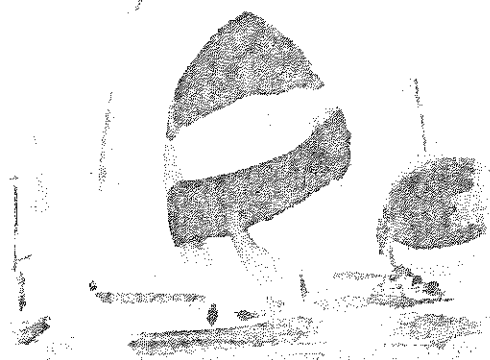
The summer of 1956 was a busy one for me, faced as I was with finding a new shop in which to start work, buying tools and equipment, also completing and moving into a beautiful new house in Kirtland Hills, building the Thistle, then designing a new boat and investigating the intricacies of fiberglass construction.

In 1939 I had been the pioneer in the use of moulded plywood hulls for sailboats, but now realized that the time had come to change to fiberglass.

Designing the hull was no problem because I already had a clear idea of what was needed for a planing family boat. Such a boat should have the safety of wide side decks, but also a roomy cockpit.

How could I resolve this problem? The solution was to lower the deck and to shape it into the form of seats, thus combining the advantages of both. Why had no one before thought of this?

The engineering of the structure was another matter. Fiberglass offers opportunities but also presents problems. Being denser than wood it must be thinner, and being thinner it lacks stiffness and should be handled differently. It is flexible, and yet flexing can be its greatest enemy because it can lead to cracking. Many designers have simply put too much reliance on its flexibility, or have tried to prevent flexing by using stiffeners which, in some cases, even aggravate the problem. When I learned that a balsa sandwich was being tried I decided to go in this direction.



## On lightning: many suggestions, few conclusions

*(Editor's Note: This letter from Sandy Douglass in answer to a query about lightning was passed on to SCOTS n' WATER. We thought you'd be interested in his comments.)*

Dear Sir:

My sentiment regarding the danger of lightning is that its likelihood is so minimal that I think we can accept the risk. After all, statistics show that we are in thousands of times the danger every time we drive along the highway in an automobile, and we accept this risk. It has been my observation, too, that the sailors in every locality think that THEIR area has the worst storms, the roughest waves, the most thunder storms.

One of our former Scot owners here, a V.P. of Westinghouse, served on a committee of experts whose task was to investigate and report on this very matter of lightning strikes. One of their conclusions, surprisingly, was that the individual's safest place on a boat in such a storm was on the deck with arms and legs around the mast, hugging it tightly! In this way the person's electrical potential is the same as that of the mast, and a charge will not jump to him.

On the other hand, he told me that if the attempt is made to ground the mast, there should be a bronze plate of preferably three square feet in the water. Lew Howe did this to his Scot No. 28 nearly 15 years ago, and his boat has not been struck. But neither have all the other boats of that and later periods excepting one that we know of.

The purpose of all of this is not so much to carry off a lightning strike, but to bleed off a charge which otherwise might build up in the mast and thus prevent enough difference in potential to cause a strike.

Morgan France thinks that almost any sort of conductor which could be securely clamped to a main shroud, for example, and immersed in the water to a depth of several feet, would tend to bleed off a charge which might otherwise build up in the mast, and thus reduce the reason for a lightning flash. This technique would not help if lightning did strike, -- nor is there any certainty that even a big plate in the water and a copper wire leading to it would be adequate to carry off a real strike. Barns sometimes are hit in spite of their lightning-rods.

All of which proves practically nothing.

Best regards,  
Gordon K. Douglass

## Early design decisions

Believe it or not, my biggest problem in designing the Flying Scot was in deciding on a good name for the class and then in designing a suitable emblem because with some 600 "classes" already on record, the field has become somewhat restricted. "Flying Scot" has been the name of the famous London to Edinburgh express; and there also was a famous yacht of the Nineties by that name. It seemed to be a good choice.

The autumn of 1956 passed quickly as I worked to run the lines, build the moulds and finally the wooden prototype which I would use for testing and later as a plug for building the fiberglass moulds. I completed the boat late in December, and right after Christmas we headed south for trials.

Would she perform as I had expected, would she prove to be good enough to warrant being put into production? Confident that she would be, I announced the new design in the YACHTING of January, 1957.

To my great relief she came up to expectations in nearly every way. I had built her with a 250-pound centerboard to make her self-righting but found that much weight to be unnecessary for stability as well as undesirable in other ways. (Aren't we glad I cut the weight down to 100 lbs.?) I also soon found that while the seats kept out the spray they also held quite a puddle of water and that drains were most desirable.

Other than this I was well pleased and looked forward to the next step, that of getting into production, little realizing the problems and heart-breaks I would face in the coming months!

(To be continued in the next exciting issue!)

# Three big ones set on Lake Erie

(Continued from Page 3)

boats are available. (Those desiring to charter should reserve early, please, as a convenience to all.) Fuel is plentiful in Cleveland with gas selling around 56¢ per gallon for regular at present.

Meals will be available at Edgewater's Skyline dining room throughout the series in an informal buffet style at family prices.

For those who may prefer a night on the town, Cleveland offers an excellent selection of restaurants and dinner theaters. The Sheraton Inn, Rocky River, is located in one of the area's finest suburbs (the City of Rocky River's seal even features sailboats!). The Sheraton is within walking distance of a major enclosed-mall shopping center and numerous eating establishments are steps away ) from a Burger King to a steak house, an Austrian restaurant to a gourmet seafood house.

Cleveland and Northeast Ohio offer excellent possibilities for Flying Scot Families who may wish to stay in the area for a vacation. This is a cultural center with numerous universities, museums and the world-renown Cleveland Orchestra. There is Sea World of Ohio and an amusement park to the east and Cedar Point and the islands (great fun for sailors!) of Lake Erie to the west. Cedar Point, by the way, is an amusement park in the style of Disneyland and actually has more rides.

Both the Ohio Districts and the Great Lakes Flying Scot Championships will be open to all Flying Scots. At the Ohio Districts, duplicate trophies will be



**DON EMERY**  
... race master for NAC

available should an out-of-district boat win, place or show.

This year Edgewater Yacht Club is sailing NAYRU rules in entirety, so it's straight out of the "Blue Book."

## 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

## 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.

HALF-PAGE — One time, \$45; three issues, \$35; nine issues, \$30.

QUARTER-PAGE — One time, \$25; three times or more, \$20.

SIGNATURE ADS — (Maximum size, 3½ inches by 2 inches; 30-word limit) — \$15.

COLOR AND BACK PAGE, EXTRA.

## FLYING SCOT BUILDERS

Gordon Douglass Boat Co., Inc.	Customflex, Inc.
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Oakland, Maryland 21550	Toledo, Ohio 43607
Ouyang Boat Works Limited	Ranger Boat Company
Whitby, Ontario, Canada	Kent, Washington 90831

# 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

# Letters to the editor

## **Former editor suggests running non-racing stories for a change**

Dear Editor:

Thanks for publishing the kind letter about me from Don Satava. Naturally, something like this always gives a person a real boost, even if it possibly might be a bit exaggerated.

My active years in the Flying Scot Sailing Association, with new F/S's #47 122, 500 and finally Vince DiMaio's completely rebuilt #155 were happy ones. I had almost decided to give up sailing upon disposing of F/S #500, after several trips to Mayo Clinic and delicate surgery, but the family and friends thought we should continue — thus #155 for several years, and we are pleased we did so.

Back in the "old days," I was combined FSSA secretary-treasurer and editor of Scots n' Water, later served several terms as Scots n' Water editor and did considerable promotional work over the years. Thus these years have been busy ones for me.

One outstanding milestone was the first FSSA national regatta where Sandy Douglass showed up with recently completed F/S #100, causing much jubilation that the FSSA had become so huge.

Personally never too good at racing, although active for years (our daughter, Margaret, was always the best sailor and instructor in the family), we did spend much time over the years with the Girl Scout Mariners, teaching them to sail, interesting friends in sailing and just going out for a pleasant afternoon or evening on Lake Michigan. This plus taking on several regattas over the years, to say nothing of spending around 50 hours each month for years when editor of Scots n' Water.

Your present Scots n' Water is great, and I fully appreciate the time and effort it requires each issue. However, I should like to repeat the following suggestion at this time, if I may, which I have mentioned many times over the years, and which I at least tried to practice.

I also realize my inclination to be somewhat old-fashioned in my beliefs as compared to the present worldwide computer-regulated times, with its less personal attitude. Guess I'm somewhat entitled, incidentally, to be old-fashioned, with our 50th anniversary of our graduation from the U.S. Naval Academy next year, and our new class motto: "Stay Alive 'til '75," which we are all trying to do.

My suggestion is that Scots n' Water, for the benefit of the association and all owners, should be divided more evenly with non-racing sailors receiving their

share of the articles instead of the contents of each issue being beamed so heavily toward fleet racing.

As I recall a few years ago, the non-racing sailors make up about 50 per cent of the Scot owners. This is not easily accomplished, I know, as most fleets, of course, are organized and are more vocal.

In my years as Scots n' Water editor, I wrote hundreds of letters to prospects, new owners and non-racers, as well as the racing groups, and received many interesting responses from individual owners. They like to see their names in print, as well as their smaller local activities publicized, and it is certainly necessary to draw them out.

The above is merely a suggestion and my personal opinion, based on past experience as editor and a national officer of the FSSA for several years and my interest in keeping the FSSA healthy and growing as in the past.

Charles Silsbee  
Winnetka, Ill.

*(Editor's Note: We appreciate the suggestions of former editor Silsbee and find much merit in them. We welcome stories from the non-racing sailors and about the many aspects of sailing that have nothing to do with racing. Unfortunately — then and now — the contributors to Scots n' Water have been mostly persons interested in racing, and Scots n' Water is, in large measure, a reflection of the interests of the contributors. We hope this will encourage general-interest stories about sailing and Flying Scots. Just send them to Joe Harper, Managing Editor Scots n' Water, 2205 Newfield Lane, Austin, TX 78703. And we welcome black-and-white photos of any size, too.)*

## **'If you bear a grudge, take it up with them what done you in . . .'**

Dear Editor Elam:

We have read your "Editor's Report" (March, 1974, Scots n' Water) with much interest even if some of us do not agree that a "fuel shortage" really exists.

It appears that you took two swipes at the Race Committee in your epistle: 1) "If the Race Committee stays on station all day, you save gas. If the judges complain, let them eat cake from their ice chest." 2) "This last suggestion doesn't say much about regattas except you can save lots of human energy picking your times to sail instead of waiting on the committee."

If you bear a grudge, we suggest that you take it up

(Please See LETTERS, Page 13)

# The Fleet's In

---

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

---

## 19—Ohio Classic coming up

Scot sailors have been invited to participate in the annual Ohio Classic Regatta, sponsored by Berlin Yacht Club on Berlin Reservoir, North Benton, Ohio, June 8-9. Fleet 19 will be host fleet.

—JOSEPH R. COATES

## 28—Gulf Districts in July

The Gulf District Championship, hosted by Fleet 28 and the Fort Walton Yacht Club, will be July 27-28. Fleet 28 is a newly-chartered fleet.

—CAROLYN WRIGHT

## 83—Midwestern Districts July 12-14

The 1974 Flying Scot Midwestern Districts will be July 12-14 on Lake Carlyle, Carlyle, Ill. Carlyle has been described as "a sleepy prairie town" with a race committee "that knows what it's doing, a wide, flat expanse to invite summer breezes and a weekend of sailing and fellowship."

Fleet 83 and the Carlyle Sailing Association are

## —Letters

(Continued from Page 12)

with them what done you in, but don't knock 'em all. Without those suckers who try to please everyone and in an ungodly fashion, make MISTEAKS, you would have to resort to a peace-time draft.

We will consider your editorial faux pas as just that and pray that the sailor's Bird of Paradise fly at your tiller to guide your touch forevermore.

Joe Becker (the other)  
Chairman, Fleet 6  
Race Committee

In a fit of pique, my husband wrote this letter, but wouldn't mail it. This is his way of avoiding ulcers. Since I work on the committee boat with him, I decided I would mail it anyhow.

Gerrie Becker  
(R.C.'s wife)

sponsoring the championship. CSA is the home of 290 dry-sailed one-design boats. Participants will find plenty of boat and car parking, three electric hoists, launch ramp, 800 linear feet of floating dock, a large protected harbor and a race course directly outside and clearly visible from the harbor. Dress will be casual.

Camping and motel facilities are available within a short drive.

Pre-registration forms, maps and additional details will be mailed in May. Measurement and on-site registration will begin July 12 at 3 p.m. and 7 a.m. July 13. First half-hour warning will be at 9 a.m. July 13.

—PARKS G. CARPENTER, GOVERNOR

## 71—Carolinas Districts in Virginia

Fleet 71 will host the 1974 Carolinas District Championship Regatta May 18-19 at the VISA Yacht Club, Smith Mountain Lake, Va.

All FSSA members within the Carolinas District, whether fleet members or not, may compete. Members from other districts are invited to sail but will not be eligible for the championship.

Rigging and launching will be May 17 from 5-8 p.m. Registration will be May 18 from 8 a.m. to noon and a skipper's meeting will be at 11:45 a.m. First race will be at 1 p.m., followed back-to-back by the second and third race.

Fleet 71 and VISA Yacht Club will host a beer party after the races.

Fourth and fifth races will be May 19, starting at 10 a.m.

For further information contact Dan Grandy, 3851 Mud Lick Road, Roanoke, Va. 24018. Telephone: 703-774-4694.

—BOB GORDON

## 95—Fleet fully chartered

Fleet 95, Minneapolis, Minn., has announced it is fully chartered within the framework of the Wayzata Yacht Club. The club has an active racing schedule from May 19 Oct. 26 for the 90 M.O.R.C. boats and rapidly growing Scot fleet. Fleet 95 was chartered in 1972 with four boats and has grown to 26. Pam Foster (#658) and Harold Shultz (#823) were instrumental in getting the fleet started.

More than 50 members recently attended a Spring Outing which featured horseback riding, a hay-ride, potluck supper and sailing films. The fleet has an active

(Please See FLEET, Pg. 14)

# The Fleet's In

(Continued from Page 13)

training program in May and June. Members plan to visit fleets 68, 70 and 110 in June.

Fleet 95 will be represented at the Leech Lake Regatta, Walker, Minn., July 4-7 and the Lake of the Woods Regatta, Kenora, Ontario, Aug. 4-11. Both are cruising events.

Fleet officers are Perry McCahill, captain; Pam Foster, secretary-treasurer; Phil Cole, measurer; Howard Johnson, regatta chairman, and Bob and Sheila Henderson, social chairmen.

Scot sailors are invited to the annual Regatta Weekend Aug. 17-18. For further information contact Howard Johnson, 7541 University N.E., Fridley, Minn. 55432. Telephone: 612-786-2987.

—BOB HENDERSON

## 96—SYC to host One Design Invitational

Southern Yacht Club in New Orleans, site of the 1975 North American Championship, will host its

annual One Design Invitational Regatta May 24-26, Memorial Day Weekend. SYC facilities include three high-speed hoists, launching ramp, dry storage area, restaurant and bar, snack bar and swimming pool. Fleet 96 has invited all-Scot sailors to participate in the regatta where over 150 one design boats sailed last year.

For further information and an entry form write to Flying Scot Chairman, Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70184.

—LARRY TAGGART

## 98—'74 racing season begins

Fleet 98 at Bay Waveland Yacht Club began its 1974 racing season April 20-21 with a river race on the Jourdan River that started and ended in front of the yacht club in Bay St. Louis. The next week Bay Waveland started its regular racing season. At least 10 Scot races have been scheduled.

—ANN STIEFFEL

# FSSA Fleets and Districts

## 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
- 88-IOWA CITY, IOWA—Lake Macbride
- 95-MINNEAPOLIS, MINNESOTA—Lake Minnetonka
- 107-NEENAH, WISCONSIN—Lake Winnebago
- 110-ROCHESTER, MINNESOTA—Lake Pepin

## PRAIRIE DISTRICT

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

- 39-PORT GROVE, OKLA.—Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.—Lake Helen
- 59-TULSA, OKLA.—Koyah Lake
- 80-TOPEKA, KANSAS—Lake Perry
- 93-LAWTON, OKLA.—Fort Sill, Lake Lawtonka
- 106-NORTH PLATTE, NEBRASKA—Lake Malheur

## TEXAS DISTRICT

Governor: FRED TEARS  
8025 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  
1755 Hamilton Avenue  
Palo Alto, California 94301  
415-321-4497

- 40-INVERNESS, CALIFORNIA—Tomales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (51)—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
- 18-DETROIT, MICH.—DETROIT, BC—Lake St. Clair
- 20-PINCKNEY, MICHIGAN—Portage Lake
- 33-LONDON, ONTARIO, CANADA—Fanshawe Lake
- 41-CRYSTAL, MICHIGAN—Crystal Lake
- 52-LAKE ORION, MICHIGAN—Lake Orion

## OHIO DISTRICT

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

- 1-WILMINGTON, OHIO—Cowan Lake
- 4-MANSFIELD, OHIO—Clear Fork Lake
- 12-CLEVELAND, OHIO—EDGEWATER YC—Lake Erie
- 14-SPRINGFIELD, OHIO—Kiser Lake
- 19-CANFIELD, OHIO—Urdin Lake
- 26-TOLEDO, OHIO—Maumee River
- 37-WESTERVILLE, OHIO—Hoover Reservoir
- 65-DELLROY, OHIO—Atwood Lake
- 101-AKRON, OHIO—Turkey Foot Lake

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Co-Governors: ARTHUR D. DECKELMAN  
3810 Locust Ave.  
Coral Gables, FL 33133  
MICHAEL S. JOHNSON  
104 Perry Rd.  
Ft. Walton Beach, FL 32548

- 28-FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
- 38-MOBILE, ALABAMA (MYC)—Mobile Bay
- 46-JACKSON, MISS.—Row Barnett Reservoir
- 66-MOBILE, ALABAMA (BYC)—Mobile Bay
- 56-FORT MYERS, FLORIDA—Cahoon Reservoir
- 75-PANAMA CITY, FLORIDA—St. Andrew Bay
- 79-GULF PORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Corde 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
- 107-FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay
- 111-MARIETTA, GA.—Lake Lanier

## WESTERN NEW YORK DISTRICT

Governor: JAMES LIGHT  
Route 1  
Oneonta, NY 13820  
607-432-1908

- 35-CHAUTAUQUA, NEW YORK—Chautauque 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-SHAHON, MASS.—Lake Massabonog
- 77-MENSAHANT, MASS.—Vineyard Sound
- 105-COHASSET, MASSACHUSETTS—Cohasset Harbor

## GREATER NEW YORK DISTRICT

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

- 7-RIVERSIDE, CONN.—Long Island Sound
- 10-MORRIS, N.J.—NEW YORK—Morris Bay
- 21-LOVELADES' HARBOR, NEW JERSEY—Barnegat Bay
- 22-SPRAY BEACH, N.J.—Little Egg Harbor
- 24-BROOKFIELD, CONN.—Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.—Hempstead Bay
- 72-AMITYVILLE, N.Y.—Great Neck Bay
- 73-PERTH AMBOY, N.J.—HARTMAN YC—Hartman Bay
- 74-ELYSACK, NEW YORK—Hudson River
- 94-LAKE HAWATHA, NEW JERSEY—Weston F.L. Sound

## CAPITOL DISTRICT

Governor: JOHN D. BARNES  
7710 Charlton Rd.  
Chevy Chase, MD 20015

- 6-QUAKERTOWN, PENNSYLVANIA—Deep Creek Lake
- 42-WASHINGTON, D.C.—Potomac River
- 63-HAYNE 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.—Boque 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 15—One of Sandy's originals — Blue hull, silver deck — 2 suits Boston sails — Gator tilt trailer — Vang, anchor, motor mount, cover, etc. — Dry sailed — Excellent condition — Will consider delivering: Price: \$2,000.  
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Frank McNulty, Route 1, Box 113, Siloam Spring, Ark. 73761. Telephone: 501-736-8349.
- FS 1730—Customflex — Red Hull — White deck — Boston main and jib — Motor — Lines — Safety equipment — Lifting bridle, etc. — Ready to sail. Price: \$2,500.  
Leet E. Denton, 67 Oxford Road, Grosse Pointe Shores, Mich. Telephone: 313-882-9386.
- FS 2036—Douglass-built '72 — White hull, light blue deck — Schreck main, jib and spinnaker — Dry sailed — Ready for sailing — Sterling tilt trailer — Boat cover — Excellent condition. Price: \$3,200.

## Who's the fleet champ?

We're still compiling the list of '73 fleet champs. We must have them by June 14. Drop a card — today — to Joe Harper, 2205 Newfield Lane, Austin, TX. 78703.

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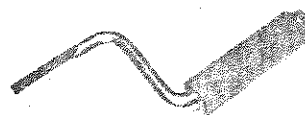
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Telephone: 713-892-1531.

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FS 2219—New condition — Light tan hull, light yellow deck — Schreck main, jib and spinnaker/pole — Compass — Inclinator — Sterling tilt trailer — Cover — Johnson motor — Vinelast bottom — Dry-sailed. Price: Asking \$3,350.

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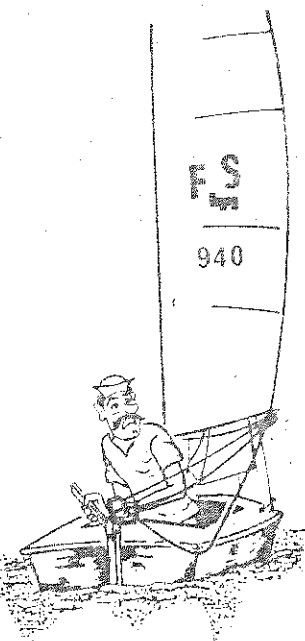


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# Turner wins Alabama Punch Bowl

By CLAY DEAN

Keith Turner of Mobile, Ala., won the first and third races to take the championship trophy at the annual

## Bay Waveland captures GYA opening regatta

By ANN STIEFFEL

Fleet 98 won the Gulf Yachting Association's opening regatta April 6-7 at Jackson, Miss., Yacht Club. Sailing for the winners from Bay Waveland Yacht Club, Bay St. Louis, Miss., were Bubby Eagan, Marc Eagan and Woody Stieffel.

Each skipper sailed one race for the club. Marc Eagan and Stieffel took firsts, while Bubby Eagan, Marc's younger brother, took third. Crews were Ellen Eagan and Rod Stieffel.

Hjalmar Breit of Southern Yacht Club in New Orleans won the open Scot class at Jackson with Karen Baltar crewing. Ann Stieffel of Bay Waveland was second with Cindy Stieffel and Weezie Kennedy crewing.

## Tidewater cup established

A new perpetual cup for Flying Scot sailors has just been announced by the Capitol District. This trophy is to be called the Tidewater Cup and will be awarded to the skipper who compiles the best record in races held in the tidal waters of the Chesapeake Bay and its tributaries during a sailing season.

It is hoped that this award will provide a stimulus to more competition among boats from many fleets and will encourage a high standard of race management.

Full particulars will be available at each event sanctioned for this competition. Fleets wishing to seek sanction for events to be held as part of this series should contact John Barnes, Capitol District Governor at 7710 Chatham Rd., Chevy Chase, Md. 20015.

Punch Bowl Regatta on Lake Martin, Montgomery, Ala., April 6-7.

Turner and Mike Wynn of the Atlanta Inland Sailing Club were tied going into the final race, each with a first and a third. But Turner took another first in the final race, while Wynn finished third for second place in the regatta.

The Punch Bowl Regatta, sponsored by Fleet 85 and the Dixie Sailing Club, is becoming a major Flying Scot event. There were 97 boats registered for the regatta, and the Scots, with 21 registered, were the largest class.

Floyd Davis of Panama City, Fla., finished third in the regatta. Davis had seconds in the first two races and was 1/4-point behind the leaders going into the third race. A fifth-place in the final kept him from moving up in the standings.

Chick Lanphier of Atlanta sailed to second place in the final race for a fourth in the regatta. Fred Martin of Auburn, Ala., took fifth place over-all.

The winds were just right for the Scots, but a little heavy for scows and lighter boats. Saturday winds were from the northwest at 15-20 m.p.h., gusting to 25. Sunday winds shifted to the south at 20-25 m.p.h., with occasional gusts to 30.

Water surface was choppy with waves up to two feet. Scots cut right through while lighter boats bounced around.

Dixie Sailing Club hosts the Punch Bowl Regatta each April, and it is the first bid regatta sanctioned by the Dixie Inland Yacht Racing Association. Scots are beginning to catch on in DIYRA.

Skipper	Boat No.	First Race	Second Race	Third Race	Total Points
1. Keith Turner	2491	1	3	1	4 1/2
2. Mike Wynn	1666	3	1	3	6 1/2
3. Floyd Davis	GYA 66	2	2	5	9
4. Chick Lanphier	1665	4	9	2	15
5. Fred Martin	1889	7	4	8	19